



## MFOU endorses Biden-Harris ticket

At its September 2 Headquarters meeting in San Francisco, the membership of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association (commonly referred to as the "Marine Firemen's Union" or the "MFOU") formally endorsed Joe Biden for President of the United States and Kamala Harris for Vice President.

"The MFOU is committed to supporting political candidates who understand the importance of maintaining a strong U.S.-flag merchant fleet and who fight for living wages, health care and retirement security for American workers," said MFOU President Anthony Poplawski. "Joe Biden-Kamala Harris is the obvious ticket for U.S. maritime labor."

Back in May, the general board of the 12.5 million-member, 55 union AFL-CIO voted to endorse Joe Biden for President of the United States. The labor movement sees a clear contrast between Biden and the current president, who has a record of slashing rules designed to protect workers on the job, cutting workplace health and safety inspectors to their lowest level in history, and taking away overtime pay from millions of workers.

"The path to the presidency runs through the labor movement," AFL-CIO President Richard Trumka said. "And with the full force and unmatched reach of our political program, we are ready to pave that road for our friend Joe Biden."

## CMA CGM posts strong second quarter profits

CMA CGM, parent company of APL, recently reported net income for the group of \$136 million for the second quarter of 2020 versus a net loss of \$109 million in the second quarter of 2019. CMA CGM's container-shipping division carried 4,781,000 twenty-foot equivalent units (TEU) of volume in the second quarter. That was down 13.3 percent year-on-year, bringing shipping division revenues down 10.9 percent to \$5.318 billion.

Revenue per TEU was \$1,112, up 2.8 percent year-on-year. Unit cost per TEU was \$892, down 4.6 percent year-on-year. Unit cost fell due to "the decline in oil prices, cost-cutting initiatives and the reduction in vessels and containers deployed," said the company. Due to lower costs and higher revenue per TEU, the division's earnings before interest, taxes, depreciation and amortization (EBITDA) came in at \$1.052 billion, up 30 percent compared to the second quarter of 2019.

"CMA CGM demonstrated its ability to rapidly adapt its deployed capacity to demand, in line with the discipline seen more generally across all industry operators," the company said. "Despite COVID-19, our group reported excellent results, thus strengthening our fi-

nancial structure," asserted CMA CGM Group CEO Rodolphe Saadé. He highlighted the company's agility, synergies between shipping and logistics, and "significantly reduced" costs.

Expect more positive news in the current reporting period. "Third-quarter results should mark a new improvement in our performance," predicted Saadé. The company said, "The current strong momentum of the shipping market, driven by both volumes and freight rates, should allow the group to further significantly improve operating margin compared with the second quarter."

Investor sentiment on CMA CGM's liquidity position has greatly improved. Less than six months ago, some market watchers were worried about the carrier's survival. In a research note on March 23, Stifel analyst Ben Nolan included CMA CGM on his insolvency "risk list," noting that it had debt trading at 72 cents on the dollar. CMA CGM's 6.5 percent coupon bonds due in 2022 actually hit a low of 55 cents on the dollar on March 20. On September 3, they closed at 99 cents — all the way back to par. For someone who timed it perfectly, that's a return of 80 percent over five and a half months.

## Judge voids Trump rule that states called unfriendly to labor

A federal judge on September 8 struck down a Trump administration rule narrowing the definition of a "joint employer," which the attorneys general of 17 states and Washington, D.C. said would eliminate important labor protections for workers. U.S. District Judge

Gregory Woods in Manhattan said the Department of Labor failed to justify narrowing the rule or accounting for its costs, making the rule arbitrary and capricious. He also said it conflicted with the broad definitions within the federal Fair Labor Standards Act.

Led by New York and Pennsylvania, the mostly Democratic-leaning states said the rule would make it harder to hold companies liable for violations by franchisees and contractors of minimum wage and overtime laws, resulting in lower pay for lower-income and middle-income workers.

## Approval of labor unions in U.S. remains high

A recent Gallup poll shows that 65 percent of Americans approve of labor unions. This is the highest approval rating since 2003. Public support for labor unions has been generally rising since hitting its lowest point of 48 percent in 2009.

Gallup's initial reading of the public's support for labor unions was 72 percent in 1936 and approval peaked at 75 percent in 1953 and 1957. The lowest ratings to date have been recorded during particularly weak economic times. This includes the late 1970s and early to mid-1980s -- when support fell below 60 percent for the first time -- and 2009 through 2012, when it hovered around 50 percent. While the latest reading, from a July 30 to August 12 poll, comes at a time of severe economic upheaval, this has not had a negative impact on the public's view of unions.

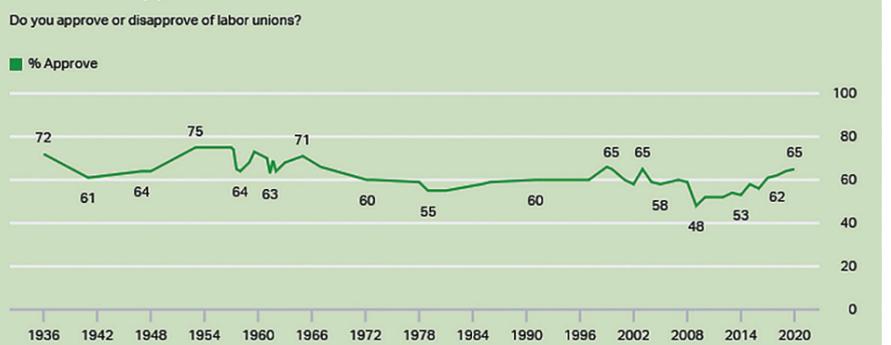
Americans' support for unions is politically polarized, as it has been since 2001, when Gallup began tracking the measure annually. Democrats'

current 83 percent approval of labor unions is the highest on record since then. At the same time, 45 percent of Republicans and 64 percent of Independents approve of unions. In 2009, 66 percent of Democrats, 29 percent of Republicans and 44 percent of independents viewed labor unions favorably. Since the Great Recession, union approval has recovered among all three major party groups.

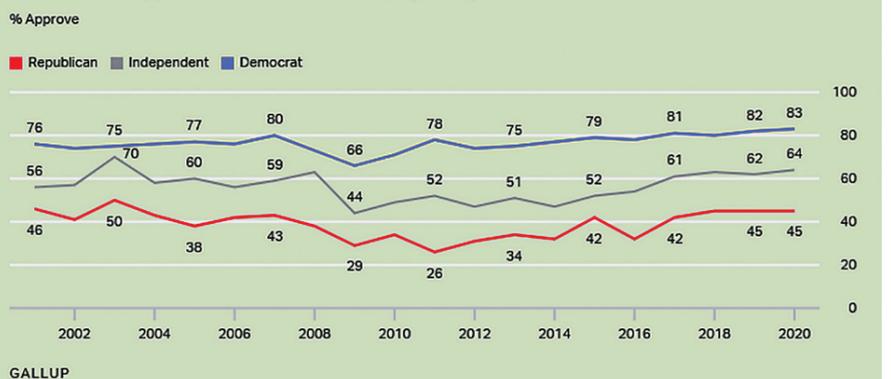
Reported membership in a labor union remains similar to recent years, with 10 percent of Americans saying they are a union member. Overall, 16 percent say there is a union member in their household.

A continued high approval of unions may result from a current focus on issues other than the economy. Generally, when economic indicators have been negative, the economy has been viewed as the most important problem facing the nation, but that is not the case now.

Americans' Approval of Labor Unions, 1936-2020



GALLUP  
Americans' Approval of Labor Unions, by Party



Electrician Ramonchito Cruz, #3904, aboard the *MV Daniel K. Inouye* pictured working on the main engine bearing monitoring system.

### Halls to close

**Columbus Day** – The MFOU hiring halls will be closed on Monday, October 12, 2020, in observance of Columbus Day, which is a contract holiday.

# The Marine Fireman

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## PATRIOT CONTRACT SERVICES WAGE RATES

### Watson-class Vessels

Effective October 1, 2020

#### Full Operating Status

Rating	56-Hour	56-Hour	Overtime	Supplemental	Supplemental	Supplemental	Money
	Base Wage	Base Wage		Benefit Base	Benefit	Benefit	
	Monthly	Daily	Hourly	Monthly	Monthly	Daily	Daily
QMED-Electrician	\$8,265.83	\$275.53	\$35.84	\$5,732.40	\$2,866.20	\$95.54	\$30.00
QMED-Oiler	\$6,442.62	\$214.75	\$28.66	\$4,495.20	\$2,247.60	\$74.92	\$30.00
Wiper	\$4,888.22	\$162.94	\$21.27	\$3,441.60	\$1,720.80	\$57.36	\$30.00

The supplemental wage benefit shall be computed on the basis of fifteen (15) days supplemental wages for each thirty (30) days worked or pro rata thereof at each rating's respective daily supplemental benefit rate.

#### Reduced Operating Status or Repair Availability Status

Rating	Base Wage	Base Wage	Overtime	Supplemental	Money
	Weekly	Daily		Benefit	Purchase
	Weekly	Daily	Hourly	Daily	Daily
QMED-Electrician	\$1,536.03	\$219.43	\$35.84	\$10.98	\$30.00
QMED-Oiler	\$1,204.38	\$172.05	\$28.66	\$8.60	\$30.00
Wiper	\$922.25	\$131.75	\$21.27	\$6.59	\$30.00

During periods of Reduced Operating Status or Repair Availability Status, unlicensed personnel shall earn one and one-half (1-½) days of supplemental wages for each thirty (30) days on the payroll or pro rata thereof. Supplemental wages in ROS or RAV shall be administered directly by the Company.

## Is maritime piracy in Mexico a ticking time bomb?

Communication equipment, diving equipment, tools, wiring, metal caps, navigation instruments, watches, cell phones, and even wallets, stolen by groups of pirates from oil platforms and ships that sail near Campeche, Dos Bocas, and Veracruz, are offered through the Internet, as well as in local markets and flea markets in the State of Mexico, Tabasco, Queretaro and Iztapalapa in Mexico City. According to a federal government report, organized crime groups operating at sea have increased their illegal activity in Mexican seas for several years now, forcing the federal government to entrust the control of the country's seaports to the Navy.

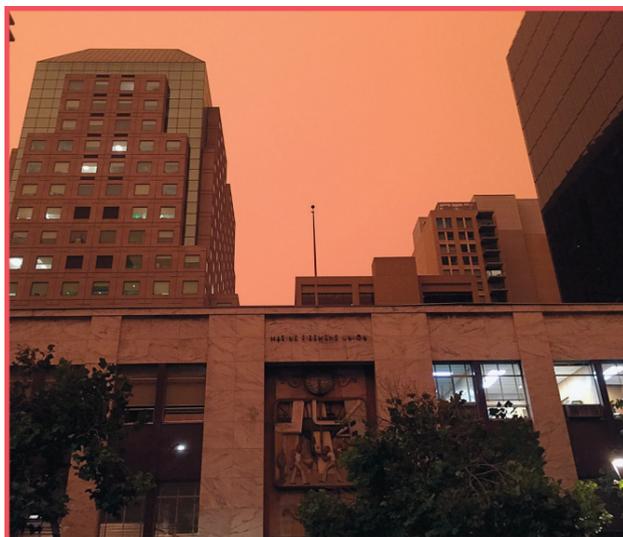
Through intelligence work, the security cabinet detected that since 2017 assaults on national and foreign ships, as well as platforms and boats, is carried out by commands of four to eight armed men who move in small boats with outboard motors, operating between the towns of Sanchez Magallanes and Dos Bocas Tabasco. On some occasions, they pose as fishermen to approach the platforms and boats.

In three years, there have been at least 351 recorded assaults by pirates of the sea. Their stolen goods are offered on the Internet, in the local informal market, and Tlalnepantla, State of Mexico, Comalcalco, Tabasco, Querétaro, and Iztapalapa and Mexico City. Between January and April this year, authorities learned of nine moorings at sea and five more attempts against shrimp boats, a guide ship, a ship supplier, and small boats at seven oil platforms. In four cases, the workers on the platforms gave notice after the assault to the ministerial authority. The authorities responded to the piracy act up to four hours late.

The areas identified with the highest rate of docking: Maritime-Northwest Region, where the Cantarell complex and the Ku-Maloob-Zaap (KMZ) oil fields are located; as well as the Southwest Maritime Region, on the Tabasco Coast and Abkatún-Pol-Chuc (APC), which is located between Campeche and Tabasco, 132 kilometers from the Port of Dos Bocas. Since March 2016, former President Enrique Peña Nieto proposed to Congress the transfer of

the port captaincy of the Secretariat of Communications and Transport to the Navy, because of the increase in robberies in these areas. It was until December 14 that the Chamber of Deputies approved reforms to the Organic Laws of Federal Public Administration, Navigation and Maritime Commerce and Ports, to establish that the Secretariat of the Navy would exercise national maritime authority.

The issue of militarization of ports was politicized so that in October last year, the private maritime-port sector and related activities in Mexico rejected the initiative presented by a group of deputies from the Morena party to transfer functions of the General Coordination of Ports and Merchant Marine, of the SCT, to the military. Despite the rejection of the merchant navy, in July President Andres Manuel Lopez Obrador reported that the federal government would retake control of customs in Manzanillo and all ports in the country, through elements of the secretariats of the Navy and National Defense.



An eerie September ash-filled orange sky shrouds San Francisco and MFOW Headquarters after weeks of Northern California wildfires.

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August 28, 2020

Town Business

*Please note: We are submitting this letter via the Town Business online submission form because we have identified no other contact/email options to communicate with Town Business operators or leadership.*

To whom it may concern:

As members of the East Oakland Stadium Alliance and Oakland's industrial and maritime jobs sector, we were extremely disheartened to see Town Business pen a letter to our city's leaders asking for their support for the Oakland A's lawsuit against the Department of Toxic Substances Control (DTSC) and simultaneously maligning one of the city's long-time industrial businesses, Schnitzer Steel. We found it quite surprising that large businesses ranging from PG&E to Clorox, business groups including the Oakland Chamber of Commerce and the Bay Area Council, and many small businesses who have never interacted with DTSC, the maritime industry or Schnitzer, would have signed a letter supporting a lawsuit that they have not seen that involves a business they don't know.

So imagine how confused we were when we reached out to a number of those who were listed as signatories to this letter only to find out that not a single one had seen the letter or approved having their name and business included as a signatory, and frankly didn't know anything about the letter, the lawsuit, or the issues discussed. We were left to conclude that whomever wrote the letter did so without any outreach to those they listed as supporters in an effort to fool city hall into thinking there is broad based support for the A's lawsuit.

**We call on you now to immediately identify the author(s) of the letter, to rescind the letter, to acknowledge that the signatures were unauthorized, and to publicly apologize to all those whose signatures were included without their consent. We further ask that you provide this letter to all signatories as part of your apology.**

The language in the letter mimics the press statements and website recently set up by the Oakland A's to support their lawsuit against DTSC and Schnitzer Steel. This letter reinforces the notion that the A's are committed to forcing the Howard Terminal ballpark project into an area that is critical to our maritime and industrial jobs base at any cost, and they're willing to do it without care for honesty, ethics or transparency.

Given that this is just the latest gross misrepresentation by the A's PR machine in recent weeks, we're using this letter as occasion to set the record straight.

#### **Oakland Can Have the A's, a Thriving Port, and Support Recycling**

Since the beginning, we have made it clear that we support the Oakland A's and want them to stay in Oakland. However, the future success of the A's cannot come at the expense of the working waterfront. The Port of Oakland sustains more than 84,000 jobs in the region and contributes \$130 billion to the local economy. Generations of Oakland families depend on the good paying union jobs Port businesses like Schnitzer Steel provide and will be hurt by this blatant attempt by the A's to attack the work done at the Port of Oakland – this lawsuit is nothing more than an acceleration of the A's efforts to dismantle the Port of Oakland to make room for their waterfront stadium and luxury condominium development. Moreover, the lawsuit is just one more attempt by the A's to divert the public debate away from the many shortcomings and unanswered questions surrounding their plans for a massive commercial real estate development at the working waterfront.

Since the A's have made it their mission to attack one of our oldest industrial employers, we felt it important to share the truth about Schnitzer Steel. Schnitzer Steel is not a waste facility, but rather a critical metal recycler, and has been a member of the Oakland business community for 50 years. Schnitzer operations in the City of Oakland support over 350 good local jobs, over \$31 million in annual labor income, and nearly \$500 million in annual economic output. The impacts of Schnitzer's Oakland operations ripple throughout Alameda County and all of California. In 2018 alone, Schnitzer's Oakland facilities created or induced over 1,700 California jobs and more than \$700 million in statewide economic output. Schnitzer values community involvement throughout all parts of its business, and its Oakland facility employees are involved in local causes from fighting homelessness and food shortages, to promoting K-12 STEM and trade school education.

Further, the A's are focused on old issues and disregard the numerous environmental projects that Schnitzer has completed or that are underway to minimize the environmental footprint of its Oakland facility. In recent years, the metal recycling industry has adopted a range of new technologies and safety protocols that have transformed operations with the goal of improving health and environmental outcomes – and Schnitzer Steel has led the industry in these innovations, consistently developing new technology and raising the industry standard for safety and sustainability, including approximately \$40 million in industry-leading resource protection, stormwater management, emission control and other environmental projects at its Oakland facility.

Schnitzer Steel recycles a huge range of items, including end-of-life vehicles, old appliances, decommissioned BART trains, and even portions of the Bay Bridge – keeping them out of landfills and from being abandoned in our communities, and instead helping them become new products. Metal recyclers like Schnitzer Steel are critical to achieving California's sustainability goals, and the A's backwards-looking accusations demonstrate a fundamental lack of understanding of the recycling industry and how it currently operates – as well as the regulations that govern it.

#### **The Lawsuit is an Intentional Misrepresentation of DTSC Regulations**

As far as the A's lawsuit goes, the A's mischaracterize the metals recycling industry, which is extensively regulated at the federal, state, regional and local level, as well as the purpose of the "f" letters which are issued to Schnitzer and other metal recyclers in the state. The "f" letter allows treated residue to be safely and beneficially used as alternative daily cover at landfills, and reflects DTSC's long-standing determination that treated residue does not pose a significant threat to human health or the environment. Rescission of the "f" letters as demanded by the A's is not only inappropriate, but would result in this material piling up at metals recycling facilities in Oakland and across the state, would increase the cost of disposal for recyclers and therefore consumers of recycled materials, and would increase costs at landfills as they would have to replace this material with more expensive daily cover (such as soil to keep garbage and other solid waste at landfills from being blown off site), therefore increasing costs for households across the state.

#### **Howard Terminal is Not Abandoned or Moribund**

Finally, we want to disabuse the notion that Howard Terminal is vacant or surplus. I expect that most of your members have not been to Howard Terminal nor have they talked to the thousands of truckers or longshoremen whose livelihood depends on the ability to safely and consistently access Howard Terminal in order to be successful in their jobs. In truth, there are more than 325,000 annual gate moves by trucks at Howard Terminal. Neither the A's nor the Port have been able or willing to specify where these trucks will go, and the promised Seaport Compatibility Plan has not advanced since last November. There is an underlying assumption that these truck moves would "continue elsewhere on Port property" but in reality, there are no other viable locations. Even if offsetting yards were to be found or made available within the Port, the necessary result of the loss of HT is that a majority of trucks will need to find other private yards and will increasingly find themselves on the freeway and on local roads between container moves. This will significantly increase congestion for residents and cause delays for trucks, threatening the future viability of the Port. Customers don't adjust to an unreliable or slow-moving port, they simply move their business elsewhere – trucking goods longer distances from other west coast ports.

We know this letter is lengthy but we felt it necessary to correct the record given the extensive list of signers you purport to represent. We look forward to your response and to seeing you correct this clearly unethical conduct at the earliest time possible. Further, we call on the A's to immediately cease their campaign of attack against the working waterfront and to refocus their efforts on rebuilding at the Coliseum site in East Oakland. Moving forward with the A's Port plan presents a significant threat to the seaport and the good-paying blue-collar jobs it provides. It threatens the Port's maritime customers, employees, tenants, and their business partners throughout the supply chain. It will impair truck and vessel access to and from marine terminals with crippling new congestion and significantly constrain the Port of Oakland's ability to grow future cargoes and to maximize the use of existing marine terminals.

Sincerely,

Alex Cherin, Intermodal Executive Director

#### **California Trucking Association**

Evey Hwang, President

#### **Custom Brokers and Forwarders of Northern California**

Marianne Dreisbach, Jason Dreisbach and Ron Dreisbach

#### **Dreisbach Enterprises**

Scott Taylor, President/CEO

#### **GSC Logistics**

Weston LaBar, President & CEO

#### **Harbor Trucker Association**

Robert Estrada, Regional Director

#### **Inland Boatmen's Union of the Pacific**

Captain Ezra L. Hunter, Jr., Regional Representative

#### **International Organization of Masters, Mates & Pilots**

Melvin Mackay and Kenneth J Dow, Executive Board Members

#### **ILWU Local 10**

Keith Shanklin, President

#### **ILWU Local 34**

Adam Vokac, Executive Vice President

#### **Marine Engineers' Beneficial Association**

Anthony Poplawski, President/Secretary-Treasurer

#### **Marine Firemen's Union**

Mike Jacob, Vice President & General Counsel

#### **Pacific Merchant Shipping Association**

Brandon McDonnell, President

#### **PCC Logistics**

Stas Margaronis, Vice President

#### **Propeller Club of Northern California**

Dave Connolly, President

#### **Sailors' Union of the Pacific**

Colin Kelly, Director of Public Affairs

#### **Schnitzer Steel**

Susan Ransom, Client Services Manager

#### **SSA International**

Clint E. Schelbitzki, General Director - California/Pacific Northwest and Policy

#### **Union Pacific**

Cc: Mayor Libby Schaaf

City Council President Rebecca Kaplan

Council Member Nikki Fortuna Bas

Council Member Sheng Tao

Council Member Loren Taylor

Council Member Dan Kalb

Lynette Gibson-McElhanev

Council Member Noel Gallo

Council Member Larry Reid

# MFOW PRESIDENT'S REPORT



By Anthony Poplawski

## COAST GUARD

In July, maritime labor held a teleconference with the U.S. Coast Guard to discuss matters related to renewal and extension of credentials, course and program approvals and alternative delivery methods, proctoring of exams and other issues. As a result of this meeting, the Coast Guard and its National Maritime Center (NMC) issued a series of announcements and guidance related to COVID-19 and mitigation efforts. NMC announced limited re-openings of facilities conducting mariner examination services in Houston, Honolulu, Juneau, San Juan, Ketchikan and Boston.

The Coast Guard also issued an update to its Marine Safety Information Bulletin (08-20), which includes information on Merchant Mariner Credential endorsements and Medical Certificates among other items. The Coast Guard noted that MMCs (national endorsements only) that expire between March 1, 2020 and September 30, 2020 have been extended until March 31, 2021. Medical Certificates (national endorsements only) that expire between March 1, 2020 and September 30, 2020 have been extended until December 31, 2020. MMCs with STCW endorsements that expire between March 1, 2020 and September 30, 2020 have been extended until March 31, 2021. Mariners actively working on expired credentials and certificates that meet the extension criteria must carry the expired credential along with a copy of MSIB 08-20.

The Coast Guard also issued a policy letter with temporary guidance for MMC renewal and STCW endorsements during the pandemic. The NMC also issued recommendations concerning course approval submissions.

## PATRIOT CONTRACT SERVICES

**Shallow Draft Tanker Agreement** — Effective August 3, 2020, there was a two percent (2%) increase in total labor cost for all unlicensed engine ratings working aboard the Patriot Contract Services (PCS)-operated shallow draft tanker *MT SLNC Pax*.

**Watson-class LMSR Vessels** — On September 1, the Union was notified by PCS that the Military Sealift Command (MSC) intends to extend the current *Watson* contract for six months, from October 1, 2020 through March 31, 2021. They have not formally exercised the option to extend, but they have provided a preliminary notice under the Federal Acquisition Regulations that they intend to do so. The bid process for the new *Watson* contract is ongoing. There is a possibility that MSC could award the new contract prior to March of next year.

Effective October 1, 2020, there shall be a two percent (2%) increase in total labor cost for all unlicensed engine ratings working aboard the eight PCS-operated *Watson*-class LMSR vessels.

## APL MARINE SERVICES

**President Wilson and President Roosevelt** — On August 21, the Union was notified by APL Marine Services (APLMS) that the *President Wilson* and the *President Roosevelt* would be taken out of service in August and September for repairs and surveys. The *President Wilson* will be limited to a wet berth in COSCO Zhoushan Shipyard, and the *President Roosevelt* will undergo dry-docking at COSCO Zhoushan Shipyard. The schedules are as follows:

### President Wilson

August 24 — Arrival San Pedro  
September 16 — Phase-out in Qingdao and proceed to COSCO Zhoushan Shipyard  
October 28 — Phase back into EX1 service at Qingdao  
November 15 — Arrive San Pedro

The voyage is projected to be approximately 78 days from departure Oakland to arrival San Pedro.

### President Roosevelt

September 13 — Arrival San Pedro  
October 7 — Phase-out in Qingdao and proceed to COSCO Zhoushan Shipyard  
November 18 — Phase back into EX1 service at Qingdao  
December 6 — Arrive San Pedro

The voyage is projected to be approximately 79 days from departure Oakland to arrival San Pedro.

The West Coast crew changes in San Pedro and Oakland will be the last crew changes permitted due to the local regulations of the countries on the Asia loop. No joining crew is permitted within fourteen (14) days of arrival in the Chinese shipyard. China is not recognizing existing visas nor are they issuing any new visas. Therefore, there is no opportunity for crew change and/or repatriation while the vessel is in China. In addition, the shipyard has shared that all crewmembers will be restricted-to-ship while in the shipyard facility. All crewmembers will be tested for COVID-19 upon arrival in the shipyard; work will only commence after all crewmembers test negative.

On August 27, the company reported that a crew member aboard the *President Wilson* violated the restriction-to-ship settlement agreement in San Pedro and then returned to the ship. The crewmember was isolated. As a precaution, each crewmember aboard the vessel took a COVID-19 test upon arrival in Oakland.

**President Truman** — On August 26, the Union was notified by APLMS that one of the ship's air conditioning compressors was out-of-order due to a faulty control board. The replacement board was scheduled for delivery in Busan on August 31. The

engine crew made all efforts to maximize efficiency of the on-line air conditioning unit: keeping doors closed to non-air conditioning areas, securing unmanned spaces and monitoring the air handlers for maximum cooling. A quick repair was expected following delivery of the replacement board.

**RTS Settlement Agreement** — Last month, I reported that APLMS decided to implement a restriction-to-ship policy on its U.S.-flag fleet. Because there is no end in sight to the pandemic and to further reduce the risks to our collective membership, all of the affected offshore unions entered into a cooperative dialogue with the company to negotiate temporary agreements governing restriction-to-ship. This was driven by ship sequestrations and a COVID-related death of a crew member aboard a U.S.-flag merchant vessel. Dated August 6, the initial agreements were effective for one month, from August 1, 2020 through August 31, 2020. They are intended to increase safety aboard ship, establish a clear policy about restriction in port and settle potential restriction-to-ship claims that may arise during the month of August.

On August 31, all of the affected unions (MFOW, SUP, SIU, MEBA and MM&P) agreed to an extension of the restriction settlement to September 30, 2020. I recommend membership approval of the initial settlement agreement and extension.

**Negotiations** — The 2018-2020 collective bargaining agreement between APLMS and the MFOW, SUP, and SIU-AGLIW (bargaining as the SIU Pacific District) expires on September 30, 2020. The SIU Pacific District notified the company in July of our desire to amend the agreement. We anticipate the bargaining schedule will be fluid and on a compressed schedule, most likely on a video conference format. Under *New Business* it will be in order to elect three Negotiating Committee members from the floor at Headquarters to assist Vice President Umphress and me in negotiations. As in the past, these are volunteer positions; no compensation will be provided.

## MATSON

**Pacific Northwest** — On August 26, the Union was notified by Matson that the company will consolidate Pacific Northwest cargo operations at the Port of Tacoma, moving its Hawaii service from Seattle. The purpose of the move is to increase operating efficiency and better serve Pacific Northwest customers for the long term. Sailing schedules for Hawaii and Alaska will remain unchanged.

Co-locating Pacific Northwest terminals has been under consideration since Matson acquired its Alaska service in 2015. The company stated that the current economic environment, as well as uncertainty about accessibility to Seattle's Terminal 5 due to the extended West Seattle Bridge closure, requires prudent action to consolidate the operations as soon as possible.

Matson's Tacoma terminal is operated by Stevedoring Services of America Terminals (SSAT). The SSAT Tacoma operation is fully dedicated to Matson.

The *Maunawili* and *R.J. Pfeiffer* will start calling Tacoma this month. Matson will continue to strictly enforce work jurisdictions among the SIU Pacific District Hawaii-service vessels and the SIU-AGLIW Alaska-service vessels. Matson will continue to employ MFOW and SUP standby shore support aboard the Hawaii ships in Tacoma.

**COVID-19 Protocols** — On August 28, Matson issued a revision to its COVID-19 Protocol for Port Reliefs and Standbys. Effective immediately, all ships should endeavor to reduce access to the ship and to certain living and working spaces in an effort to reduce the crew's exposure to the COVID-19 virus. Port reliefs and standbys shall adhere to the following:

- Must wear a facemask or face covering (covering both mouth and nose) at all times while aboard Matson vessels when working within the vicinity of the crew, when working in the accommodation structure, when on the bridge, when in the engine control room, or when working in any other enclosed space whether crew are present or not.
- Must practice social distancing (maintaining a distance of 6 feet from the people around you) when possible and engage in frequent hand washing or hand sanitizing.
- Shall not be allowed to enter the ship's living spaces (staterooms, mess rooms, ship's offices, lounges, gym, refrigerated and dry stores rooms, decks with cabins, etc.) in the accommodation structure unless it is necessary to keep the ship in operation and on schedule.
- Shall not enter the galley space.
- Shall be restricted to only the parts of the ship that are essential for them to perform their required job functions.
- Shall not take meals in the officer or crew dining rooms. If shipboard meals are required, the steward will prepare box or bagged lunches to be consumed away from the crew living spaces. All are encouraged to bring their own meals with them.
- Shall not be permitted to take coffee breaks with the ship's crew and should bring their own coffee and water to the ship.
- Shall not be permitted to touch the gangway logbook or the gangway watch stander's pen.
- The ship should designate a head for use by all port reliefs and standbys that is always supplied with adequate soap, paper towels and hand sanitizer, if available. Crewmembers should not use this same head.
- All interior areas of the ship that are visited by port reliefs and standbys, including the designated head, should be sanitized daily in accordance with CDC recommendations.

## Your Right to Union Representation

"If this discussion could in any way lead to my being disciplined or terminated, or affect my personal working conditions, I respectfully request that my union representative, officer, or steward be present at the meeting. Without union representation, I choose not to answer questions."

**This is your right under  
the 1975 U.S. Supreme Court Weingarten Decision.**

## VICE PRESIDENT'S REPORT

I'm not going to lie; this has been really weird and unlike anything that I could have imagined when I accepted the nomination for MFOW Vice President back in 2019. No regrets whatsoever, but someone better let me know what normal is like once all this is over. COVID-19 pandemic, thunderstorms and fire, murder hornets, riots...you name a disaster, we've got it! Despite the aforementioned items sounding like the ten plagues of Egypt, the Marine Firemen's Union is doing well, all things considered.

The landscape continues to change six months in. Matson and APL have traded stances on shore leave policies with crew members being suspended or discharged for violations. PCS dispatches continue to be challenging with clearance requirements depending on vessel location, on top of deadlines to meet for batch crew reliefs. I can't tell you what the current COVID-19 testing protocol for each company is, since it may change by the time this fine periodical is published. Members have sent spit in the mail, gone to clinics and warehouses for nasal swabs, had testers come to the hall, and flown before or after said tests to join vessels. A nice paycheck, plus three hots and a cot, come with a tender nasal cavity nowadays.

Thank you to all members who stepped up and answered the call for the recent MARAD turbo activations, part of a large-scale activation exercise ordered by the U.S. Transportation Command calling for a set number of Ready Reserve Force vessels to transition from ROS to fully crewed FOS status within five days. The RRF is a subset of vessels within MARAD's National Defense Re-

serve Fleet ready to support the rapid worldwide deployment of U.S. military forces, primarily supporting the transport of Army/Marine equipment and supplies before commercial ships can be secured for support.

What was slated to be a six-vessel breakout got knocked down to four, with the *Admiral Callaghan* activated in lieu of the *Cape Trinity*, *Cape Vincent*, and *Cape Victory* in Beaumont. West Coast branches planned meticulously, only to have a last-minute change in plans. It's been a rather strange exercise, considering the mandatory quarantine and COVID-19 testing period before the real show begins. As of this writing, I believe some ships have only begun their quarantine period, almost a week after dispatch and testing. Kind of takes the "turbo" out of "turbo activation", but that's way above my pay grade.

I did manage to make it down to L.A. for a weekend and caught up with some of the membership. As expected, our Wilmington port agent spent his day off getting a member reinstated with one of our contracted companies. It was good to see some familiar faces, and I hope to drop by again when appropriate. Looking forward to visiting Hawaii and Seattle branches once this craziness blows over.

Shoutout to all members in ROM limbo. Mr. Angelito Robin, your relief cleared medical and you will be home soon. Thank you to everyone putting up with complications arising from the new abnormal. As always, reach out to Bob or yours truly here at HQ if there is anything you need; we are here to help.

Fraternally,  
**Deyne Umphress**

## Ocean reefer cargo expected to grow nearly 4 percent annually until 2024

Reefer traffic in ocean shipping is expected to grow at a 3.7 percent annual rate to reach 156 million tons by 2024, according to a forecast from Drewry. Dry cargo is expected to grow at an annual rate of 2.2 percent over the same period.

"Availability of refrigerated shipping container equipment remains a challenge, due to the highly imbalanced nature of reefer trade routes," Drewry's head of reefer shipping research, Philip Gray, said in a statement. "And Drewry expects conditions to tighten as equipment fleet growth is not expected to keep pace with projected cargo demand."

Specialized reefer ships are expected to lose their share of the reefer market to containerships. Drewry projected market share for specialized reefer ships will fall from 13 percent in 2019 to just 8 percent by 2024.

Reefer cargo is expected to be more resilient than dry cargo through the economic downturn caused by the COVID-19 pandemic, Gray said. While many are willing to cut back on items that travel in dry containers, such as apparel or electronics, the food traveling in reefers remains a priority.

"People are always gonna be making sure that families have healthy stuff on the table," Gray said.

Some food products more tradition-

ally sold in restaurants, such as French fries, might be impacted as dining out has seen a downturn during the pandemic. The refrigerated cargo trade is also unequal in nature.

Countries that export refrigerated cargo do not bring in a lot of refrigerated cargo, which results in about 87 percent of reefer containers being returned empty. This can be a problem when carriers blank a large number of sailings — as they did through the pandemic — that are needed to return empty containers. When capacity gets tight, carriers are more likely to put a loaded container on their ship than an empty one.

One potential way to solve this issue, other than adding equipment and blanking fewer sailings, would be moving dry cargo in reefer containers. Reefer equipment is also expensive, and carriers have been apprehensive about investing in the infrastructure in recent years.

Carriers have added thousands of reefers to their fleets over the last few years. Last year, Hapag-Lloyd announced plans to add 13,420 reefer containers to its fleet. Ports have also been preparing for an increase in refrigerated cargo. The Port of Oakland, for example, opened the "Cool Port" in 2018, which it claims is the "world's latest next-generation cold storage and logistics facility."

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for August 2020:

### MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — delegate DJU Lopaka Mene, JM-5207...no beefs. There was a recent change in schedule replacing the port of Seattle with the port of Tacoma. *MV Maunawili* — delegate DJU David Thompson, #3878...no beefs; also switched from the port of Seattle to the port of Tacoma.

On the Pacific Southwest triangle run: *MV Mahimahi* — delegate REJ Frank Selvidge, #3742...no beefs. Frank asked if MFOW Standby Electrician/Reefers will be dispatched to the port of Tacoma; if requested, yes. *MV Lurline* — delegate ERJ Lloyd Kim, #3911...no beefs.

Recently activated for sea trials were the *Cape Henry* and *Cape Horn*, calling for three Oilers and one Wiper each. After COVID-19 testing, the crew members reported to assigned vessels.

*MV Kamokuiki* called for an ERJ and an Oiler for sea trials also.

Ahmed Munassar, #3934 is the current Matson shoreside mechanic...no beefs.

### APL MARINE SERVICES

On the EX1 run: *MV President Roosevelt* — delegate REJ Randy Fogle, JM-5133...no beefs. *MV President Wilson* — delegate REJ Kevin Hamer, JM-5272...no beefs; shipped a Wiper for time up. *MV President Eisenhower* arrived a few days late — delegate REJ Otto Garcia, #3784...no beefs. Otto reported he was waiting on parts to repair the engine control room AC system.

### PATRIOT CONTRACT SERVICES

*MV SLNC Pax* — one Oiler is awaiting flyout. The *Admiral Callaghan* activated for sea trials, with one Wiper dispatched from SF and Oilers dispatched from Wilmington and Seattle halls.

Fraternally,  
**Bobby Baca**

## Port of Los Angeles awards contract for Wilmington promenade

The Los Angeles Board of Harbor Commissioners has approved a \$51.9 million construction contract for the Wilmington Waterfront Promenade Project on the LA Waterfront, with construction expected to start in fall. Creating a "window on the waterfront" for the Wilmington community, the promenade project includes the realignment of Water Street parallel to the existing railroad tracks and construction of a community park adjacent to Banning's Landing Community Center, along with a waterfront promenade, public pier, public dock, public restroom with green roof, playground and parking lots.

Work along Water Street includes utilities, street work, grading, paving, striping, lighting and landscaping. Other project improvements to the nine-acre site include irrigation, signage and furnishings such as public seating, bike racks and drinking fountains.

The project was designed by engineering firm Sasaki Associates, Inc. The construction contract was awarded to Sully-Miller Contracting Co. of Brea, California. The project is expected to be

completed in 2023.

Planning and investment in public space and urban revitalization on the Wilmington Waterfront has been underway since 2006. After significant community input and completion of an Environmental Impact Report in 2008, the vision for the Wilmington Waterfront Development Program was set into motion. The Wilmington Waterfront Development Program includes two signature projects: the Wilmington Waterfront Promenade Project and Avalon Promenade and Gateway Project. These planned projects focus on connecting Wilmington's historic waterfront to its commercial corridor on Avalon Boulevard.

The port has invested more than \$600 million on public access projects since 2005, with an additional \$400 million committed through 2025, as outlined in the Board-approved Public Access Invest Plan. A planned Wilmington Youth Sailing Center will be a component of the Wilmington Waterfront Promenade Project.

## Panama Canal plans new water supply megaproject

Water supply issues have plagued the Panama Canal for years. When rainfall is limited and levels in nearby lakes drop, the Panama Canal Authority (ACP) has to implement draft restrictions in order to keep the canal running, limiting the amount of cargo vessels may carry across the canal. Four years after the completion of the gigantic Expanded Canal initiative, the ACP is soliciting bids from international engineering firms for a new megaproject: a comprehensive water management system that would improve the functioning of the canal and secure the nation's drinking water supply at the same time.

The ACP considers the project a critical priority. The Panama Canal watershed had its fifth-driest year in 70 years in 2019, which reduced water levels at Gatun and Alhajuela Lakes, the main sources of water for both the canal and

for half of Panama's population. Despite water conservation measures, levels were projected to drop below operational levels - an unprecedented development. In response, the ACP implemented a fresh water charge, which has had the desired effect and helped it to normalize its draft level.

For a permanent solution, the ACP started a pre-qualification process for selecting a contractor for the design and construction of a comprehensive water management system. The envisioned waterworks must be adequate to guarantee the adequate supply of water for both the canal and the nearby population for at least 50 years in the future. The Panama Canal plans to shortlist the most-qualified firms by the end of year, and each pre-selected bidder will be invited to submit their proposal.

### 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 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.

## 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

November 9-13

## 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.*

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): September 25; October 9; October 23; November 6

California Maritime Academy, Vallejo, CA: *not available*

Compass Courses, Edmonds, WA: September 22-23; October 20-21; November 17-18

El Camino College, Hawthorne, CA (one day): *not available*

MITAGS-PMI, Seattle, WA: September 28-29; October 19-20; November 16-17

Maritime License Center, Honolulu, HI: October 8-9, 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: October 14-16; November 18-20; December 9-11

California Maritime Academy, Vallejo, CA: *not available*

Compass Courses, Edmonds, WA: September 22-24; October 20-22; November 17-19

El Camino College, Hawthorne, CA: *not available*

MITAGS-PMI, Seattle, WA: *not available*

Maritime License Center, Honolulu, HI: October 7-9; 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) Government Vessel Course

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

October 12-16

October 26-30

### Military Sealift Command (MSC)

#### Government Vessel Readiness Refresher (renewals only)

This two-day course renews the following government vessel segments: Helo Firefighting; Environmental Protection; Damage Control; and Chemical, Biological and Radiological Defense. The full versions of these segments must have been completed within 5 years of taking the Readiness Refresher course.

October 1-2

December 3-4

### 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.*

October 19-23

November 9-13

### 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.*

October 26-November 20

#### 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.*

October 12-16

November 30-December 4

#### 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.*

September 28-November 6



### TRLMI: CORONAVIRUS PROTOCOL

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)



**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 3  
Date: August 20, 2020

E-Mail: [OutbreakQuestions@uscg.mil](mailto:OutbreakQuestions@uscg.mil)

**COVID-19 – Mariner Credentials**

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

This update to MSIB 08-20 provides 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 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.

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

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.** The Coast Guard is resuming testing at REC Juneau and MU Ketchikan on August 17, 2020. Additional plans to augment testing capabilities are in process and future REC/MU openings will be announced via National Maritime Center bulletins.
- **National Endorsements:**
  - Merchant Mariner Credentials (MMC) (National Endorsements only) that expire between March 1, 2020 and September 30, 2020 are extended until March 31, 2021. Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.
  - 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 medical certificates that meet the extension 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 March 31, 2021. Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.
  - Until July 1, 2021, for mariners who have met the requirements for initial competency in survival craft and rescue boats other than fast rescue boats (PSC), PSC-limited, fast rescue boats (FRB), basic training (BT), and advanced firefighting (AFF) and who are renewing MMCs that expire between March 1, 2020 to June 30, 2021, the Coast Guard will accept shipboard experience in fire, emergency, and/or abandon ship drills for demonstrating continued competence in PSC, PSC-Ltd, FRB, BT, and/or AFF provided they have obtained at least 360 days of relevant service within the past five years. Relevant seagoing service will be determined as described in NVICs 4-14, 05-14, 08-14 and 09-14.
  - Mariners who do not have at least one year of relevant service in the past five years can only renew their STCW endorsements by demonstrating continued competence for PSC, PSC-Ltd, FRB, BT, and/or AFF as specified in 46 CFR 12.613(b)(4) or 46 CFR 12.615(b)(4) and NVIC 04-14 (for PSC and PSC-Ltd); 46 CFR 12.617(b)(4) and NVIC 05-15 (for FRB); 46 CFR 11.302(e), 12.602(e), and NVIC 08-14 (for BT); and/or 46 CFR 11.303(e) and NVIC 09-14 (for AFF). These mariners will need to complete original or "refresher" training for PSC, PSC-Ltd, FRB, BT, and/or AFF, as appropriate. Shorter and less comprehensive "revalidation" courses are not acceptable.
- **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 extension 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 pandemic and its impacts on health care providers. 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 approve alternate training delivery methods, including distance or blended learning. Approved requests and new requests for alternate training delivery methods will become part of the existing course approval and will be valid until the expiration date of the course; and where applicable, will be subject to the extension provided in the previous paragraph. At the time of renewal of the course, the Coast Guard will closely review the training delivery methods including those previously approved as a temporary measure. 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.
  - The NMC will consider, on a case-by-case basis, the use of alternative testing methods for some courses for some end of course examinations provided the training provider can show that the alternative method includes confirmation of the identity of the person taking the test, and maintains the integrity of the examination. The Coast Guard will consider the tools and business processes submitted for approval along with the course content in determining whether to approve the request. Requests should be submitted to [NMCCourses@uscg.mil](mailto:NMCCourses@uscg.mil) and include a list of courses, a complete description of the alternative requested, the tools involved, and the business process to be employed.
  - The NMC will also consider and approve, on a case-by-case basis, alternative assessment methods for some courses provided it allows the instructor or a qualified assessor to properly witness the assessment. Requests should be submitted to [NMCCourses@uscg.mil](mailto:NMCCourses@uscg.mil) and include a list of courses, a complete description of the alternative requested, the tools involved and the business process to be employed.
  - This MSIB serves as the extension for previously approved courses using alternate delivery methods.

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 e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil), or by calling 1-888-IASKNMC (427-5662).

R. V. Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends  
*This release has been issued for public information and notification purposes only.*

**Hawaii State Federation of Labor AFL-CIO  
2020 General Election Endorsements**

<b>U.S. President</b>		HD-16 Daynette "Dee" Morikawa	D
President	Joe Biden	HD-17 Keith Kogachi	D
<b>U.S. Congress</b>		HD-18 Mark Hashem	D
CD-01	OPEN	HD-19 Bertrand Kobayashi	D
CD-02	Kaiali'i Kahele	HD-20 Jackson Sayama	D
<b>Hawaii State Senate</b>		HD-21 Scott Nishimoto	D
SD-2	Joy San Buenaventura	HD-22 Adrian Tam	D
SD-5	Gil Keith-Agaran	HD-23 Dale Kobayashi	D
SD-8	Ronald Kouchi	HD-24 Della Belatti	D
SD-9	Stanley Chang	HD-25 Sylvia Luke	D
SD-10	Les Ihara	HD-26 Scott Saiki	D
SD-11	Brian Taniguchi	HD-27 Takashi Ohno	D
SD-13	Karl Rhoads	HD-28 John Mizuno	D
SD-14	Donna Kim	HD-29 Daniel Holt	D
SD-15	Glenn Wakai	HD-30 Ernesto "Sonny" Ganaden	D
SD-19	Kurt Fevella	HD-31 Aaron Johanson	D
SD-20	OPEN	HD-32 Linda Ichiyama	D
SD-22	Donovan Dela Cruz	HD-33 OPEN	
SD-25	Chris Lee	HD-34 Gregg Takayama	D
<b>Hawaii State House</b>		HD-35 Roy Takumi	D
HD-1	Mark Nakashima	HD-36 Trish La Chica	D
HD-2	Christopher Todd	HD-37 Ryan Yamane	D
HD-3	Richard Onishi	HD-38 Henry Aquino	D
HD-4	Greggor Ilagan	HD-39 Ty Cullen	D
HD-5	Jeanne Kapela	HD-40 Rose Martinez	D
HD-6	Nicole Lowen	HD-41 David Alcos	R
HD-7	David Tarnas	HD-42 OPEN	
HD-8	Troy Hashimoto	HD-43 Stacelynn Eli	D
HD-9	Justin Woodson	HD-44 Cedric Gates	D
HD-10	Angus McKelvey	HD-45 OPEN	
HD-11	OPEN	HD-46 Amy Perruso	D
HD-12	Kyle Yamashita	HD-47 Sean Quinlan	D
HD-13	Lynn DeCoite	HD-48 Lisa Kitagawa	D
HD-14	Nadine Nakamura	HD-49 Scot Matayoshi	D
HD-15	James Tokioka	HD-50 Patrick Branco	D
		HD-51 Lisa Marten	D
<b>OHA Trustee At-Large</b>			
Mayor — Hawaii		Keoni Souza	Nonpartisan
Mayor — Honolulu		Mitch Roth	Nonpartisan
Prosecutor — Hawaii		Keith Amemiya	Nonpartisan
Prosecutor — Kauai		Kelden Waltjen	Nonpartisan
Prosecutor — Honolulu		Justin Kollar	Nonpartisan
Hawaii County Council District 1		Steve Alm	Nonpartisan
Hawaii County Council District 2		Heather Kimball	Nonpartisan
Hawaii County Council District 3		Aaron Chung	Nonpartisan
Hawaii County Council District 4		Susan Lee Loy	Nonpartisan
Hawaii County Council District 5		Ashley Kierkiewicz	Nonpartisan
Hawaii County Council District 6		Ikaika Rodenhurst	Nonpartisan
Hawaii County Council District 7		Maile David	Nonpartisan
Hawaii County Council District 8		OPEN	
Hawaii County Council District 9		OPEN	
Maui County Council — East Maui		Herbert Richards	Nonpartisan
Maui County Council — West Maui		Claire Carroll	Nonpartisan
Maui County Council — Wailuku		Tamara Paltin	Nonpartisan
Maui County Council — Kahului		Alice Lee	Nonpartisan
Maui County Council — South Maui		Tasha Kama	Nonpartisan
Maui County Council — Makawao		Tom Cook	Nonpartisan
Maui County Council — Upcountry		Mike Molina	Nonpartisan
Maui County Council — Lanai		Yuki Lei Sugimura	Nonpartisan
Maui County Council — Molokai		Gabe Johnson	Nonpartisan
Kauai County Council		Stacy Crivello	Nonpartisan
Kauai County Council		Arryl Kaneshiro	Nonpartisan
Kauai County Council		Bernard Carvalho, Jr.	Nonpartisan
Kauai County Council		Felicia Cowden	Nonpartisan
Kauai County Council		KipuKai Kualii	Nonpartisan
Kauai County Council		Luke Evslin	Nonpartisan
Kauai County Council		Mason Chock	Nonpartisan
Honolulu County Council District 1		Anthony Makana Paris	Nonpartisan
Honolulu County Council District 3		Esther Kia'aina	Nonpartisan
Honolulu County Council District 5		Calvin Say	Nonpartisan
Honolulu County Council District 7		OPEN	
Honolulu County Council District 9		OPEN	

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## WILMINGTON NOTES

This past month, Wilmington Branch members and applicants were dispatched to 90 jobs. Seven APL, four Matson and five PCS shipboard billets were shipped along with 13 Shore Mechanics. One applicant made a billet and 14 applicants worked standbys. We have 26 A-, 22 B- and 15 C-seniority members registered here.

Shipping has been steady like usual, and job calls are still at 1030 and 1400. Cargo has been picking up around the harbor. As a result, we expect it to get busier.

Shipboard billets at APL and Matson are still being dispatched five days ahead to facilitate physical testing. PCS has a different policy and varies according to the ship location and logistics involved with the dispatch. But the job will get dispatched earlier than the usual times in the past. Check with your dispatcher for details, since this is pretty fluid and subject to change daily.

At Fenix Marine Services Pier300, Foreman Ken Justice, #3678; and Leadermen Mike Robles, #3855; Frank Marinovich, #3663; and George Sims, #3669 are running the gang with a balance of 17 Mechanics. Cargo has been picked up a little, and the gang has been stretched pretty thin. As mentioned above, we have called 13 Shore Mechanic reliefs this past month to cover the workload.

In lieu of our annual Labor Day March, the LA/LB Labor Coalition, the LA Federation of Labor, and South County Labor combined resources to schedule a food distribution on Labor Day to the general public. This event could not have happened without the support of Los Angeles County Su-

pervisors Janice Hahn and Hilda Solis, and LA City Councilman Joe Buscaino. Members from the 60-plus unions involved distributed food packets to the general public. The food was provided by the Los Angeles Food Bank. IBEW Local 11 provided free burgers and hot dogs for volunteers.

**Hang in there,  
work safely and  
get out and vote.**

Work on the *SS Lane Victory* has resumed. Volunteers may report to Engineers Steve Silcock, Jim Gillen or Dave Sulzer on Saturdays and Wednesdays at 0900. Volunteers are very much appreciated. PPE is required as well as social distancing. And always bring a flashlight with you.

I don't think I need to remind you about the upcoming nationwide elections, but I will. As you all know, every election is important and this one is no different. Our industry is heavily regulated by the federal, state and local government. Decisions regarding a labor dispute can go to a government agency to get settled. These decisions are made by our elected officials, and the people that these officials put behind the desk will be your contact in event of any dispute. So get out and vote. If you are going to make a ship, then make sure your voice is counted via the voting procedures we have in the United States — in person or via mail-in ballot.

Hang in there, work safely and get out and vote.

Aloha,  
**Sonny Gage**, Port Agent

## SEATTLE NOTES

During the month of August, Seattle shipped one Navy Oiler, one REJ, three Standby Electrician/Reefers and two Standby Wipers. Seattle currently has 13 A-, eight B-, and three C-seniority members registered for shipping

Matson has completed the move to Tacoma for its weekly service. Crew and standbys will now join at the Tacoma SSAT terminal at 1002 Milwaukee Way, Tacoma, WA 98421. This terminal has easy access and dedicated crew parking located under the overpass. On turn-to day, sailors from the north should expect to add another hour to their commute, and those from the south another hour in the bunk.

The Seattle Mayor's office continues to come under fire from many parties due to perceived deficiencies in equality policies. However, along with the Maritime Trades, Metal Trades and Building Trades, the Seattle Branch has taken the position of support with the under-

standing that governing is a difficult and almost impossible task. Through all the criticism, Mayor Durkan has continued the business of the office with an unwavering dedication to the electorate and remains a strong ally of industrial land preservation, maritime jobs and unions.

If you are renewing with the Coast Guard and do not have reliable computer capabilities, please bring in your applications and CG-719K physicals to the hall. I can scan and submit them for you. Remember, all applications must be submitted to the Coast Guard in PDF.

Respectfully,  
**Brendan Bohannon**, Representative

## HONOR ROLL

**Voluntary donations to General Treasury — August 2020:**  
Marconi Relojo, JM-5368 .....\$30.00  
Eric White, #3925 .....\$100.00  
Rogelio Rivera, JM-5171.....\$25.00

## POLITICAL ACTION FUND

**Voluntary donation for August 2020:**  
Anthony Petrovich, P-2633 .....\$80.00  
Vicente Cacacho, #3828.....\$25.00  
Joshua Halterman, JM-5372.....\$5.00  
Marconi Relojo, JM-5368 .....\$30.00  
Sony Arandia, JM-5250.....\$25.00  
Rogelio Rivera, JM-5171.....\$25.00

## HONOLULU NOTES

August came and went by pretty fast. Honolulu is seeing its second wave of COVID-19 with several hundred cases a day. We are now back to "stay at home" orders. Some think it is only for two weeks, while others believe it will take at least a month.

When we first started to open up, I think everyone thought the coast was clear and proceeded to have parties with families and friends. We are now in trouble, with hospitals nearing capacity and the state trying to call in a couple hundred nurses from out of state.

Honolulu had a total of 51 dispatches in August: 11 steady jobs, 4 reliefs, and 37 total standbys. Presently, the Honolulu registration list has 12 "A" seniority members, 7 "B" seniority members, and 6 "C" seniority members.

A big "thank you" to those members who are stepping up and doing their part. We are all having to make changes and it's not getting easier. As essential workers, we are called to keep the food and all the other essential items moving (medicines, safety equipment, toilet paper). We are called to the Military Sealift Command ships for our nation's safety. It's easy to make a sacrifice for a day or a week. However, as merchant mariners, we already contend with not being with our families and working that job every

day for months. Now, with Covid, we are being stretched further with restriction to ship, trying to keep up with our documents when the REC is closed, Covid testing (what if your results come back positive just before sign-on), and 14-day quarantines. We don't get any discounts from stores, nobody brings us meals or thank you cards. We are not front-line essential workers, but we are just as essential. We can die from Covid just like a nurse can, and I hear someone on a U.S.-flag ship has. Thank you, brothers and sisters, for doing your part.

Aloha,  
**Mario Higa**, Port Agent

## HOWZ SHIPPING?

**August 2020  
San Francisco**

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician.....	1
Junior Engineer (Day) .....	1
Oiler .....	8
Wiper.....	5
Standby Electrician/Reefer .....	21
Standby Wiper.....	13
<b>TOTAL .....</b>	<b>51</b>

**Wilmington**

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Watch).....	3
Oiler .....	4
Wiper.....	3
Shore Mechanic.....	13
Standby Electrician/Reefer .....	16
Standby Wiper.....	45
<b>TOTAL .....</b>	<b>90</b>

**Seattle**

Reefer/Electrician/Jr. Engineer.....	1
Oiler .....	1
Standby Electrician/Reefer .....	3
Standby Wiper.....	2
<b>TOTAL .....</b>	<b>7</b>

**Honolulu**

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day) .....	2
Wiper.....	4
Shore Mechanic.....	4
Standby Electrician/Reefer .....	18
Standby Wiper.....	19
<b>TOTAL .....</b>	<b>51</b>

## Regular membership meeting dates 2020

October	7	S.F. Headquarters
	14	Branches
Nov.	4	S.F. Headquarters
	12*	Branches
Dec.	2	S.F. Headquarters
	9	Branches

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

## Benefits paid during August

<b>Death Benefits</b>	None
<b>Burial Benefits</b>	None
<b>Excess Medical</b>	\$1862.11
<b>Glasses and Examinations</b>	\$400.00

## MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Mark Geiler	3727	Long Term	25.800	07/01/2020

## 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

**FINISHED  
WITH  
ENGINES**



**Reginald H. Coppinger, #1471/P-2323.** Born November 27, 1926. Joined MFOW August 16, 1950. Pensioned August 1, 1986. Died August 27, 2020, Arbor, WA.