



THE MARINE FIREMAN

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



Volume 76

SAN FRANCISCO, CALIFORNIA, JUNE 11, 2020



No. 6

AFL-CIO Maritime Trades celebrate 100 years of Jones Act

The following is from the AFL-CIO Maritime Trades Department:

Today, June 5 marks the 100th anniversary of the passage of the Merchant Marine Act of 1920. Within this important legislation is the language that governs America's waterborne freight cabotage — the Jones Act. Named for the bill's primary sponsor — U.S. Sen. Wesley Jones (R-Washington) — the Jones Act simply states that cargo moved from one domestic port to another domestic port must be carried aboard a U.S.-crewed,

U.S.-flagged, U.S.-built and U.S.-owned vessel. The Jones Act oversees the movement of goods along America's ocean shorelines, Great Lakes' ports and inland waterways.

"The Jones Act remains a pillar of not only the United States maritime industry, but also our country's national, economic and homeland security," stated MTD President Michael Sacco.

"It's a source of family-wage jobs both on the water and ashore. It protects our nation in so many ways," added Sac-

co, who is also the President of the Seafarers International Union.

A 2019 study conducted by Price-waterhouseCoopers for the Transportation Institute showed the Jones Act is responsible for 650,000 American jobs creating more than \$40 billion annually in income. Workers whose jobs are related to the law can be found in all 50 states. Cargo shipping is not the only maritime aspect covered by the Jones Act. It includes the U.S.-flag dredging industry as well.

"The Jones Act has been attacked by unsubstantiated claims for years," declared MTD Vice President Jerry Abell, President/Business Manager for Dredging Local 25 of the International Union of Operating Engineers. "In this day and time of viruses that we have no vaccines for and unprecedented death tolls, this act should be our first line of defense to protect the American shipping and dredging industries and the health of the American workforce from foreign

Continued on page 7

Why the Jones Act is still needed 100 years later

By Senator Roger Wicker,
Senator Maria Cantwell,
U.S. Representative Peter DeFazio
and U.S. Representative Sam Graves

June 5, 2020

One hundred years ago today, President Woodrow Wilson enacted a law that would become known as the Jones Act. Its purpose was to help the U.S. shipping industry recover after World War I. Yet few could have predicted how vital it would become to our national security and economic prosperity a full century later — especially during a pandemic.

The Jones Act requires that all vessels carrying goods between two U.S. points be American-built, -owned, -crewed and -flagged. This policy provides stability to the U.S. maritime industry and helps to sustain 650,000 American jobs, resulting in \$150 billion in economic benefits each year. Most importantly, the Jones Act advances our national security by helping maintain a vibrant domestic shipbuilding industry and maritime workforce. Our shipbuilders supply the military with warships, and U.S. mariners play a key role in transporting military personnel and equipment overseas in times of crisis.

Our nation has always depended heavily upon maritime commerce. Our land is knit together by a vast network of sea and river ports, where waterborne vessels deliver food, natural resources and manufactured goods to market. These supply lines are important in every season, but they have become especially crucial during the COVID-19 crisis. Seaports have enabled front-line workers to continue bringing essential goods to our communities, as well as lifesaving ventilators, testing supplies and personal protective equipment to doctors and nurses treating patients.

This critical movement of goods has been secured by the Jones Act. To imagine life without this law, consider the risks we would face if foreign-owned companies were allowed to conduct our domestic trade during this pandemic. Foreign companies would be able to influence the flow of domestic goods and resources that are keeping our economy afloat. Thousands of now-secure American jobs throughout our shipbuilding and maritime workforces would be threatened, and foreign governments could gain even more undue leverage over our economy.

The pandemic has already exposed our nation's over-dependence upon Chinese medical supplies. We also depend too heavily upon foreign shipping in global trade, with 97 percent of all U.S. overseas commerce being conducted by foreign-flagged carriers. Losing the Jones Act would mean ceding our domestic maritime economy to China and other foreign-flagged competitors, making us more vulnerable during times of crisis.

The Jones Act is also an important asset to our military. U.S.-crewed vessels around the world expand our military's horizon by serving as the eyes and ears of our nation, and U.S. mariners, shipyards and commercial vessels play a vital role in keeping our military well-supplied. Losing these assets and having to rely on foreign competitors to move our military would hurt our ability to project power during a time of war or national emergency.

These national security concerns are why the Jones Act continues to enjoy broad support in Congress. Indeed, military leaders have consistently described the Jones Act as crucial to national security. As the bipartisan leaders of the House and Senate committees with jurisdiction over maritime matters, we are committed to preserving the Jones Act.

Some voices continue to call for the repeal of the law. However, there is little reason to believe outsourcing our shipping industry to foreign nations would benefit American consumers or workers. If foreign-flagged vessels were allowed in our domestic sea trade, they would still have to comply with U.S. laws, including wage, tax, immigration, and a host of other policies and regulations. These compliance costs would still be passed down to consumers.

The Jones Act has been a pillar of American security and prosperity for a century. With the pandemic at hand, it is more valuable than ever to our security and economic interests. We are committed to seeing the Jones Act preserved for years to come.

Senator Roger Wicker (R-Mississippi) is chairman of the Senate Committee on Commerce, Science, and Transportation, on which Senator Maria Cantwell (D-Washington) serves as ranking member. Representative Peter DeFazio (D-Oregon) is chairman of the House Transportation and Infrastructure Committee, on which Representative Sam Graves (R-Missouri) serves as ranking member.

SFFD saves SS Jeremiah O'Brien and SS Baton Rouge Victory Memorial

A four-alarm fire on May 23 at San Francisco's Pier 45 engulfed a warehouse, sending a thick plume of smoke over the waterfront and threatened neighboring structures, including the World War II Liberty ship *SS Jeremiah O'Brien* and the *SS Baton Rouge Victory Memorial*. The Fisherman's Wharf fire began at about 4:15 a.m., evolving rapidly from a one-alarm fire to a four-alarm fire, with 150 firefighters responding to the scene.

The fire burned a warehouse next to the ship. The warehouse — called Shed C — was destroyed. Sheds A, B and D were saved. The Shed C warehouse held fish processing equipment and a few offices and is typically unoccupied at night. However, homeless people have been seen in buildings and warehouses in the area. The fire destroyed corporate office space for Red and White Fleet, a family-owned ferry company since 1892.

The SFFD says the fire was burning above and below the historic pier, made of concrete and wood, built in 1926. Firefighters used hand lines and ladder trucks to protect other structures including the tourist attraction Musee Mecanique, a museum full of antique penny arcades and the infamous Laughing Sal.

San Francisco Fire Boat 3 — also

known as the *St. Francis* — was detailed and tasked with saving the *Jeremiah O'Brien* which it successfully did. The task involved knocking back flames rising 100 feet high. The executive director of the National Liberty Ship Memorial said the ship's crew nicknamed the ship the *Lucky O'Brien*.

The *O'Brien* is a national historic landmark. It was built and launched during WWII, and has made voyages throughout the world. It carried personnel and supplies to the beaches of Normandy during the D-Day invasion of France.

The *O'Brien* has been moved from Pier 45 to a temporary berth at Pier 35 North. This is for a period of two months as the port and other agencies clear debris and complete inspections of Pier 45's infrastructure.

Also saved during the fire was the *SS Baton Rouge Victory Memorial*. The memorial — situated next to Shed C — is dedicated to the seven merchant seamen aboard the *SS Baton Rouge Victory* who lost their lives when the ship was sunk by Viet Cong action enroute to Saigon on August 23, 1966. Five of the men killed were members of the Marine Firemen's Union, and the other two were members of the Marine Engineers' Beneficial Association.



The *SS Jeremiah O'Brien* silhouetted by the flames arising out of Shed C on Pier 45.



The *SS Baton Rouge Victory Memorial* located next to Shed C.

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

MATSON NAVIGATION COMPANY WAGE RATES Effective July 1, 2020

Motor Vessels

Rating	Base Wage	Base Wage	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
Electrician/Reefer/Junior	\$6,576.19	\$219.21	\$7,118.39	\$4,033.50	\$134.45
Reefer/Electrician/Junior	\$6,260.34	\$208.68	\$6,920.32	\$3,921.30	\$130.71
Day Junior/Utility	\$5,683.24	\$189.44	\$6,162.61	\$3,492.00	\$116.40
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$3,845.15	\$128.17	\$4,438.78	\$2,515.20	\$83.84
Advancement Program Wiper	\$3,338.19	\$111.27	\$3,338.18	\$834.60	\$27.82

Overtime Rates	ST	OT	Money Purchase	Dirty Work —
	Hourly	Hourly	Daily	All Ratings Except APW
Electrician/Reefer/Junior	\$38.72	\$58.12	\$27.00	ST Hourly = \$24.10
Reefer/Electrician/Junior	\$36.91	\$55.40	\$27.00	OT Hourly = \$39.68
Day Junior/Utility	\$33.56	\$50.38	\$27.00	
Wiper	\$22.97	\$34.41	\$27.00	
Advancement Program Wiper	\$14.32	\$21.49	\$10.00	

Automated Steam Vessels

Rating	Base Wage	Base Wage	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
Chief Electrician	\$6,275.35	\$209.18	\$6,812.09	\$3,860.10	\$128.67
Reefer/Electrician	\$6,110.10	\$203.67	\$6,778.22	\$3,840.90	\$128.03
Junior Engineer (Watch)	\$4,860.37	\$162.01	\$7,483.61	\$4,240.80	\$141.36
Wiper	\$3,845.15	\$128.17	\$4,438.78	\$2,515.20	\$83.84

Overtime Rates	ST	OT	Money Purchase	Dirty Work —
	Hourly	Hourly	Daily	All Ratings
Chief Electrician	\$36.96	\$55.52	\$27.00	ST Hourly = \$24.10
Reefer/Electrician	\$36.05	\$54.05	\$27.00	OT Hourly = \$39.68
Junior Engineer (Watch)	\$28.73	\$43.11	\$27.00	
Wiper	\$22.97	\$34.41	\$27.00	

Watchstanding Day Junior Meal Relief Rate, Hourly = \$49.06
 Watchstanding Day Junior, Section 18, Monday-Friday, Additional Hourly = \$24.10
 Watchmen Assigned As Day Men, Section 13 (c), Additional Daily = \$10.00

CV700 Vessel — MV Kamokuiki

Rating	Base Wage	Base Wage	Supplemental Benefit
	Monthly	Daily	Daily
Electrician/Reefer/Oiler	\$5,507.35	\$183.58	\$61.19
Oiler/Utility	\$3,933.82	\$131.13	\$43.71

Overtime Rates	ST	OT	Money Purchase
	Hourly	Hourly	Daily
Electrician/Reefer/Oiler	\$30.60	\$45.90	\$27.00
Oiler/Utility	\$18.58	\$27.87	\$27.00

Maintenance and Standby

Rating	Base Wage	Supplemental Benefit
	Daily	Daily
Shore Maintenance Mechanic	\$367.68	\$56.68

Rating	ST	OT	Dirty ST	Dirty OT	Money Purchase
	Hourly	Hourly	Hourly	Hourly	Daily
Shore Maintenance Mechanic	\$45.96	\$68.94	\$70.06	\$93.04	\$30.00
Standby Electrician/Reefer	\$42.97	\$64.46	\$53.72	\$64.46	\$27.00
Standby Junior Engineer	\$39.82	\$59.73	\$49.78	\$59.73	\$27.00
Standby Wiper	\$37.79	\$56.69	\$47.26	\$56.69	\$27.00

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

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS

240 Second Street
 San Francisco, CA 94105
 Tel: (415) 362-4592/4593/4594
 Fax: (415) 348-8864
 Dispatcher-Tel: (415) 362-7593
 Dispatcher-Fax: (415) 348-8896
 General Email: headquarters@mfoww.org

Anthony Poplawski

President/Secretary-Treasurer
 Email: mfow_president@yahoo.com

Deyne Umphress

Vice President
 Email: mfowvp@mfoww.org

Robert Baca

Business Agent
 Email: robchili510@yahoo.com

Manita Li, Controller

Email: MLi@mfoww.org

Sandra Serrano, Secretary/Training

Email: sserrano@mfoww.org

MFOW TRUST FUNDS

240 Second Street
 San Francisco, CA 94105
 Tel: (415) 986-1028 / 986-5720
 Fax: (415) 546-7340
 General Email: welfare@mfoww.org

Esther Hernandez

Medical/Dental Coverage:
 Active Members
 Email: EHernandez@mfoww.org

Amanda Salinas

Medical Claims:
 Dependents and Pensioners
 Email: ASalinas@mfoww.org

Celia Chu

Optical/Death Benefits/Accounts Payable
 Email: CChu@mfoww.org

Stacy Bobu

Money Purchase & Pension Benefits
 Tel: (415) 362-1653
 Fax: (415) 348-8864
 General Email: pension@mfoww.org
 Email: SBobu@mfoww.org

WILMINGTON BRANCH

533-B Marine Avenue
 Wilmington, CA 90744
 Tel: (310) 830-0470
 Fax: (310) 835-9367

H. "Sonny" Gage, Port Agent

Email: HGage@mfoww.org

HONOLULU BRANCH

707 Alakea Street
 Honolulu, HI 96813
 Tel: (808) 538-6077
 Fax: (808) 531-3058

Mario Higa, Port Agent

Email: MHiga@mfoww.org

PORT SERVICED — SEATTLE

4005 - 20th Avenue West, Suite 115
 Seattle, WA 98199
 Tel: (206) 467-7944
 Fax: (206) 467-8119

Brendan Bohannon, Representative

Email: seattle@sailors.org

Port of Los Angeles adopts \$1.5 billion budget

The Los Angeles Board of Harbor Commissioners has approved a \$1.5 billion budget for fiscal year 2020-2021. The budget is based on expectations of slower cargo volumes in the near term and a continued slowdown in the worldwide economy, due to market uncertainties related to the COVID-19 pandemic and the lingering impacts from the 2019 trade war. The approved budget lines up with the port's 2018-2022 strategic plan priorities, with emphasis on long-term investments in the supply chain and Port infrastructure in light of current market conditions.

With cargo volumes projected to be relatively soft through the first six months of fiscal year 2020-2021, the approved budget forecasts that cargo volumes will decrease by approximately 15.6 percent over the previous fiscal year's adopted budget to slightly over 7.9 million 20-foot equivalent units (TEU). The budget also projects a corresponding year-over-year decrease of 7.9 percent in operating revenues, with projected receipts totaling \$460.1 million. Operating expenses are forecast at

\$277.8 million.

Budget allocations for infrastructure and port capital improvement projects (CIP) for the fiscal year will enable the port to continue developing world-class infrastructure for container and cargo terminals; promote the most efficient movement of goods; implement systems to enhance security at the port; and continue work on projects improving public access to the LA Waterfront.

The \$163.6 million CIP budget includes continued funding for key terminal upgrades, such as \$38.1 million in improvements at the Everport Container Terminal and another \$4.8 million designated for the Pasha Terminal. Among key LA Waterfront public access projects in the approved budget are the San Pedro Public Market at \$42.3 million and \$9.7 million for related projects at the Wilmington Waterfront Promenade. Security related projects are funded at \$7.8 million, which include development of a Port Cyber Resilience Center and an upgraded port police radio system.

Army Corps, New Orleans to deepen access to uptown docks

The U.S. Army Corps of Engineers and the Port of New Orleans are recommending dredging to 50 feet the access to nearly 2½ miles of the port's Uptown wharves on the Mississippi River, which will allow the port to compete with other Gulf of Mexico and Atlantic ports to load and unload major ocean-going vessels. Access to the port's Milan Street and Louisiana Avenue wharves is now limited to ships with drafts of 35 feet or less. At the Nashville Avenue wharf, the draft varies between 35 and 45 feet. The present Napoleon Avenue draft is 45 feet.

The project is estimated to cost just over \$9 million for the initial dredging, which would be conducted in two phases five years apart, with the Corps picking up 65 percent of the cost and the port paying the remaining 35 percent. Dredging to maintain the 50-foot access would cost an estimated \$730,000 a year, which would be paid for by the port.

Most of the dredging would be done by the port's existing dredge contractors. There are no plans to capture and reuse the sediment to build wetlands, as is done as part of maintenance dredging projects at locations further downriver. Instead, the material would simply be dumped in the river's main channel adjacent to the docks, which is about 200 feet deep. The area in front of the wharves would actually be dredged to 54 feet, to allow for sediment to fill in part of the new depth between required re-dredging periods.

In April, the Corps issued a report describing the project and concluding that the dredging would not pose a significant environmental impact to natural resources or to the public. The initial feasibility study says most of the work would be conducted in the first phase of the project, and would not begin until congressional approval, expected no earlier than mid-2022.

The one glitch included in the report is a potential problem with the Napoleon Avenue wharf. The Corps found

that the slope of the riverbank beneath that small section of wharf does not meet its stability standards, and will have to be upgraded before the second phase of dredging can begin. The port will likely be required to remove sediment that has shoaled atop rock riprap beneath the wharf. It will also have to pay to install new bracing of the wharf structure.

The Corps concludes that the dredging project's benefits would add up to about \$35.9 million a year, when measured against the annual average of the initial cost of dredging and then annual cost of maintaining the deeper dock access. The benefits include avoiding the cost to shippers of having to use smaller vessels, or having to unload some cargo from ships with drafts too deep to use the present wharves.

The Port of New Orleans ranked fourth among U.S. ports in total cargo handled in 2017, with 96.3 million tons, according to the U.S. Department of Transportation. In 2018, it ranked sixth, with 93.3 million tons. The Port of South Louisiana, which includes facilities along 54 miles of the river in St. Charles, St. John the Baptist and St. James parishes, ranked first in the nation in 2018, with 275.5 million tons of cargo.

The Corps will make an initial decision on whether to approve the dredging project on August 28, but reviews by other layers of Corps engineering infrastructure will not be completed until late February 2022. If the Corps' chief of engineers then approves the project, his report will be submitted to Congress, which must still authorize and appropriate funding for the project.

Halls to close

Independence Day — The MFOW hiring halls will be closed on Monday, July 6, 2020, in observance of Independence Day, which is a contract holiday.



Pictured is the full operating status crew of the *MV Cape Henry* at Pier 96 in San Francisco after a successful post-fire repairs sea trial.



Taking a break aboard the *MV Cape Henry* are Oiler Den Thach, JM-5268; Oiler Cicero Lacaba, JM-5248 and Wiper Scooter Callais, non-seniority applicant.

High water and pandemic challenge Great Lakes shipping

Just as the 2020 shipping season on the Great Lakes and St. Lawrence Seaway was getting underway, the Covid-19 pandemic ramped up in North America. The challenges and necessities of the coronavirus pandemic are reflected in port tonnage totals for the start of the season.

The start of the shipping season on part of the St. Lawrence Seaway was delayed for 12 days due to high-water levels on Lake Ontario. Once it was deemed safe for shipments to begin, the pandemic hit, fluctuating typical cargo needs. There has been strong demand for American wheat for worldwide bread and pasta production, but iron ore shipments slowed down in April as domestic steel production for the automotive sector declined during factory shutdowns. It can take months before the full impacts of an economic downturn take effect.

The Port of Duluth-Superior got off to a promising start with the first ever March grain shipment. Total grain shipments through April — wheat heading mostly to Italy — topped the five-year average by 69 percent and represented a more than threefold increase season-over-season. Iron ore shipments were up 64 percent in March compared to 2019 but slowed to a five percent increase in April due to the pandemic and

decreased demand from auto manufacturers. General cargo including dry bulk tonnage in April was 54 percent ahead of last season's pace, led by limestone, salt and cement totals.

The Port of Toledo's season opening tonnage numbers through April 2020 were slightly below the same period in 2019, however, the tonnage so far in 2020 was just above the same period in 2018. The port's first ocean vessel of the year arrived on April 4 with sugar, unloaded at Toledo's general cargo facility operated by Midwest Terminals.

The Port of Green Bay moved nearly 228,000 tons of cargo into or out of the port between March 15 and the end of April, which is up 19 percent from the strong 2019 shipping season. Thirteen ships moved through the port in the first seven weeks, carrying salt from Canada, which accounted for nearly 90,000 tons of the overall total, up 43 percent from last year, while cement shipments hit 32,000 tons and petroleum products topped 20,000 tons.

The high-water levels in Lake Michigan were felt at Port Milwaukee this winter, as sporadic flooding and dock damage occurred. The port has also remained fully operational during the pandemic and adapted its safety and security procedures to meet public health guidelines.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

THE NEW ABNORMAL

In April, I reported that we exist in the new abnormal and that 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. The COVID-19 situation has forced the Union to respond to constant challenges in vetting, dispatching and relieving mariners, and has made daily administrative tasks much more complicated.

At Headquarters, officials and staff are on a constant vigil as the incidents of homeless trespassing and vandalism have increased in the area. On May 30 and 31, peaceful police brutality protests in San Francisco and other Bay Area cities turned into rioting and looting by nightfall. Several businesses on 2nd Street were broken into; MFOW Headquarters was untouched.

GOVERNMENT MATTERS

Teleconferences — Last month, I continued to participate in maritime industry teleconferences to address COVID-19 related concerns. Speaking with maritime employers, Coast Guard, U.S. Maritime Administration and Defense Department, maritime labor addressed the following issues:

- Some employers are now testing crew members as part of their crew change protocols, but this is still not widely available. Also, the industry should be working towards deployment of approved test kits that could be used aboard ship for surveillance of suspected COVID-19 crew members.
- Make it a priority for testing of crew on foreign voyages due to the distance from proper medical care.
- Thank you to the federal government for providing cloth facemasks to the industry; and thanks to MARAD and the Transportation Institute for coordinating the logistics of issuing these masks.
- Thank you to those involved with arranging the crew relief CONMAR flight to Diego Garcia.
- Mariners being restricted to the vessel during an entire assignment will experience increased stress levels.

TWIC — On May 26, the Union was informed by the Maritime Administration that TSA PreCheck may be available to TWIC holders at no additional cost. TSA will likely provide further guidance and details separately, but the information below provides some details on the process. Many TWIC holders meet the criteria for the TSA PreCheck Application Program and may be eligible for expedited screening. This new offering is available now for TWIC holders with certain conditions. In addition to having a valid security threat assessment, the TWIC holder must:

- Be a U.S. citizen, U.S. lawful permanent resident, or U.S. national.
- Be approved for a TWIC outside TSA's waiver process.
- Not be under investigation as a result of TSA's recurrent vetting.
- Use an active TWIC Credential Identification Number (CIN) that has not been canceled or reported lost, stolen, or damaged.

TWIC holders must include the eight-digit CIN printed on their TWIC card in the known traveler number (KTN) field of airline reservations made with a participating airline or in an airline profile. The TWIC CIN is printed on the back lower left-hand corner of the TWIC card. The CIN is also printed on the lower left-hand corner of the card mailing that you receive with your TWIC card. There is no additional cost to add TSA PreCheck eligibility, and active TWIC holders will not receive a KTN from TSA.

Watson-class LMSR Bid — On May 22, Military Sealift Command issued Amendment 13 to the Watson-class LMSR bid and set the due date for best-and-final bids as June 5. I have continued to work with Patriot Contract Services to help secure a competitive bid. The timeline for award notice is up in the air. Will keep the membership notified.

MATSON NAVIGATION COMPANY

Wage Increase — In accordance with the collective bargaining agreement between Matson Navigation Company and the SIU Pacific District Unions, effective July 1, 2020, there shall be a three and one quarter (3.25) percent increase on all off-shore unlicensed crew rates of pay and wage-related items. There shall also be a fifty cent (\$0.50) per manday increase to the MFOW Training Plan. In addition, there shall be a three and one quarter (3.25) percent increase in wage and wage-related items for MFOW shore maintenance and standby personnel.

The memorandum of understanding covering the CV700 vessel — *Kamokuiki* — calls for a three percent (3.0) increase in wage and wage-related items effective July 1, 2020. Recommend the wage increases are applied directly to wage and wage-related items.

R. J. Pfeiffer — The *MV R. J. Pfeiffer* entered the shipyard in Nantong, China on February 4, 2020 and the crew was laid off and repatriated. The company plan is to place the *MV Maunalei* in the same shipyard approximately June 15 and reactivate the *Pfeiffer*. The problem is getting a new crew to man the *Pfeiffer*, since there are air travel and visa restrictions to China due to the COVID-19 situation.

On June 2, I discussed with the company a plan to cross-deck the *Maunalei* crew to the *Pfeiffer* in Nantong in order to allow the *Pfeiffer* to sail and the *Maunalei* to proceed to drydock. The former *Maunalei* crew would then finish their maximum period of employment aboard the *Pfeiffer* by combining *Maunalei* and *Pfeiffer* man-

days. A new crew would be dispatched to the *Maunalei* after its shipyard period, assuming the travel and visa restrictions are loosened.

The cross-decking would result in the *Pfeiffer* jobs being sourced from the ports as follows: Wilmington — ERJ, REJ and APW; Honolulu — DJU. In the spirit of fairness, the post-drydock *Maunalei* jobs would be sourced, as were the previous *Pfeiffer* jobs, as follows: Wilmington — ERJ; Honolulu — REJ, DJU and APW.

Shore Leave — On May 21, the Union was notified by the company that they were allowing shore leave in California and Washington ports as long as the crews abide by state, county and local shelter-in-place orders pertaining to social distancing, face coverings, etc. However, recent rioting in Seattle, Oakland, San Francisco, Los Angeles and Long Beach has led to city curfews, which has added to the complexity of the shore leave issue.

The SIU Pacific District Unions (MFOW, SUP and SIU-AGLIW) will pursue compensation for restriction-to-ship claims in California and Washington ports from the period April 5, 2020 to May 21, 2020.

Internet Speed — At the request of vessel management, Matson conducted internet speed tests on a few vessels and the results of that testing paved the way for a speed increase. On May 21, the Union was notified by Matson that crew internet speed and connectivity at sea had been increased significantly across the entire fleet. The original service level of unlimited data was 512 kilobytes/second up and 128 kilobytes/second down. That was doubled to one megabyte/second up and 256 kilobytes/second down. Crews should experience increased performance for texting, email and web browsing. The crew will not be able to do large software or data downloads, and cannot use video or audio streaming, as that is restricted per the provider contract.

APL MARINE SERVICES

COVID-19 Testing — On May 22, the company notified the Union that they wished to move forward with COVID-19 testing for all on-signers prior to joining vessels. After a semi-successful trial run providing crew reliefs to the *President Truman*, which included flying Oakland dispatches to Los Angeles for testing, the company decided to utilize the same procedure for the *President Eisenhower*. With the increased availability of testing, the company will alter the testing procedure for the *President Wilson* and will be arranging tests for joiners at their port of dispatch; no longer having all joiners fly to a single location in which to test and join.

In order to facilitate this plan, the company requests that jobs be called at least five business days in advance of scheduled joining in order to allow time for COVID-19 testing and laboratory processing to ensure the results are available prior to joining. Once the on-signers have completed the test and prior to transiting to the vessel, they should maintain their quarantine to ensure the effectiveness of the testing protocols and for the health and safety of the crew onboard the vessel they are scheduled to join. This new process is a step forward toward a long-term testing solution that will minimize deviation from shipping processes and still maximize crew safety.

APL Gulf Express — On June 2, I discussed with the company a plan to effect crew reliefs for the *APL Gulf Express*. The company has been working on getting reliefs via air travel through Bahrain. The mariners dispatched will need to be cleared and set up with visas and then fly to Bahrain approximately June 15. They would then be required to quarantine overseas for 14 days prior to transiting to the ship.

TRUST FUNDS

SIU-PD Pension Plan — Plan legal counsel notified the plan trustees that pension plans have the option to increase the age at which a plan participant must begin receiving benefits. Prior to the SECURE Act, rules governing qualified plans required that participants begin receiving benefit distributions no later than April 1 of the calendar year following the later of the year in which they reach age 70 and ½ or retire. The SECURE Act delays the required commencement date from age 70 and ½ to age 72, for participants who turn 70 and ½ after December 31, 2019. Additionally, under the SECURE Act, a plan cannot permit a participant subject to the new rule to begin receiving required minimum distributions later than April 1 of the calendar year following the later of the calendar year in which the participant turns age 72 or retires. Participants who attained age 70 and ½ prior to December 31, 2019 continue to be subject to the old rule.

The trustees were informed that adoption of the new rule would allow the plan additional time to locate missing participants nearing their required commencement dates. The Department of Labor has penalized plans for failure to locate missing participants at the time benefits become due. Furthermore, participants may have reasons of their own for delaying the commencement of their plan benefits to the maximum time permitted under law.

Legal counsel's recommendation was to adopt the new rules, which would apply to participants who attain age 70 and ½ after December 31, 2019. The trustees agreed to adopt the new rules.

SIU-PD Medical Center — The last day of employment for Dr. Shapses as the Seafarers' Medical Center Medical Director was May 15, 2020. His last day on the job at the Medical Center was March 10. Dr. Shapses was out ill continuously from that date up to his retirement.

Over the past few months, the medical center administrative staff has unsuccessfully attempted to find a replacement to fill the Seafarers' Medical Center Medical Director position. The search continues. The Pacific District Unions are currently using Mercy Medical Group in San Francisco to conduct all medical center services for the members, and that arrangement has worked well.

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND

Attention: Esther Hernandez

240 Second Street, San Francisco, CA 94105

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

Email: EHernandez@mfoww.org

VICE PRESIDENT'S REPORT

There were 62 registrants dispatched in the month of May: 12 in Class "A"; 22 in Class "B"; 16 in Class "C"; and 12 Non-Seniority.

There are 43 members registered: 17 in Class "A"; 14 in Class "B"; and 12 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: Edgar Ungerer, P-2350.

Welcome to another month of weird, ladies and germs. As if the COVID-19 situation was not enough, an additional layer of abnormal was recently added in the form of riots and resulting curfews currently in place. Safety is a concern both on and off the ships now, and I urge all members to make personal safety a priority until things calm down.

We had to send a few jobs to other branches because members of our branch had document issues. Check your documents. I'm beating a horse that has been long dead, but I have to do it. Check your documents. Keeping your papers current is ultimately your responsibility. It is your livelihood at stake. If they expire, it's no one's fault but your own. We will always help if you

have questions or need assistance, but the union officials are by no means obligated to update or renew your documents for you. For those of you in the cheap seats, check your documents.

APL: COVID-19 screenings are now required for all joining crew on APL vessels. Working the test into the dispatch has been a learning process and is still a work in progress for both the company and the union. I'm sure there will be some discussion on upcoming policy changes and screening procedures, but we'll cross that bridge when we get there.

Matson: Made a masked and socially distant appearance on the *Maunawili* at the request of some of the crew. There were a few issues discussed, all related to the COVID-19 screening process and the questionable restriction-to-ship policy furnished and later amended on May 21st by Matson. I anticipate this being an ongoing discussion with the company. All restriction-to-ship claims should have been sent in for submission by the end of May.

These are strange times indeed. If you have any questions, call your branch agent or HQ for guidance. As always, please be safe and work safely.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for May 2020:

MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Maunawili* — delegate ERJ Glen Walton, #3575...no beefs. *MV Mahimahi* — delegate REJ Nicolas Barroll, #3869...no beefs. *MV Mokihana* — Crew did another one-trip relief and are back at Pier 60 in Oakland.

On the Pacific Southwest triangle run: *MV Daniel K. Inouye* — shipped an REJ and a Wiper for time up...no beefs. *MV Lurline* — no beefs. *MV Kamokuiki* — Arrived at Pier 68, San Francisco, for

lay-up. Dispatched some Standby Wipers and a Standby Electrician to assist as directed.

Matson shoreside mechanic Erick Anglo, JM-5214, reports no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President Kennedy* — no beefs. *MV President Roosevelt* — no beefs. *MV President Eisenhower* — no beefs. *MV President Truman* — no beefs; shipped a DJR for time up.

Shuttle vessels on the GSX run: *APL Guam* — no beefs; shipped a DJR for time up.

Fraternally,
Bobby Baca



May 28, 2020

Hon. Mike Pompeo
U.S. Secretary of State
2201 C St., NW
Washington, DC 20520

Hon. Mark T. Esper
U.S. Secretary of Defense
100 S Washington Blvd,
Arlington, VA 22202

Dear Secretary Pompeo and Secretary Esper:

We are writing to request your immediate assistance on an urgent matter. Scores of U.S. mariners are presently trapped aboard cargo ships, unable to take leave or return home due to extreme COVID-19 lockdown measures imposed by foreign governments. This humanitarian crisis, if not resolved as soon as possible, may threaten the essential supply chain for some 200,000 active U.S. military personnel now serving overseas.

The cargo carried on these U.S. flagged ships supports our troops, our allies and the global economy.

Ship's captains, officers and crew members who sail under the American flag and perform these essential functions for our country have not been able to set foot on dry land in months. Their workplaces have become floating prisons. Crewmembers are in danger of losing access to life-sustaining medicines. In many cases, they cannot contact their loved ones at home in the United States as some of these vessels lack Internet access.

It is well documented that isolation and excessive time serving aboard ship can create increased fatigue and psychological stress, raising the risk of marine accidents. Thousands of mariners across the globe who work on foreign-flagged vessels are in the same predicament.

U.S. mariners who are part of the U.S. Maritime Security Program typically serve a four-month assignment on ship and then rotate home by air to the United States for time off while awaiting their next assignment. A fresh crew flies in to relieve them. Right now, foreign governments are refusing to allow U.S. mariners to leave their ships, to enter overseas airports, or to use hotels or any other form of accommodation or transport which would allow them to return home.

These extreme lockdown conditions, imposed due to the COVID-19 pandemic, are not related to any meaningful health risks. Thanks to rigorous and comprehensive safety measures jointly implemented by employers and those aboard ship, in conjunction with our union, there have been no reported cases — none — of the deadly virus on U.S. Maritime Security Program vessels. These are not cruise ships suffering massive outbreaks; these are cargo ships staffed by mariners who have kept out an infectious disease by scrupulously following all required safety measures.

These American men and women need to come home immediately. The longer they are stuck at sea without relief, the greater the risk that fatigue and stress will lead to accidents interrupting the delivery of vital food, medicine, military supplies and other cargo to our troops serving overseas.

It is inconceivable that the United States — the wealthiest and most powerful nation on earth, with military bases, planes and facilities all over the globe — cannot relieve its own mariners who are stranded at sea. To date, however, our efforts to address this problem with members of your respective departments have yielded no results. That's why we are bringing this issue to your attention.

COVID-19 has been a sudden and intense storm. We know that you and your staffs have a lot on your desks to contend with during this time of peril. Please make this a priority. Help us bring these stranded U.S. mariners home to safe harbor.

Sincerely,

Marshall Ainley
President
Marine Engineers' Beneficial Association
mainley@mcbaunion.org

Dave Connolly
President
Sailor's Union of the Pacific
dave@sailors.org

Paul Doell
President
American Maritime Officers
pdoell@amo-union.org

Don Marcus
President
International Organization of Masters, Mates & Pilots
dmarcus@bridgedeck.org

Anthony Poplawski
President/Secretary-Treasurer
Marine Firemen, Oilers, Watertenders and Wipers Association
mfow_president@yahoo.com

Michael Sacco
President
Seafarers International Union
bpotter@seafarers.org
atellez@seafarers.org



UNITED STATES TRANSPORTATION COMMAND
OFFICE OF THE DEPUTY COMMANDER
500 SCOTT DRIVE
SCOTT AIR FORCE BASE, ILLINOIS 62225-3537

29 May 2020

MEMORANDUM FOR RECORD

FROM: TCDC

SUBJECT: Critical Infrastructure Worker Designation

References: (a) Secretary of Defense Memorandum, Transition to Conditions-based Phased Approach to Coronavirus Disease 2019 Personnel Movement and Travel Restrictions, 22 May 2020.
(b) Under Secretary of Defense (Personnel and Readiness) Memorandum, Force Health Protection (Supplement 6) – Department of Defense Guidance for Coronavirus Disease 2019 Laboratory Diagnostic Testing Services, 7 April 2020.

1. The employees of the companies listed below have been identified as critical infrastructure worker by United States Transportation Command (USTRANSCOM) when performing duties under USTRANSCOM contracts. Pursuant to the exemptions identified by the Secretary of Defense in reference (a), USTRANSCOM has determined these employees are required to continue execution of the Joint Deployment and Distribution Enterprise. As long as the employee remains asymptomatic, any restrictions on movement which prevent the performance of critical functions must be reported immediately to the USTRANSCOM Deployment and Distribution Operations Center.

2. USTRANSCOM SEALIFT CARRIERS:

Alaska Marine Lines	Northcliffe Shipping & Trading
American President Lines, LLC	Pasha Hawaii Holdings, LLC
American Roll-on Roll-off Carrier, LLC	Schuyler Line Navigation Co, LLC
China Navigation Company Pte, Ltd	Sealift Inc of Delaware
Crimson Shipping Company, Inc.	Stevens Towing Co., Inc.
Crowley Government Services	Superior Maritime Services, Inc.
Dann Ocean Towing, Inc.	TOHO Shipping, K.K.
Farrell Lines, Inc.	TOTE Maritime Alaska, Inc.
Foss International Inc.	TOTE Maritime Puerto Rico, LLC
Hapag-Lloyd, LLC	Trailer Bridge, Inc.
JAR Assets	US Ocean
JM Ship, LLC	Vane Line Bunkering
Liberty Global Logistics	Waterman Transport Inc
Maersk Line, Limited	Young Brothers Limited
Matson Navigation Company, Inc	
National Shipping of America, LLC	

3. Installation commanders may take measures as required for the protection of their installation without coordination so long as measures do not interfere with the moves of personnel and equipment that support USTRANSCOM's global posture requirements. Deployment and Distribution Operations Center personnel may be reached by calling DSN 312-770-7700 or email: transcom.scott.tcj3.mbx.ddoc-chief@mail.mil.

DEE L. MEWBOURNE
Vice Admiral, USN
Deputy Commander

Like us on
facebook



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

Marine-Firemens-Union-121622254577986/

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.

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.

July 6-10 August 24-28 September 21-25

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

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 October 12-November 20

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): August 7; August 28; September 4; September 25

California Maritime Academy, Vallejo, CA: pending

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

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

MITAGS-PMI, Seattle, WA: July 16-17; August 17-18; September 28-29

Maritime License Center, Honolulu, HI: July 9-10; September 17-18; November 5-6

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; September 22-24

El Camino College, Hawthorne, CA: pending

MITAGS-PMI, Seattle, WA: pending

Maritime License Center, Honolulu, HI: July 8-10; September 16-18; November 4-6



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



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 2
Date: June 4, 2020

E-Mail: OutbreakQuestions@uscg.mil

COVID-19 – Mariner Credentials

Extension of Merchant Mariner Credential Endorsements, Medical Certificates and Course Approvals

This MSIB updates guidance concerning mariner credentials, medical certificates and course approvals, 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 provisions in this MSIB are consistent with the Executive Order on Regulatory Relief to Support Economic Recovery issued on May 19, 2020.

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 International 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 March 17, 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 remain closed until further notice. Mariners with questions may contact the National Maritime Center (NMC) by calling the Customer Service Center at 1-888-IASKNMC, emailing IASKNMC@uscg.mil, or through the NMC online chat system.
- **National Endorsements:** Merchant Mariner Credentials (MMC) and Medical Certificates (National Endorsements only) that expire between March 1, 2020 and September 30, 2020 are extended until December 31, 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. This measure relaxes the requirement to carry an unexpired medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.
- **STCW Endorsements:** MMCs with STCW endorsements that expire between March 1, 2020 and September 30, 2020 are extended until December 31, 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 expire between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on an expired medical certificate that meet the expiration criteria must carry the expired certificate with a copy of this notice. This measure ONLY relaxes the requirement to carry an unexpired STCW medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.
- **Additional administrative measures:** The following items that expire in between March 1, 2020 and September 30, 2020 are extended until December 31, 2020: Additional Information letters, Qualified Assessor letters, Designated Examiner letters, Approval to Test 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. This posture applies until December 31, 2020 irrespective of when the medical certificate expires. It is important that pilots with disqualifying medical conditions do not sail.
- **Course and Program Approvals.**
 - Course and program approvals that expire between January 1, 2020 and December 31, 2020 are extended for six months from their current expiration date. This MSIB serves as formal notification of the extension. The 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 NMC will continue to work with training providers on a case-by-case basis to implement alternate training delivery methods, including distance learning or blended learning. Approved requests and new requests for alternate training delivery methods will be valid until December 31, 2020 for the knowledge-based online course material. All testing, practical assessments, and labs associated with these courses must be completed no later than 6 months from the completion of the knowledge-based portion of the training. This MSIB serves as the extension for previously approved courses using alternate delivery methods.

Please be aware that these measures may cause a backlog in the processing of credentials and course approvals, especially near the end of the extension dates. Mariners are strongly encouraged to fulfill the requirements and submit their application as early as possible in order to avoid a lapse in their credential. Similarly, training providers need to make every effort to submit their application early to avoid expiration of their current approval.

The NMC may issue additional guidance on these extensions and other administrative measures consistent with this MSIB. This guidance will be posted at <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 emailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

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

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

Ex-astronaut dives to lowest underwater point on Earth

Former NASA astronaut and geologist Kathy Sullivan has become the first woman to dive to lowest point on Earth, known as Challenger Deep, inside the Mariana Trench. Sullivan, 68, emerged from the submersible DSV Limiting Factor (LF) on June 7, which performed a successful expedition at more than 35,000 feet below the ocean's surface.

In 1984, Dr. Sullivan, a veteran of three space shuttle flights, became the first American woman to walk in space. She has now become the eighth person to reach the bottom of the Challenger

Deep, following the first two, Don Walsh and Jacques Picard in 1960, as well as film director James Cameron in 2012.

LF, built by Florida-based Triton Submarines, is the first vehicle in history that has repeatedly gone to the deepest point in the ocean. At such depths, characterized by immense pressures, extreme darkness and almost freezing temperatures, only specialized microorganisms can survive.

The dive finished on June 7 and the team was scheduled to be back in Guam on June 15.



The Ready Reserve Force cargo vessel *MV Cape Hudson*, pictured in Elliot Bay last month, laid up in San Francisco on May 21. The *Cape Hudson* spent the last few months operating in support of the U.S. Army's Pacific Pathways mobility operation.

AFL-CIO Maritime Trades celebrate 100 years of Jones Act

Continued from page 1

enemies. I cannot stress how important the Jones Act is to the security and economic success of the country."

Throughout the decades, the Jones Act has received bipartisan support from the White House and members of Congress. Military leaders also have expressed their support for the law as it not only provides well-trained American mariners who crew vessels taking needed goods for armed forces located around the world, it also supplies another set of eyes from American citizen-seafarers within U.S. ports, harbors and waterways for unlawful activities.

"Many people do not realize that the Jones Act was not America's first cabotage law," noted MTD Executive Secretary-Treasurer Daniel Duncan. "In fact, among the original laws passed by the first Congress in 1789-90 were several designed to protect the nation's fledgling maritime industry."

At one time, foreign-flagged and foreign-crewed vessels were permitted to sail along the inland waterways and on the Great Lakes. These vessels and crews did not then, nor have to now, meet America's labor, building and safety standards. After a series of disasters that claimed American lives, Congress worked on various measures to strengthen the cabotage laws.

During World War I, the Unit-

ed States did not have much of a merchant fleet. Many businesses depended on commercial vessels from Britain, France, Germany and other nations to export and import goods. When the war took these vessels away, Americans were forced to pay a premium to move cargo. This led to the 1920 Merchant Marine Act with its inclusion of the Jones Act.

Despite its value to the American economy and the nation's security, the Jones Act continually faces attacks from outside interests. Throughout its 74-year history, the MTD has fought to maintain the integrity of the law.

The cabotage law of the Jones Act is not unique to the United States, either. The London-based Seafarers' Rights International released a study in 2018 listing more than 90 countries have some type of cabotage law on their books. Maritime unions around the world have claimed the Jones Act as "the flagship of cabotage laws."

"This centennial is worth celebrating — and the Jones Act is worth fully preserving," proclaimed Sacco. "America's freight cabotage law has served us extremely well for a century, and that's why it has always enjoyed strong bipartisan support along with powerful backing from top military leaders.

"God bless the Jones Act which I believe is the most 'All-American' law in existence."

Port of Oakland meat exports soar

The Port of Oakland, California recently reported its meat exports jumped 26 percent in the first quarter of 2020 over the first quarter 2019. The port stated it now controls 42 percent of the market for meat exports leaving U.S. West Coast ports. Its nearest competitor, the Port of Long Beach, has 31 percent of the market.

The port stated it is too soon to know if it can sustain bullish growth while the coronavirus rattles global markets. But anything resembling first quarter performance would reaffirm Oakland's commitment on refrigerated exports. The port and business partners invested millions on facilities that handle refrigerated shipments, known as cool cargo. The payoff is that Oakland exported the equivalent of 15,000 20-foot containers (TEU) of meat in the first quarter 2020.

Oakland's total cargo volume is down five percent in 2020 due to coronavirus. Exports, up 3.7 percent, have helped soften the blow. Meat shipments — beef, pork and poultry — now account for 10 percent of total export volume.

Oakland listed three reasons for its booming business in shipping refrigerated cargo overseas:

1) Asian demand — As middle-class economies spread throughout Asia, the desire for high-quality U.S. products, especially farm goods, grows.

2) Location — Oakland is the closest export gateway for California Central Valley growers and connects by rail to Midwest producers.

3) Ship schedules — Container ships headed to Asia stop first in Southern California, then in Oakland before crossing the Pacific. Exporters prefer to load perishables at the last possible moment in Oakland to extend shelf life.

The port stated it has increased meat export volume 51 percent in the past three years. The biggest growth markets are China, Taiwan, Australia, South Korea and Japan. China trade benefited from a tariff cease-fire with the U.S. early this year. It was also spurred by pork shortages in China. The coronavirus impact on U.S. meat production has not been as severe as originally anticipated.

WILMINGTON NOTES

Wilmington dispatched one PCS, three APL and eight Matson shipboard billets in May. Thirteen Shore Mechanics were also shipped (10 being reliefs). Six applicants worked standby and one made a ship for six months. We currently have 31 A-, 18 B- and 16 C-seniority members on the registration list.

Racism equals discrimination in the workplace and the working class has always been one reason why there is a union to represent workers worldwide in the first place. Remember that when you watch the news and think about how it relates to you and your family and everyone you see daily. Discrimination and racism are not limited to a person's color as you all should know. Much has been written on the topics of racism and discrimination. I need not elaborate. I am done for now.

The morning job call is still at 1030 here, maintaining six feet for social distancing along with a requirement to wear a covering or mask. COVID-19 is still a threat to the shipping and offshore industry at this time and we are trying to keep it safe for all of us. All companies contracted with the MFOU have taken a different tack to mitigate the exposure to our crews. I encourage all members to be aware of and practice procedures to minimize the effect of this pandemic.

The National Maritime Day services scheduled for May 22 at the Merchant Marine Veterans' Memorial at 6th and Harbor were cancelled this year due to permitting requirements and social distancing rules instituted locally. Wilmington members were advised of the cancellation and were advised to pay respects in small groups at the memorial. The sun shined on as in past years on National Maritime Day. While a formal service at a later date is a possibility, nothing is confirmed. First Blood ser-

vices suffered the same fate as National Maritime Day, but a contingent of ILWU members paid their respects at the Harry Bridges Memorial on Harbor Blvd. in San Pedro.

Not many beefs were reported this past month, but the crews are getting tired of staying aboard ship while tied to a dock. Much thanks to the Stewards' on the ships dealing with feeding the Black Gang; we appreciate this very much.

At Fenix Marine Services Pier 300, Foreman Ken Justice, #3678 and Leadermen Mike Robles, #3855; Frank Marinovich, #3663; and George Sims, #3669, along with their combined gang of 16 mechanics hold down the fort. Reefer volumes at this terminal have been low. Matson on the other hand has been having heavy loads coming out of the Long Beach C60 Terminal. Such is life.

Through this all the Los Angeles Area unions have come together and have organized food banks and assistance for the general public as well as union members affected by unemployment, closure of businesses and loss of income. I am sure that by the time you read this there will be change in all relative topics I have reported on this month. Think positive.

Work on the *SS Lane Victory* is also still suspended for now due to COVID-19. Exercise your right to vote, hopefully by mail. Take care and work safely.

Aloha,
Sonny Gage, Port Agent

HOWZ SHIPPING?

May 2020

San Francisco

Electrician/Reefer/Jr. Engineer.....	1
Junior Engineer (Day)	2
Oiler	4
Pumpman/Machinist.....	1
Wiper	3
Standby Electrician/Reefer	18
Standby Wiper	33
TOTAL	62

Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	5
Junior Engineer (Day)	2
Oiler	2
Wiper	2
Shore Mechanic.....	16
Standby Electrician/Reefer	14
Standby Wiper	38
TOTAL	82

Seattle

Electrician.....	1
Oiler	2
Standby Electrician/Reefer	4
TOTAL	7

Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Junior Engineer (Day)	2
Wiper	1
Standby Electrician/Reefer	22
Standby Wiper	11
TOTAL	39

POLITICAL ACTION FUND

Voluntary donations for May 2020:

Kenneth Paddack, #3847	\$40.00
Kevin Haymer, JM-5272	\$100.00
Mario Higa, #3738	\$200.00

HONOLULU NOTES

We dispatched 39 jobs in Honolulu, six of them being steady jobs. The *Mahimahi* changed out the Electrician and Junior. The *Manoa* changed out the Electrician and Wiper; the *Manoa* Junior job was also called because of an injury. Filled an open board *Red Cloud* Electrician job, too. There were 22 Standby Electrician/Reefer jobs and 11 Standby Wiper jobs called in May.

As of this writing, Honolulu has 16 "A"s, 6 "B"s, and 7 "C"s on the registration list.

At the end of May and into early June, Honolulu filled three open board jobs: *Red Cloud* Electrician, *Dahl* Oiler and a *Sisler* Oiler. Also, finally I got a dispatch for the *Gulf Express* Wiper for an applicant who has been aboard since September of 2019 and probably had no shore leave the whole time. Later because of COVID, he could not get a relief because of the countries closing their airports.

Big Mahalo to the MFOU membership for being ready in a moment's notice and willing to fill these open board jobs,

and for those on board while restricted to ship performing their essential job. Thank you all for answering the call.

I was finally caught into joining a teleconference call (Zoom meeting). This month, for the first time, the Honolulu Port Council resumed to having their monthly meeting. Prior to the meeting, I had to ask my 18-year-old son for some information on how to Zoom. He did not fail me; the meeting went well without a hitch. He even showed me how to add a virtual background. I added a picture of the sun setting at sea off the bow of the *Pfeiffer*, beautiful calm.

Honolulu has kept its COVID curve flat and has already started to reopen businesses. I believe every business will be able to reopen in the next two weeks. I hope it will last, but today we had nine new cases. We were averaging around two new cases per day over the last several weeks, with many of those days with zero cases. So, I hope today was just a hiccup. Keep working safe everyone.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of May, Seattle shipped one Electrician, two Oilers and four Standby Reefers. Seattle currently has seven A-, seven B- and four C-seniority members registered for shipping.

Seattle saw another dismal month of shipping. It was made worse when those were dispatched to *Watson*-class jobs were unable to join due to COVID-19 restrictions. Many members found themselves stretching their funds by months more than they had planned while waiting on word of travel orders to their ship.

I would like to remind all hands that hurricane season began June 1, and with it comes inevitable emergency activations of the RRF vessels positioned in the Gulf of Mexico. Please remem-

ber that we have an obligation to crew these ships, and by doing so in Bristol fashion we will preserve government support in all our contracted vessels. RRF activations are highly scrutinized by government agencies that also weigh in on the need for MSP and Jones Act support. Reliable performance by the unions manning these ships is the key to keeping that support and our jobs in the years ahead.

Fraternally,
Brendan Bohannon, Representative

Benefits paid during May

Death Benefits	None
Burial Benefits	None
Excess Medical	\$5,274.45
Glasses and Examinations	None

HONOR ROLL

Voluntary donations to

General Treasury — May 2020:

Kenneth Paddack, #3847	\$20.00
Eric White, #3925	\$100.00

MFOU member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Taliaferro Milton	3654	Long Term	25.455	05/01/2020

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

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)

FINISHED WITH ENGINES



Edgar D. Ungerer, #3146/P-2350. Born January 21, 1925, New Jersey. Joined MFOU July 25, 1960. Pensioned May 1, 1987. Died May 22, 2020, Berea, WV.