



## APL Saipan struck from Maritime Security Program after Matson challenge

On June 30, U.S. District Judge Randolph Moss overturned a 2016 decision by the U.S. Maritime Administration (MARAD) to allow the *APL Saipan* into the Maritime Security Program (MSP). Matson, facing competition from APL in the Guam trade, sued the federal government in 2018. The company argued that the *APL Saipan* and the *APL Guam* were wrongly allowed into the program, as their use did not constitute international under the law.

On June 1, Moss ruled Matson did not have standing to challenge admission of the *APL Guam*, but told MARAD to elaborate on the rationale for allowing the *APL Saipan* in. The Washington D.C. federal court judge said the agency had the ability to grant an exception to *APL Guam* service to Guam as international. According to Moss, such an exception did not exist in the law for *APL Saipan* calls to the North Mariana Islands, another U.S. territory, and that MARAD had not explained why it would be allowed.

In his initial ruling, Moss had de-

clined to vacate *APL Saipan* admission into the program, citing military readiness concerns. His June 30 ruling invalidating the 2016 decision closes the case.

An APL spokesperson said the ruling came as the MARAD decision regarding the ship was under further consideration.

"APL has every confidence that MARAD will be able to explain the basis for its determination and correct any perceived deficiencies in the original decision," the spokesperson said. "APL is committed to working with MARAD to reinstate the *APL Saipan* in the MSP program as quickly as possible, as we remain committed to serving the people of Guam and Saipan, and the U.S. military personnel stationed there, with a competitive, cost-efficient and modern service."

Removing the ships from the MSP has been a goal for Matson stretching back to 2017, the year after APL began challenging it directly in the Guam trade. Matson first appealed the decision administratively and then in a federal appeals court, with both failing to



File photo of the MV APL Saipan

gain traction.

In 2018, it launched the current legal fight. Matson chief executive Matt Cox has described the Guam trade as an "axe fight" between the two companies, with its container volume falling from 25,800 boxes in 2016 to 19,400 in 2019.

The MSP provides U.S.-flag ships working internationally \$5 million each in exchange for government use in the case of war or national emergency. According to the U.S. Department of Transportation, APL Marine Services

has eight ships in the MSP, bringing in a total of \$40 million with a ninth operated by APL Maritime. Matson has no ships in the MSP.

The fate of the *APL Saipan* remains unclear. The ship could be laid up if APL decides that it cannot operate it under the U.S.-flag without the MSP payment. If, instead, APL were to withdraw the *APL Saipan* from consideration and offer another vessel, various required approval processes for that vessel could take up to six months.

## Jones Act continues to receive bipartisan congressional support

Last month, the maritime industry and the nation recognized the 100<sup>th</sup> anniversary of the Jones Act, the freight cabotage law that states cargo moved from one domestic port to another must be moved aboard a U.S.-crewed, U.S.-built, U.S.-flagged and U.S.-owned vessel. Passed shortly after World War I, the Jones Act — also known as the Merchant Marine Act of 1920 — addressed the lack of U.S.-flag shipping capacity to move, export and import goods. The Jones Act is only the latest in a series of laws passed by Congress going back to its first session in 1789-90 to support U.S. maritime interests.

Throughout the month of June, elected officials serving in the U.S. Senate and the U.S. House of Representatives representing both major political parties have proclaimed their support for the law. A joint statement issued by Senators Roger Wicker (R-Mississippi) and Maria Cantwell (D-Washington), the chair and ranking member of the Senate Commerce, Science and Transportation Committee, as well as Representatives Peter DeFazio (D-Oregon) and Sam Graves (R-Missouri), the chair and ranking member of the House Transportation and Infrastructure Committee stated, "As bipartisan leaders of the House and Senate committees with jurisdiction over maritime matters, we are committed to preserving the Jones Act. 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," the foursome wrote.

Reiterating his longstanding support for the measure and the industry, Representative John Garamendi (D-California) declared, "Congress must continue to support our nation's maritime workforce by upholding the Jones Act and

opposing deeply misguided efforts to undermine it."

National security was an important factor in several of the remarks made to back the Jones Act.

"This pillar of maritime policy is to credit for successfully protecting our maritime economy and our national security for nearly a century," said Rep. John Rutherford (R-Florida). "Removing the market certainty that the Jones Act provides would decimate the American maritime industry, putting our national security in jeopardy."

### ***We are, at our core, a maritime nation.***

Added Rep. Rick Larsen (D-Washington), "The Jones Act underpins U.S. maritime defense policy, and is essential to preserving national security interests at home and aboard. Jones Act crews and vessels play a critical role in securing the nation's strategic interests."

From Senator Gary Peters (D-Michigan): "Each and every day, 365 days a year, the Jones Act functions to protect our nation's 95,000 miles of coastline and inland waterways, limiting access to foreign vessels and crews while mariners serve as the eyes and ears to strengthen border and homeland security. Over the last 100 years, the men and women of the U.S. maritime workforce have also unfailingly answered the call of duty, providing vital services to support the nation in times of crisis."

"At its heart, this law strengthens American naval capabilities, prevents foreign ships from roaming throughout our inland waterways, and protects our country from unknown foreign threats," noted Rep. Steve Scalise (R-Louisiana).

From her neighboring state of Mississippi, Republican Senator Cindy Hyde-Smith said, "The Jones Act has enhanced American prosperity and national security ever since its enactment on June 5, 1920. It puts America first over subsidized foreign shipbuilders and foreign vessel operators that do not pay U.S. taxes or comply with U.S. regulations."

Rep. Filemon Vela (D-Texas) responded, "For the Department of Defense, maintaining a U.S.-flagged fleet is critical to ensuring we have sufficient U.S. sealift capability, available at a moment's notice, to defend our nation. Not only does the Jones Act support this vital national security requirement, it also provides and economic benefit to our nation."

The chair of the House Subcommittee on Coast Guard and Maritime Transportation, Rep. Sean Patrick Maloney (D-New York), pointed out, "The bedrock principles and protections of the Jones Act are as essential today as they were when the Congress bill was passed a century ago. We are, at our core, a maritime nation. We cannot be complacent in our defense of the Jones Act, which remains a critical component of U.S. maritime and military strategy."

That aspect was not lost on several other members of the House when the Armed Services Subcommittee on Seapower and Projection Forces met June 23 to review the Fiscal Year 2021 National Defense Authorization Act. Subcommittee Chair Joe Courtney (D-Connecticut) recalled earlier remarks from U.S. Maritime Administrator Mark Buzby and U.S. Transportation Command Deputy Commander Dee Mewbourne (a U.S. Navy vice admiral) when he said they "reiterated strongly the fact that the Jones Act is really critical to making sure that we have the auxiliary fleet, sealift fleet."

Retired Navy commander, Rep.

Elaine Luria (D-Virginia), added during the hearing, "We all know the value of the Jones Act on our national security, on our U.S.-flag merchant fleet, and in protecting American jobs for American mariners."

Referring to the Jones Act, Rep. Rob Wittman (R-Virginia) noted, "We understand how incredibly important it is to U.S. maritime interests."

But Congress wasn't alone in realizing the value of the Jones Act to the global economy.

The London-based International Transport Workers' Federation (ITF) wrote, "It is the standard towards which other national seafarers and their unions strive to achieve, since it protects the right and opportunity to work in their national trade on higher national wages and working conditions. The Jones Act also helps raise global wages and working conditions for seafarers in international trades through the establishment of such high standards."

The chair of the ITF's Cabotage Task Force, Jim Given of Canada, who also serves as the Maritime Trades Department, AFL-CIO Eastern Area Executive Board Member, flat out declared, "The Jones Act is the 'flagship' of cabotage laws."

### **Halls to close**

**Harry Bridges' Birthday** — The MFOW hiring halls on the West Coast will be closed on Tuesday, July 28, 2020, in observance of Harry Bridges' Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels (except RRF vessels) in West Coast ports. It is not a holiday at sea.

For members working under the MFOW Maintenance Agreements, this holiday shall be observed in accordance with local custom and practice.

# 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

## PATRIOT CONTRACT SERVICES

(Adm. Callaghan, Cape Orlando, Cape Taylor, Cape Texas, Cape Trinity,  
Cape Victory and Cape Vincent)

and

## MATSON NAVIGATION COMPANY

(Cape Henry, Cape Horn and Cape Hudson)

### Wage Rates — Ready Reserve Force Vessels — Effective January 27, 2020

#### Full Operating Status (FOS)

Rating	Monthly Wage	Daily Wage	Monthly Suppl.	Daily Suppl.	Hourly Overtime	Hourly Penalty	Daily MPPP
QMED Electrician	\$5,728.95	\$190.97	\$2,864.48	\$95.48	\$41.53	\$23.55	\$15.68
QMED Pumpman	\$5,307.68	\$176.92	\$2,653.84	\$88.46	\$41.53	\$23.55	\$15.68
QMED Day Worker	\$5,169.44	\$172.31	\$2,584.72	\$86.16	\$41.53	\$23.55	\$15.68
QMED Oiler	\$3,852.41	\$128.41	\$1,926.21	\$64.21	\$35.44	\$18.03	\$15.68
QMED Fireman/Watertender	\$3,852.41	\$128.41	\$1,926.21	\$64.21	\$35.44	\$18.03	\$15.68
Wiper, GUDE, GVA	\$3,410.35	\$113.68	\$1,705.18	\$56.84	\$21.19	\$14.29	\$15.68

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays. Unlicensed personnel shall earn fifteen (15) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

#### Reduced Operating Status (ROS)

Rating	Weekly Wage	Daily Wage	Hourly Overtime	Daily Suppl.	Hourly Overtime	Daily MPPP
QMED Electrician	\$1,646.75	\$235.25	\$41.12	\$15.68	\$41.12	\$15.68
QMED Pumpman	\$1,646.75	\$235.25	\$41.12	\$15.68	\$41.12	\$15.68
Wiper, GUDE, GVA	\$1,011.31	\$144.47	\$20.98	\$9.63	\$20.98	\$15.68

Weekly wages shall be divided by seven when determining daily wages for unlicensed crew who work less than a full week, provided however, that no unlicensed crewmember shall be paid less than the weekly wage listed above when employed Monday through Friday and the vessel remains in Reduced Operating Status throughout the subsequent weekend. The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays. All ratings shall earn two (2.0) days of vacation leave for each thirty (30) days employed in ROS.

## Ocean Voyages sets record with largest haul of plastic removed in history

History has been made once again by Ocean Voyages Institute. The Hawaiian crew has removed 103 tons of fishing nets and consumer plastics from the Great Pacific Garbage Patch, which is the largest accumulation of ocean plastic in the world, located between Hawaii and California. The company has broken its own record that they've set in 2019 after a 25-day clean-up voyage in 2019, where they removed 48 tons of toxic plastic from the ocean. According to their report, they collected twice the amount of trash now and reached an all-time high in the process.

On June 23, the Ocean Voyages Institute's marine plastic recovery vessel came back after a 48-day voyage in the Pacific Ocean. The marine vessel was able to remove 103 tons of trash from the Pacific trash vortex. It is the largest at-sea clean-up ever made there to date.

Mary Crowley, founder and executive director of Ocean

Voyages Institute, stated, "I am so proud of our hard-working crew. We exceeded our goal of capturing 100 tons of toxic consumer plastics and derelict 'ghost' nets, and in these challenging times, we are continuing to help restore the health of our ocean, which influences our own health and the health of the planet...Nothing will end up in landfills or go back into the ocean."

Their efforts in cleaning the open oceans are of immense importance since plastic waste results in the death of 100 million marine animals every year. Crowley stated, "The oceans can't wait for these nets and debris to break down into microplastics which impair the ocean's ability to store carbon and toxify the fragile ocean food web."

By 2050, these nets and plastic debris will outnumber the fish in the ocean by scientists' estimates and Ocean Voyages Institute has established its lead in open ocean clean-up.

## CMA CGM Group to simplify trans-Pacific trade network

The CMA CGM Group on July 6 reported that it seeks to permanently adjust its operating setup and network. Beginning October 1, 2020 CMA CGM will become the sole commercial carrier of the group operating in the trans-Pacific. The APL brand will focus exclusively on servicing the United States government. APL, a long-time service partner for the U.S. government, will leverage its experience providing U.S.-flag services to solidify and enhance its specialization in this key business segment. APL will continue service to the Guam-Pacific trade which directly benefits the people of Guam and Saipan.

Ed Aldridge, President of CMA CGM and APL in the United States, stated, "We are leveraging the very best of CMA CGM and APL, two major carriers in the U.S., to bring our customers an even more focused and streamlined customer experience. This simplification fortifies the Group's number-one position in the country while enabling us to build upon APL's rich heritage of U.S. flag-ship operations and service to the United States government."

The current CMA CGM regional office and NOL Limited will be redesigned as a major regional hub beginning October 1, named CMA CGM Asia Pacific Limited. This Singapore-based hub will drive CMA CGM's development in the Asia-Pacific region and will focus on delivering end-to-end shipping and logistics solutions. ANL Container Line Pty. Limited will become a subsidiary of CMA CGM Asia Pacific Limited as part of this development.

The CMA CGM Group will simplify its brand strategy with CMA CGM as its global commercial carrier and expert brands supporting its development in dedicated markets, as follows:

APL — the expert carrier in U.S. government cargo

ANL — the leader in Oceania

CNC — the intra-Asia short-sea specialist

Mercosul Lines — the Brazilian cabotage expert

Containerships — the multimodal transport intra-European leader.

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# Port of Oakland's largest terminal to get three giant cranes

Three cranes able to load the world's largest container ships will soon be headed to the Port of Oakland. Shanghai-based manufacturer ZPMC said that construction of the ship-to-shore behemoths is nearing completion in China. The cranes are due at Oakland International Container Terminal on September 14, according to terminal operator SSA Terminals. At 300-feet-high, it is believed they will be the tallest in North America when they commence operations in January.

"As ships keep getting bigger, SSA and ZPMC continue to help us keep ahead of the industry," said a Port of Oakland spokesman. "We're very excited and grateful for the partnership."

ZPMC and SSA updated maritime executives on the new cranes last month at a meet-

ing of the Propeller Club. Here are the vital statistics:

- The cranes can lift containers 174 feet above the dock, enabling them to stack boxes 12-high on ships.
- The cranes can reach 125 feet across a ship's deck, spanning 24 rows of containers.
- The cranes will be delivered by ship and require five days to be transferred from vessel to dock.

SSA operates the largest marine terminal at the Port of Oakland. Ultra large container vessels can carry up to 24,000 20-foot containers. ZPMC and SSA said Oakland's new cranes were designed to load and unload ships that big. SSA placed a \$30 million order for its new cranes in February 2019. In 2018, it completed a project to raise the height of four other ship-to-shore cranes.

# DOL awards \$81 million in grants to expand registered apprenticeship

The U.S. Department of Labor recently awarded \$81,046,170 in grants intended to support activities that improve states' ability to serve, improve and expand the Registered Apprenticeship Program (RAP) model by strengthening the national apprenticeship system, promoting system alignment and partnership, and improving data sharing and data integrity.

The "Building State Capacity to Expand Apprenticeship through Innovation" grants support statewide RAP expansion through a two-tiered funding system that provides states with maximum flexibility to address local apprenticeship needs while enhancing the focus on employer engagement, performance, and positive outcomes for apprentices. Administered by the Department's Employment and Training Administration (ETA), the Department awarded grants to 42 states and U.S. territories.

The Department awarded funds to states and U.S. territories that applied for Tier I funding to help support the programs' goals. In addition to Tier I funding, 12 states received additional funds under Tier II, ranging from \$3 million to \$9 million, based on the number and quality of Tier II applications received, as well as strong evidence of past performance in expanding RAPs; other factors included geographic, industry and Tier II goal distribution. With these additional funds, the selected states will go above-and-beyond supporting the

state's basic Registered Apprenticeship structures in the state. These activities include, but are not limited to, the following:

- Expanding registered apprenticeships in healthcare, mental health care, addiction treatment, or alternative pain management occupations providing support to individuals living in rural areas;
- Incorporating specific strategies to support or expand Registered Apprenticeship opportunities among all workers, including women, minorities, veterans, individuals with disabilities, and individuals with a criminal record;
- Supporting system alignment and partnership through the establishment or expansion of the role of the business service representatives/apprenticeship navigators with the promotion of apprenticeship to partner systems;
- Developing innovative technical assistance strategies/approaches for Registered Apprenticeship sponsors;
- Establishing an employer incentive plan to expand or scale Registered Apprenticeships;
- Identifying specific strategies to support engagement with small businesses in nontraditional industries in Registered Apprenticeships; and
- Launching or expanding sector strategies to expand RAPs to new industries and/or new or non-traditional occupations in existing sectors.

# Hawaii State AFL-CIO Endorsements Primary Election — August 8, 2020

## U.S. Congress

District	Candidate	Party
CD-01	OPEN	
CD-02	Kaiali'i Kahele	D

## State Senate

District	Candidate	Party
SD-2	Joy San Buenaventura	D
SD-5	Gil Keith-Agaran	D
SD-8	Ronald Kouchi	D
SD-9	Stanley Chang	D
SD-10	Les Ihara	D
SD-11	Brian Taniguchi	D
SD-13	Karl Rhoads	D
SD-14	Donna Kim	D
SD-15	Glenn Wakai	D
SD-19	OPEN	
SD-20	OPEN	
SD-22	Donovan Dela Cruz	D
SD-25	Chris Lee	D

## State House

District	Candidate	Party
HD-1	Mark Nakashima	D
HD-2	Christopher Todd	D
HD-3	Richard Onishi	D
HD-4	Greggor Ilagan	D
HD-5	Jeanne Kapela	D
HD-6	Nicole Lowen	D
HD-7	David Tarnas	D
HD-8	Troy Hashimoto	D
HD-9	Justin Woodson	D
HD-10	OPEN	
HD-11	OPEN	
HD-12	Kyle Yamashita	D
HD-13	Lynn DeCoite	D
HD-14	Nadine Nakamura	D
HD-15	James Tokioka	D
HD-16	Daynette "Dee" Morikawa	D
HD-17	OPEN	
HD-18	Mark Hashem	D
HD-19	Bertrand Kobayashi	D
HD-20	Jay Ishibashi	D
HD-21	Scott Nishimoto	D
HD-22	Tom Brower	D
HD-23	Dale Kobayashi	D
HD-24	Della Belatti	D
HD-25	Sylvia Luke	D
HD-26	Scott Saiki	D
HD-27	Takashi Ohno	D
HD-28	John Mizuno	D
HD-29	Daniel Holt	D
HD-30	OPEN	
HD-31	Aaron Johanson	D
HD-32	Linda Ichiyama	D
HD-33	OPEN	
HD-34	Gregg Takayama	D
HD-35	Roy Takumi	D
HD-36	Trish La Chica	D
HD-37	Ryan Yamane	D
HD-38	Henry Aquino	D
HD-39	Ty Cullen	D

District	Candidate	Party
HD-40	OPEN	
HD-41	OPEN	
HD-42	OPEN	
HD-43	Stacelynn Eli	D
HD-44	Cedric Gates	D
HD-45	OPEN	
HD-46	Amy Perruso	D
HD-47	OPEN	
HD-48	Lisa Kitagawa	D
HD-49	Scot Matayoshi	D
HD-50	Patrick Branco	D
HD-51	OPEN	

## Hawaii County Council

District	Candidate
1	Bethany Morrison
2	Aaron Chung
3	Susan Lee Loy
4	Ashley Kierkiewicz
5	Ikaika Rodenhurst
6	Maile David
7	OPEN
8	OPEN
9	Herbert "Tim" Richards

## Maui County Council

District	Candidate
East Maui	OPEN
West Maui	Tamara Paltin
Wailuku-Waihee-Waikapu	OPEN
Kahului	OPEN
South Maui	Tom Cook
Makawao-Haiku-Paia	Mike Molina
Upcounty	Yuki Lei Sugimura
Lanai	OPEN
Molokai	Stacy Crivello

## Kauai County Council

Candidate
Arryl Kaneshiro
Bernard Carvalho, Jr.
Felicia Cowden
KipuKai Kualii
Luke Evslin
Mason Chock

## Honolulu County Council

District	Candidate
1	Anthony Makana Paris
3	OPEN
5	Calvin Say
7	OPEN
9	OPEN

## Other

Office	Candidate
OHA Trustee At-Large	Keoni Souza
Mayor Hawaii	OPEN
Mayor Honolulu	OPEN
Prosecutor Hawaii	Kelden Waltjen
Prosecutor Kauai	Justin Kollar
Prosecutor Honolulu	OPEN

# Shipbuilders Council of America honors Buzby

The Shipbuilders Council of America (SCA), the national association representing the U.S. shipyard industry, in June honored Maritime Administration (MARAD) Administrator Mark H. Buzby with the SCA Maritime Leadership Award during this year's virtual advocacy meeting. The award is given annually to national leaders who demonstrate exemplary dedication and support of the U.S. shipbuilding and repair industry.

"Rear Admiral Buzby has dedicated his life to military and public service to protect the United States' national and domestic security, and on behalf of the hundreds of thousands of hardworking men and women of our industry, we are bestowing on him the Shipbuilders Council of America's highest honor - the 2020 SCA Maritime Leadership Award," said Matthew Paxton, president of SCA. "Administrator Buzby personifies this award, which recognizes exemplary support for the crucial contributions shipbuilders, maintainers, and suppliers make to our nation, and we thank him for his decades of maritime leadership."

"I want to thank SCA for this honor. I know we share a passionate commitment to a strong and growing U.S. maritime industry, and particularly the necessity to foster and strengthen U.S. shipbuilding, which is an indispensable component of our defense indus-



trial base. I appreciate this recognition and SCA's leadership on behalf of the roughly 400,000 Americans whose jobs depend on this vital industry," said Maritime Administrator Mark H. Buzby.

Rear Admiral Buzby has served as Administrator of MARAD since August 2017. Before this appointment, Buzby was president of the National Defense Transportation Association, a position he has held since retiring from the U.S. Navy in 2013 with more than 34 years of dedicated service to the United States. Buzby commanded destroyer *USS Carney*, Destroyer Squadron Thirty-One, Surface Warfare Officers School Command, Joint Task Force Guantanamo Bay, and the Navy's Military Sealift Command. He also served ashore on the staffs of Sixth Fleet, U.S. Fleet Forces Command, the Navy staff, and the Joint Staff.

He is a graduate of the U.S. Merchant Marine Academy.



## VICE PRESIDENT'S REPORT

Another month of getting blitzed by unforeseen and extenuating circumstances is in the books. There were quite a few developments and issues across our contracted companies and by month's end, it would feel very appropriate to say, "What the H just happened?"

I got my first taste of what is arguably my biggest new responsibility: trustee on the MFOW Trust Funds and SIU PD Pension Plans. I was told the five MFOW Trust Fund meetings were a little out of the norm, as they were hosted and chaired by our computer savvy Union president via Zoom due to the new social distancing standards currently in place. No, he did not ask me for any help whatsoever, so give credit where credit is due. The following morning were the SIU-PD medical, pension, and supplemental benefits plan meetings. It was a lot to digest in a 24-hour period.

There has been a lot of change here at HQ. Our spring-cleaning project has led me to uncover many interesting documents that shed light on our Union's long and rich history. I've read letters to and from Henry Disley, Wil-

liam O'Brien, and other well-known names in our humble community. I was very intrigued to discover that the late great Bobby Iwata was a fellow Maui boy and attended the same elementary school that I did. You heard that right, ladies and gentlemen; Maui is back in the VP's chair. If some of those names sound unfamiliar to you, I encourage you to leaf through an MFOW centennial booklet (available in pdf format) or make it a point to talk with our longer tenured members. It is imperative to know where we've been and how we arrived at this point as an organization.

COVID-19 screenings are now required for all contracted companies. I'd like to personally thank our members, who have had to endure the unorthodox dispatching and travel procedures over these past few months. Gratitude is also due to the members who have been holding down jobs and patiently awaiting their reliefs. This, too, shall pass; hang in there. Work safely, take care of each other, and cover your mouth when you sneeze.

Fraternally,  
Deyne Umphress

## Weingarten rights not triggered by reciting facts about attempts to communicate with union

In a case that exemplifies the importance of word selection, the U.S. Court of Appeals for the D.C. Circuit found that an employee did not invoke his right to union representation at a disciplinary meeting by reciting facts about his past communication with the union, absent a clear assertion of his desire for such representation.

"Weingarten rights" arise out of *NLRB v. J. Weingarten, Inc.*, in which the U.S. Supreme Court upheld a National Labor Relations Board decision that an employee was entitled to union representation in an investigatory interview that could lead to discipline. The Board has developed a reasonably calculated notice standard, under which the employee must affirmatively request representation in order to trigger such rights.

In *Circus Circus Casinos, Inc. v. NLRB*, the employee was summoned for an investigatory interview into allegations of possible misconduct. According to the employee when he arrived, he did not see a union representative. He then told the company managers, "I called the Union three times and nobody showed up, I'm here

without representation." He was not offered representation, and the company proceeded with the interview. He was subsequently terminated for the alleged misconduct, following which he filed unfair labor practice charges with the Board. The Board found a violation of his Weingarten rights.

The D.C. Circuit determined that the Board's interpretation of "request" was too broad. According to the D.C. Circuit, under the reasonably calculated notice standard, such requests may take the form of straightforward demands, ("I need a union steward"); questions about the need for assistance ("should I have a union representative present?"); or requests for delay or an alternative representative. Mere statements of fact, such as in this case, do not constitute an affirmative request for representation.

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for June 2020:

### MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Maunawili* — delegate ERJ Glen Walton, #3575...no beefs. *MV Mahimahi* — delegate REJ Frank Selvidge, #3742...no beefs.

On the Pacific Southwest triangle run: *MV Lurline* — delegate Bruce Chow, #3812...no beefs; shipped an ERJ for a one-trip relief. *MV Daniel K. Inouye* — delegate ERJ Ramonchito Cruz, #3904...no beefs; shipped an REJ, DJU and a Wiper for time up.

Special project Electricians Michael Laspina and Donald Verbeke were dispatched to the *MV Maunalei* while the ship was in the shipyard in Nantong, China.

Matson recently started some vessel route changes, starting with the *MV Daniel K. Inouye* heading to Long Beach, Honolulu and Far East ports. The *MV Mahimahi* will go on the Pacific Southwest triangle run, and the *RJ Pfeiffer* is going on the Pacific North-

west triangle run.

We shipped a one-year Electrician to the *Cape Horn*. On Friday, June 26, shortly before 4 p.m., Matson was given a no-notice activation for the RRF vessel *Cape Hudson*. San Francisco dispatched two Oilers and one Wiper, and Seattle dispatched one Oiler.

### APL MARINE SERVICES

On the EX1 run: *MV President Wilson* — delegate DJU David Madrid, #3591...no beefs. *MV President Cleveland* — delegate ERJ Randy Flores, JM-5198...no beefs. *MV President Kennedy* — delegate DJU Pasquale Gazillo, #3699...no beefs. *MV President Roosevelt* — delegate REJ Randy Fogle, JM-5133...no beefs.

Shuttle vessels on the GSX run: *APL Guam* — no beefs; shipped a DJR and a Wiper.

### PATRIOT CONTRACT SERVICES

We shipped one Oiler to the *USNS Soderman* and one Oiler to the *USNS Pomeroy*.

Fraternally,  
Bobby Baca



Pictured is the engine department gang following drydock work on the *USNS Red Cloud* at Bayonne, New Jersey. Patriot Contract Services is the ship manager for the Military Sealift Command *Watson*-class LMSR. In the back row (left to right) are Chief Engineer Jared Ciavola, Port Engineer Pat Long, Port Engineer Rich Kendall, 3rd Assistant Engineer Lucas O'Connell, 2nd Assistant Engineer Joe McMahon, Maintenance Engineer Bruce Johnson, Project Engineer Mike Donlon, 1st Assistant Engineer Tim Morton and 3rd Assistant Engineer John Rose. In the front are Cadet Kevin Johnston, 3rd Assistant Engineer Ben Tamone, Oiler Floro Ponce and Electrician Mike Bane.

## MFOW members getting the job done aboard the *APL Gulf Express*



A routine night's work for the MFOW crew aboard the *MV APL Gulf Express* while anchored in the port of Shuaiba, Kuwait, included a compressor replacement on a refrigerated container and troubleshooting faulty



wiring on the galley stove. Pitching in were ERJ Reynato Llona, #3901; REJ Cedric Joseph, #3913; DJU Rey Farinas, #3871 and Wiper Shane Adriano, JM-5345.



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<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](http://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

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:** 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:** 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:** August 19-21; September 9-11

**California Maritime Academy, Vallejo, CA:** pending

**Compass Courses, Edmonds, WA:** 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:** September 16-18; November 4-6

## 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.

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.**

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.**

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.**

August 17-September 25

September 28-November 6

#### 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.**

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](http://www.TRLMI.com)

# DOT announces \$9.5 Million in grants for America's marine highways

Last month, the U.S. Department of Transportation's Maritime Administration (MARAD) awarded \$9.5 million in grants to eight marine highway projects across the nation under the America's Marine Highway Program. The funding supports the enhancement of navigable waterways and expands existing waterborne freight services in Illinois, Indiana, Kentucky, Louisiana, New York, New Jersey, Oregon, Tennessee, Washington and American Samoa

"This Federal assistance will provide additional options to reduce congestion on the roads and help the surrounding local communities' and the regions' economic recovery," said Transportation Secretary Elaine L. Chao.

The America's Marine Highway Program promotes the increased use of the nation's navigable waterways to ensure landside congestion relief, new and efficient transportation options, and increased performance of the surface transportation system. The program works with public and private stakeholders to achieve these goals.

Of the eight projects that were awarded grants, seven are located in Opportunity Zones, which were created to revitalize low-income and economically distressed communities using private investment. Low-income communities are nominated by U.S. States, U.S. possessions and the District of Columbia and then certified by the U.S. Secretary of the Treasury as Opportunity Zones. Opportunity Zones have been certified in all 50 states, the District of Columbia, and five U.S. territories.

"The continued expansion and modernization of the U.S. marine transportation system benefits the maritime industry. U.S. waterway freight systems offer a safe and efficient option for shippers and reduce road traffic and emissions while providing jobs, commerce, and crucial resources to dozens of communities across multiple states," said Maritime Administrator Mark H. Buzby.

Since 2016, the Maritime Administration has provided \$33.8 million in grants for the America's Marine Highway Program. A total of 18 eligible marine highway projects have received funding assistance to further improve the transportation system and national security by adding to the nation's strategic sealift resources and providing transportation alternatives during times of disaster or national emergency. Projects receiving funding are:

**Illinois — M-35/M-55 Container on Barge Service (awarded \$1,268,800):** Sponsored by America's Central Port District, the grant will support the purchase of a 275-ton crane, eighteen cameras and their installation, and a Container Tilter. America's Central Port District Container Handling and Securing Equipment Project will bring efficient container on barge movement to the St. Louis area on the M-55. In addition to increasing container-on barge movement, this award will revitalize some of these areas and recreate the strong heritage of river transportation.

**Indiana — M-70 Barge Service (awarded \$545,136):** Sponsored by Ports of Indiana, the grant will establish a new storage facility and support expansion of its existing Marine Highway service between Nucor Gallatin in Ghent, Kentucky and the Port of Indiana-Jeffersonville. Components include the construction of an outdoor laydown area and the purchase of a forklift. This award will create supply chain efficiencies for Nucor and the private sector partners as well as generate public benefits by taking over 2,000 trucks off the highways and eliminating more than 130,000 miles in one-way truck hauls per year.

**Kentucky — M-70 Barge Service (awarded \$2,363,800):** Sponsored by OKI (Ohio-Kentucky-Indiana Regional Council of Governments), Nucor Steel Brandenburg was awarded the grant to support the construction of a marine terminal and consists of two re-purposed casino barges. By moving cargo via barge on the Ohio River, the marine terminal is expected to employ approximately 20 people with full-time jobs in the material handling and stevedoring functions as well as related jobs for fleet boat operators and deckhands. In addition, this award will help stimulate the U.S. shipbuilding industry on America's inland waterways.

**Louisiana and Tennessee — Baton Rouge-New Orleans Shuttle of the M-55 (awarded \$778,350):** Sponsored by the Port of New Orleans, SEACOR AMH was awarded the grant to provide permanent dunnage fabrication and installation in 29 of its existing pool of barges. Permanent dunnage fabrication will increase utilization of the barges. The award will support the continued growth of the Memphis, Tennessee to Port Allen, Louisiana container shuttle service and allow the movement of 10 percent more containers per barge.

**New York and New Jersey — M-95 Container and Trailer-on-Barge Service (awarded \$308,000):** Sponsored by the New York City Economic Development Corporation, the US Coastal Service Inc. was awarded the grant to support the launch of a new barge service between Kearny Point, New Jersey, and Newtown Creek, New York. The award will fund the planning, permitting, and engineering studies required to start operation. This service will establish New York Harbor and its ports

as a premier marine highway hub for barge services while reducing traffic by eliminating up to 6,000 truck-miles per week.

**New York and New Jersey — New York Harbor Container and Trailer-on-Barge Service (awarded \$148,664):** Sponsored by The Port Authority of New York and New Jersey, Red Hook Container Terminal, LLC was awarded the grant to purchase low-emission yard tractors to support barge operations in the New York and New Jersey Harbor. The procurement of these new yard tractors will reduce cargo delays, operating costs, highway maintenance costs, and diesel emissions.

**Oregon and Washington — M-84 Barge Service Expansion (awarded \$3,200,000):** Sponsored by the Port of Morrow, Tidewater Barge Lines, Inc. was awarded the grant to support the expansion of barge services from the Port of Morrow in Boardman, Oregon, to Vancouver, Washington. The expansion will include the procurement of a new barge capable of handling a combination of containers that will ultimately alleviate area traffic by diverting freight to the underutilized M-84 corridor.

**American Samoa — Port and Landside Infrastructure Improvements (awarded \$943,000):** Sponsored by the Port of Pago Pago American Samoa, the grant will be used to purchase a yard floodlighting system, rehabilitate the dock fender system, resurface the container yard, and procure forklifts. Funding this project will increase the port's ability to be more flexible with its operations area, resulting in an increase in the overall productivity of port facilities.

## APL ship rescues man from disabled sailboat off Dutch Harbor

Early last month, the crew of the U.S.-flag containership *APL President Eisenhower* rescued a 67-year-old man from a disabled and drifting sailboat at a position about 500 nautical miles southwest of Dutch Harbor. At about 0900 hours, Coast Guard District 17 received an EPIRB distress alert from the sailing vessel *Miss Lilly*. The man aboard reported that the vessel was disabled and adrift and he was in need of Coast Guard assistance.

Due to the long distance to the position, the District 17 command center requested help from nearby commercial vessels using the AMVER system, along with an urgent GMDSS broadcast. The center also diverted the Coast Guard cutter *Mellon* and launched an Air Station Kodiak C-130J Hercules aircraft to assist with the search and provide a communications platform.

The crew of the *APL President Eisenhower* responded to the alert and diverted 30 nautical miles to assist the *Miss Lilly*. The *President Eisenhower* arrived and established verbal communications with the man who wanted to abandon his vessel and come on board, reporting that the sailboat was

no longer safe or seaworthy. Luckily, the weather was exceptionally calm, with 10 miles visibility, calm winds, two-foot seas and an air temperature of 50 degrees Fahrenheit. The crew of the *President Eisenhower* launched one of their small boats, retrieved the distressed sailor and brought him aboard.

"This individual is very lucky the motor vessel *President Eisenhower* was relatively close and answered our urgent broadcast to assist — their efforts are commendable," said Adam DeRocher, the District 17 Senior Search and Rescue Controller. "The sailing vessel *Miss Lilly* was so far away from our assets it would have taken much longer for us to arrive on scene to assist."

According to the Coast Guard, the *President Eisenhower* intervention may have saved the sailor's life. All of the boat's sails were ripped, the engine was inoperable and the electronics all failed except for the EPIRB.

The *President Eisenhower* is a U.S.-flag, 7,500 TEU container ship built in South Korea. At the time of the rescue, she was underway on a voyage from Oakland to Yokohama.

## HONOR ROLL

### Voluntary donations to General Treasury — June 2020:

Eric White, #3925 .....\$100.00

### Dues Paying Pensioners — End of 2nd Quarter 2020:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	San Francisco
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Michael Carr, #3550 (P-2718)	Pensioned 5/1/11	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
Anthony DeLa Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLos Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	Wilmington
Taliaferro Milton, #3654 (P-2808)	Pensioned 5/1/20	San Francisco
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	Seattle
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco



Pictured is the crew of the *MV APL President Eisenhower* with a rescued mariner from an incapacitated sailboat plucked from disaster 500 miles southwest of Dutch Harbor, Alaska. The crew picked up a distress call relayed by the Coast Guard, diverted the ship from its course and sailed to the rescue. The survivor is wearing the Old Navy shirt in this photo. MFOW crew members aboard the vessel were ERJ Neil Warren, JM-5105; REJ Otto Garcia, #3784; DJU Lary Santos, #3752 and Wiper Leandro Acosta, JM-5346.

# WILMINGTON NOTES

In June we dispatched 67 jobs: five APL, two Matson and eight PCS ship-board billets; and 14 Shore Mechanics. Seven applicants worked standby jobs. We have 26 A-, 17 B- and 13 C-seniority members registered.

Ships have been on schedule this past month and our crews have been reporting back with few clarifications. Again much thanks to the Steward Departments on our ships; we appreciate your efforts very much.

Requirements for shipping have been adjusted per extensions of current government issued documents. The morning job calls are still at 1030. Masks are required in Los Angeles County and maintaining six feet for social distancing is appreciated and required.

Crewmembers calling here are allowed to go ashore provided they adhere to local requirements. For members ashore I hope that you all are taking care of yourselves daily as I don't want any of you to lose any work opportunities that are available to you. If you are exposed and not even sick then you will jeopardize that chance due to quarantine requirements. So wear a mask if you care about yourself, your co-workers and your family.

Over at Pier 300, Foreman Ken Justice, #3678; and Leadermen Mike Robles, #3855, Frank Marinovich, #3663, and George Sims, #3669, and gang have had few problems. They have been stretched pretty thin as the company is trying to maintain a lower gang count. The high count of reliefs has been because we have no manpower to cover the job otherwise.

If a man is absent, the shift will be short and the workload per man will have to increase. The numbers used to determine the work performed will fall; it is not rocket science. This is a common practice by fixers who are employed by the company prior to negotiations. All of this is stressing out the gang and I do not know how long they can handle it. They are doing a good job so far. Management thinks they are doing a great job but has not addressed this and it must be done soon or it could be detrimental to a cohesive working environment.

The gate is open four days a week, another cost saving measure. The word around the Los Angeles Harbor is that this terminal has the slowest turnaround time to pick up or drop off a can versus the fastest turnaround time a few years ago. Investment has been on tech in the yard and triple handling of a reefer containers versus two-time with prior operations. It is hard to explain without going into detail but suffice to say that this procedure is 33 percent more labor intensive for our gang than prior yard operations.

Work on the *SS Lane Victory* is still on hold. The majority of volunteers on the ship have been taking a break provided by Covid-19 and are maintaining social distancing.

The usual union monthly meetings have been curtailed and communication has been via phone. I wish I had some good news but I cannot do that all the time. Anyway hang in there and think positive.

Aloha,  
Sonny Gage, Port Agent

# HONOLULU NOTES

Honolulu hall had a much better month in June, with 61 total jobs dispatched. This comes after a couple of months of lower-than-average standby jobs being called. We picked up the *Dahl* Oiler job and *Sisler* Oiler job on the open board, with members scrambling to find a flu shot. It is very hard to find the flu vaccine nine months after flu season, and you won't find any in July because the vaccine expires. The easiest thing to do is get a free shot from Kaiser when flu season begins.

Presently the Honolulu registration list has 15 "A" seniority members, 5 "B" seniority members, and 6 "C" seniority members.

Hats off to applicant Joshua Halterman, who endured nine months aboard the *Gulf Express* experiencing the Persian Gulf, coast of Iran, and COVID shutting down anyone from flying in or out of the Middle East. I think it would have killed him if he had been unable to get off now in June and had to go through the Persian Gulf summer.

In June we had a few COVID scares. The first one was me feeling ill. In Honolulu if you call them to just relay your symptoms, they will tell you to test, which means you are asked to self-quarantine and test. This is even if the doctor believes you don't have COVID.

The second scare was with a standby wiper who was on the job while getting a call from home that his brother was being admitted to the hospital suspected of having COVID. Several things went through his head, from thinking of his whole family (they all live together, parents, kids, and wife), to disinfecting the whole house, to moving out into

a hotel, to punching out his brother. In the end, he did leave the job immediately and lost three days' pay. His brother tested negative but had a bad infection in a couple of his organs. The standby wiper received grace, and he felt good about putting safety first by leaving the job site immediately.

The last case was a crew member. The entire ship's crew was tested, and the ship was disinfected. Cargo was delayed for five hours during this time. Luckily, the crew member tested negative and got to keep his job. This COVID may not be so deadly to most, but it will stop you from making money and could also involve your shipmates (highly infectious). Always work safely.

Aloha,  
Mario Higa, Port Agent

## HOWZ SHIPPING?

June 2020  
San Francisco

Electrician.....	5
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day) .....	2
Oiler .....	4
Wiper .....	3
Standby Electrician/Reefer .....	15
Standby Wiper .....	16
<b>TOTAL .....</b>	<b>47</b>

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day) .....	3
Oiler .....	3
Wiper .....	4
Shore Mechanic.....	14
Standby Electrician/Reefer .....	15
Standby Wiper .....	22
<b>TOTAL .....</b>	<b>67</b>

Seattle

Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	3
Oiler .....	1
Standby Electrician/Reefer .....	5
<b>TOTAL .....</b>	<b>11</b>

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day) .....	1
Oiler .....	3
Wiper .....	1
Shore Mechanic.....	1
Standby Electrician/Reefer .....	24
Standby Wiper .....	27
<b>TOTAL .....</b>	<b>61</b>

# SEATTLE NOTES

During the month of May, Seattle shipped the following: two Electricians, three Reefer/Electricians, one Oiler and five Standby Reefers.

Seattle currently has ten A-seniority, six B-seniority and five C-seniority members registered for shipping. All hands please do not come into the hall if you are immediately returning from travel outside Washington State. We are considered an essential job for good reason and cannot afford the spread of infection to our fleet.

Considering the close quarters of the Seattle hall, during the summer months, job call will be held outside and no more than two members inside

at one time. When the jobs are filled, I will call in two shipped members for paperwork. While inside filling out your forms, please limit your contact with surfaces and do not loiter in the hall once finished. Sea stories can be shared while masked, six feet apart, and in the parking lot.

Fraternally,  
Brendan Bohannon, Representative

## POLITICAL ACTION FUND

### Voluntary donations for June 2020:

Trae Kranz, JM-5354.....	\$40.00
Richard Manley, P-2783.....	\$30.00
Vicente Cacacho, #3828.....	\$40.00
Andreas Moreno, #3542 .....	\$100.00
Marion Cruzat, #3939 .....	\$50.00
Sony Arandia, JM-5250.....	\$25.00
Eliseo Ramiscal, #3932.....	\$25.00

## Benefits paid during June

Death Benefits  
None  
Burial Benefits  
None

Excess Medical \$5,181.67  
Glasses and Examinations \$400.00

**FINISHED WITH ENGINES**



Roy J. Ashe, P-2684/#3969.  
Born May 18, 1938, Pinkneyville, IL.  
Joined MFOW September 5, 1996.  
Pensioned January 1, 2008, Died December 22, 2019, Roseville, CA.

## 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

## Regular membership meeting dates 2020

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)

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