



THE MARINE FIREMAN

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



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AFL-CIO looks forward to working with Joe Biden and Kamala Harris

By Richard Trumka

Congratulations, Joe Biden, president-elect of the United States. Democracy is prevailing. Joe Biden and Kamala Harris' victory in this free and fair election is a win for America's labor movement. Everywhere in every way, working people are heroically and resiliently fighting back against this pandemic, its economic fallout, chronic income inequality and systemic racism.

President-elect Biden and Vice President-elect Harris saw us, heard us and campaigned on a promise that we, as one nation, will build back even better than before. That is why working people decisively rejected the politics of dark-

ness and division and voted in record numbers for public servants who want to join us in writing America's comeback story.

Let's be clear: Union voters delivered this election for Biden and Harris. Their message and commitment to create "the most significant pro-labor, pro-worker administration" resonated with our 12.5 million members and 56 affiliated unions who are hungry for a bigger voice in our economy and our politics.

Now the AFL-CIO stands ready to help the president-elect and vice president-elect deliver a long overdue workers' first agenda. That starts with passing the HEROES Act to provide our

families and communities emergency support and services in the face of this deadly virus. But COVID-19 relief is just that—relief. Once working people are made whole, the real rebuilding can begin. We call on Congress to pass and Biden to sign the Protecting the Right

to Organize (PRO) Act early in 2021 to make sure every worker who wants to form or join a union is able to do so freely and fairly. Working people want our leaders to act swiftly and think more boldly than ever before. The time to begin is now.

Joe Biden on maritime

Jones Act — The U.S.-flag Merchant Marine fleet and the men and women who operate U.S.-flag ships are crucial to America's national security, our international trade relationships, and economic development. For this reason, Biden has been a consistent and strong advocate for the Jones Act and its mandate that only U.S.-flag vessels carry cargo between U.S. ports. He will take steps to ensure American cargo is carried on U.S.-flag ships, leading to additional demand for American-made ships and U.S. merchant mariners. And, he will work with U.S. ports and labor unions to ensure that cargo bound for the U.S. is offloaded in the U.S. and not in Canadian ports to avoid harbor taxes.

Maritime Infrastructure — Biden will create millions of good, union jobs building and upgrading a cleaner, safer, stronger infrastructure — including ports, lock and dam sys-

tems, ferries and inland waterways. Biden will rely on American union labor and American-made materials and products to build this infrastructure. He will increase funding for the U.S. Army Corps of Engineers by \$2.5 billion per year, supporting infrastructure projects to keep goods moving quickly through our ports and waterways and including increased federal funding for lock modernization projects on inland waterways. Biden will ensure that all fees collected for the Harbor Maintenance Trust Fund are used to improve and rebuild American ports of entry. He also pledges to invest in clean ports by upgrading ports to reduce emissions, while preserving the existing workforce and creating new good paying jobs.

Navy — Biden is committed to continuing to make important investments in our naval fleet.



MFOW crew aboard the *USNS Dahl* at Saipan anchorage are (left to right) Wiper Ivy Callais, non-seniority; Electrician Tarajar Inthapanti, #3910; Oiler Greg Kim, JM-5313; Oiler Erik Gomez, JM-5340 and Oiler Theo Price-Moku, JM-5299.



Joining Together to Protect the Working Waterfront

Dear Marine Firemen's Union members:

As I am sure you are well aware, since 2018 the Oakland A's have pursued a large-scale stadium, luxury condominium and high-rise office building development at Howard Terminal on the Port of Oakland. While we all want to see the A's stay in Oakland, building the new stadium at Howard Terminal is the wrong plan for Oakland and especially for all of the workers whose jobs depend on the Port's operations. Oakland can have a win-win here - a world-class ballpark in East Oakland and a world-class port in West Oakland.

As a member of the East Oakland Stadium Alliance (EOSA), we have been vocal in our opposition to the Howard Terminal proposal. We have made clear that this is not just about a ballpark, but a proposed condo and office development that is incompatible with a working, thriving waterfront. That is why the major employers, organizations, and unions that rely on the Port have united in opposition to the A's Howard Terminal plan.

We bring this to your attention now because the Howard Terminal proposal is approaching an inflection point, one that demands action by each of us. Despite the public health and economic crises affecting many Oakland residents, the A's have continued to push their real estate development plans for the Port. The proposal still lacks critical analyses, including an Environmental Impact Report (EIR) and Seaport Compatibility Measures (SCMs), but the A's have continued to talk about "accelerating the project timeline."

Sign up and join our growing coalition and have your voice heard:

https://www.eastoaklandstadiumalliance.com/for_port_employees

We strongly urge you to consider lending your voice to this effort.

Fraternally,

Anthony Poplawski
President/Secretary-Treasurer



Pictured left to right aboard the *MV Manoa* in Nantong, China are Wiper Vernon Johnson, non-seniority; Junior Engineer Mene Lopaka, JM-5207 and ERJ Jeff Baumgarten, #3829. The *Manoa* was laid up in the shipyard and the crew cross-decked to the *MV Maunalei* (ship on the right).

Halls to close — holiday schedule

The MFOW hiring halls will be closed in observance of the following contract holidays:

- Thanksgiving Day — Thursday, November 26
- Christmas Eve* — Thursday, December 24
- Christmas Day — Friday, December 25
- New Year's Eve* — Thursday, December 31
- New Year's Day — Friday, January 1, 2021

*Christmas Eve and New Year's Eve are ILWU holidays on the West Coast and therefore recognized MFOW holidays aboard APLMS and Matson vessels in Pacific Coast ports. For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

Members are reminded that no shipping cards will be stamped at the regular business meetings immediately preceding and following the holidays.

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Matson announces third quarter 2020 results

On November 2, Matson reported net income of \$70.9 million for the quarter ended September 30, 2020. Net income for the quarter ended September 30, 2019 was \$36.2 million.

Consolidated revenue for the third quarter 2020 was \$645.2 million compared with \$572.1 million for the third quarter 2019. For the nine months ended September 30, 2020, Matson reported net income of \$107.5 million compared with \$67.1 million in 2019. Consolidated revenue for the nine month period ended September 30, 2020 was \$1,683.2 million, compared with \$1,662.4 million in 2019.

Container volume in the Hawaii service in the third quarter 2020 was 0.8 percent lower year-over-year primarily due to lower volume from the state's COVID-19 mitigation efforts including restrictions on tourism and a second shelter-in-place order that took effect in August.

The State of Hawaii recently eased visitor travel restrictions to the islands, but the levels of tourism are expected to remain low in the near-term and to have a meaningfully negative impact on Hawaii's economy.

NorCal commercial crab fishing delayed

The Northern California commercial Dungeness crab season has been delayed by two weeks following whale sightings in the fishing grounds off the San Mateo County coast, according to the California Department of Fish and Wildlife. The season was scheduled to open on November 15 but is now slated for December 1. This year's delay stemmed from the first-ever recommendation based on a new set of regulations created by the department, in consultation with the Dungeness Crab Fishing Gear Working Group as well as industry and environmental experts.

The new regulations, developed as part of the department's Risk Assessment and Mitigation Program, aims to prevent gear entangling blue whales, humpback whales and Pacific leatherback sea turtles — species protected by the federal Endangered Species Act. Entanglement constitutes "taking," which is illegal under the act.

The new regulations stipulate that the department conduct monthly assessments using real-time data on the presence of these species to determine when to open or close a fishery. The last data compilation was done in late October. The next wave of data collection is expected before the Thanksgiving weekend. In recent weeks, aerial surveillance spotted 48 whales in the zone stretching from Point Arena in Mendocino County to Pigeon Point in Pescadero. Vessel-based surveys estimated as many as 345 humpbacks whales in those waters.

As a result of the delay, the tradition of buying Dungeness crabs for Thanks-

In China, container volume in the third quarter 2020 was 124.7 percent higher year-over-year primarily due to volume from the CLX+ service in addition to higher volume on the CLX service as a result of increased capacity in the trade lane. Matson continued to realize a rate premium in the third quarter 2020 and achieved average freight rates that were higher than in the year ago period. The company expects increased consumption of e-commerce and other commodities along with potential further disruption in air cargo markets to continue to provide opportunities for its CLX and CLX+ expedited ocean services.

In Guam, container volume in the third quarter 2020 was 2.1 percent higher primarily due to increased demand for home improvement and government cargo. In the near-term, the company expects depressed tourism levels to have a negative impact on the Guam economy.

In Alaska, container volume for the third quarter 2020 increased 1.5 percent year-over-year primarily due to higher southbound volume as a result of stronger seafood volume compared to the

giving is expected to cost more. Last year, when the crab season was delayed by about the same time, local sellers like the Half Moon Bay Fish Market offered crabs from Washington State. Locally caught crab typically sells for \$6.99 to \$7.99 per pound. Washington crabs are now available but at double the price.

Whale and turtle entanglements in 2015 and 2016 prompted the department to partner with commercial permit holders for fishing vessels to begin developing these regulations. The crabbing season was also delayed in November 2019 after whale sightings. Prior to the adoption of the new regulations, Senate Bill 1309 gave the department interim authority to manage risk in fisheries.

Domoic acid, a microscopic neurotoxin that can get into a crab's system, is another hazard that can delay or close the fishing season. Recent samples found that domoic acid levels were low enough to present no threat, according to a statement.

Recreational fisheries, which are not regulated by the department, were expected to open as scheduled on November 7. However, a new proposal up for a vote at the department's December meeting would grant authority to the department to regulate recreational fisheries. The proposed action would allow the department to implement in-season delays or closures, similar to the risk assessment done for commercial fisheries. If adopted, implementation would likely begin at the start of the 2021 season.

prior year, partially offset by modestly lower northbound volume. The Alaska economy continues to recover from the second quarter low, but residual negative economic effects from the COVID-19 pandemic coupled with a low oil price environment is expected to have a negative impact on Alaska's economy in the near-term.

The contribution in the third quarter 2020 from the company's SSAT joint venture investment was \$7.7 million, or \$0.7 million lower than the third quarter 2019. The decrease was primarily due to lower lift volume.

In the third quarter 2020, operating income for the logistics segment was \$11.9 million, or \$0.6 million higher compared to the operating income achieved in the third quarter 2019. The increase was due primarily to improved performance in all of the business lines (transportation brokerage, freight forwarding, warehousing and distribution, and supply chain management and other services) driven by the continued reopening of the U.S. economy. In the near-term, the company expects the elevated consumption of e-commerce and other high demand goods to benefit most of the business lines.

For the fourth quarter of 2020, the company expects its businesses to continue to perform well and to generate strong financial results.

Port of Singapore clinches best seaport in Asia title for 32nd time

The Port of Singapore was named best seaport in Asia, beating out Hong Kong, Shanghai and Shenzhen for the title at the 2020 Asian Freight, Logistics and Supply Chain (AFLAS) Awards. This is the 32nd time Singapore has won the award.

"This is a testament to the Port of Singapore's efficiency and continued leadership in driving maritime innovation," the Maritime and Port Authority of Singapore (MPA) said in a press release.

"As a global hub port, the Port of Singapore continues to play a key role in keeping global supply chains going, particularly as the world economy starts re-opening," said MPA chief executive Quah Ley Hoon.

"While we are humbled by this affirmation and thank the industry for their support, we will continue to strive to uphold high standards of service and drive initiatives that enable a low-carbon future for the maritime community," she added.

Organized by Asia Cargo News, the AFLAS awards honor organizations for demonstration of leadership and other factors such as consistency in service quality, innovation, customer relationship management and reliability. Winners were decided by a vote count from readers of the publication.

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Chao announces over \$220 million in grants for America's ports

The U.S. Department of Transportation Secretary Elaine L. Chao last month announced the award of more than \$220 million in discretionary grant funding to improve port facilities in 16 states and territories through the Maritime Administration's (MARAD) Port Infrastructure Development Program.

"This \$220 million in federal grants will improve America's ports with nearly half the projects are located in Opportunity Zones, which were established to revitalize economically distressed communities," said U.S. Secretary of Transportation Elaine L. Chao.

U.S. maritime ports are critical links in the U.S. domestic and international trade supply chain and this funding will assist in the improvement of port facilities at or near coastal seaports. The Port Infrastructure Development Program aims to support efforts by ports and industry stakeholders to improve facility and freight infrastructure to ensure our nation's freight transportation needs, present and future, are met. The program provides planning, operational and capital financing, and project management assistance to improve their capacity and efficiency.

Of the 18 projects that were awarded grants, eight are located in Opportunity Zones, which were created to revitalize economically distressed communities using private investments.

"This critical investment demonstrates the Trump Administration's commitment to supporting our nation's ports and maritime industry," said Maritime Administrator Mark H. Buzby. "These grants will help our nation's economy and ensure that America's ports can continue to operate effectively in the competitive global marketplace."

Ports provide countless jobs for Americans and are key to a nation that heavily relies on its maritime services. By providing the funding to support the improvement of this critical infrastructure component, MARAD and the Department of Transportation are ensuring these services will succeed during the nation's ongoing economic recovery. A complete list of grant recipients is below:

Seward, Alaska — Marine Terminal Freight Dock & Corridor Improvements (\$19,779,425). The project will expand the existing dock by approximately 375 feet to deeper water to accommodate growing freight cargoes and to minimize operational conflicts between freight and cruise movements, both onshore and in the harbor. The Corridor Improvement Project component will create a roadway connection between the Freight Dock and the existing Airport Road, allowing improving safety between onshore freight movements and cruise passenger pedestrian movements.

Los Angeles, California — SR 47-Vincent Thomas Bridge & Harbor Boulevard-Front Street Interchange Improvement Project (\$9,880,000). This grant will help reduce delays and accidents at the Port of Los Angeles. The project interchange directly serves two container terminals, which handle approximately five percent of all waterborne containers entering/exiting the U.S. About 40 percent of all U.S. imports and 25 percent of all U.S. exports move through the Ports of Los Angeles and Long Beach. This project is in an Opportunity Zone.

Palm Beach, Florida — On-dock Rail Facility Development (\$13,224,090). The project will con-

struct an intermodal container transfer facility on-dock, capable of serving multiple berthed vessels simultaneously. The completion of this project is critical to addressing the major challenge to the Port's realizing its maximum container throughput and reaching its full potential as a regional economic engine with minimal negative impact on the regional highway network.

Burns Harbor, Indiana - Burns Harbor Bulk Storage Facility (\$4,000,000). The project will convert a vacant gravel yard into a multimodal bulk storage facility. The project will create supply chain improvements in the safe, efficient, and reliable transportation of bulk cargoes. It will also generate benefits including reducing transportation costs, minimizing highway congestion, and maintenance costs, reducing environmental impacts, and improving transportation safety.

Avondale, Louisiana — Avondale Dock Conversion Project (\$9,880,000). This grant will help convert a former Avondale Shipyard wharf to a modern cargo dock. Once transformed, the dock will enable the Avondale Industrial Marine District (AIMD) port facility to handle dry bulk and breakbulk cargoes more effectively in general commerce from the west bank of the Mississippi River and will also help to improve truck traffic flow. This project is in an Opportunity Zone.

Baltimore, Maryland — Sparrows Point Bulk Expansion Rail Modernization and Berth Rehabilitation Mid-Atlantic Multi-Modal Transportation Hub (\$9,880,000). This grant will add additional waterside access, create a bulk import and export terminal, install a modern gate complex, and upgrade the heavy-duty road network. Furthermore, the project will upgrade rail connectivity and repair all degraded utilities.

Portland, Maine — Linking Intermodal Needs and Rural Freight Knowledge - LINK Project (\$4,098,360). This grant will fund the modernization of gates and scales, improvements to existing warehouses, and rail improvements at a bulk transfer facility to improve the intermodal efficiency of the port. The project is in an opportunity zone.

Kansas City, Missouri — Missouri River Terminal Intermodal Facility (\$9,880,000). This grant will be used to provide regional access to the marine river network, rail, and highway transportation network. This project includes advanced project planning and redevelopment activities of the MRT site such as preventative flooding maintenance, environmental remediation efforts, site design, land acquisition and limited pavement and rail access development. The project is in an opportunity zone.

Wilmington, North Carolina — Container Gate Innovation & Access (\$16,073,244). This grant will provide for a new container gate to increase throughput capacity by utilizing technology and innovation—including Optical Character Recognition and Weigh-in-Motion Sensors, which will allow drivers to enter and exit the port without stopping for processing. The proposed improvements also allow the Port to streamline container traffic flow throughout the terminal and open up additional yard storage capacity.

Conneaut, Ohio — Port of Conneaut Connector (\$19,527,640). This grant will help connect truck and rail freight to the Port of Conneaut, a Great

Lakes deep-water port on the shores of Lake Erie. The project entails construction of: a dredge material facility to maintain shipping access to the Port along the Conneaut Creek channel; a new 1.64-mile roadway from US 20 to the Port of Conneaut; and a new rail spur infrastructure to connect the East Conneaut Industrial Park to the Port of Conneaut. The connector will provide critical infrastructure needed to facilitate commercial/industrial development in a region lacking "last mile" truck freight connectivity to its Great Lakes port.

Coos Bay, Oregon - Coos Bay Rail Line Phase II Tie and Surfacing Program (\$9,880,000). This grant will rehabilitate and replace ties and resurface track at various locations along the Coos Bay Rail Line (CBRL). This project proposes to replace 67,000 crossties and resurface main line, sidings, an industrial lead, rail yard and spur tracks with ballast along the 121 miles of track that stretches from Eugene to Coos Bay, Oregon. The project is in an opportunity zone.

North Kingstown, Rhode Island — Unlocking the South Berth at Pier 1 (\$11,141,000). This grant will support the reconstruction of the South Face of Pier 1, which involves the replacement of a portion of the face of the pier with a steel pile supported concrete pier structure. This project will bring the southern berth at the pier to a state where it can be utilized to accommodate the burgeoning auto import and export industry, bringing the total number of available roll-on, roll-off berths at the Port of Davisville from two to three.

Brownsville, Texas — Grain & Bulk Handling Facility Development, Expansion and Upgrade Project (\$14,504,850). This grant will support the development, expansion and upgrade of a grain and bulk handling facility. The project consists of fixed landside, rail, and road improvements, as well as related planning and other development activities. Once completed, the project will improve the safety, efficiency, and reliability of the movement of goods. The project is in an Opportunity Zone.

Port Arthur, Texas — Transit Shed 1 Replacement (\$9,722,223). This grant will support the replacement of

aging critical port infrastructure while improving cargo mobility and productivity. The project will include the deconstruction and removal of a metal clad dockside transit shed, reconditioning of a concrete slab, the erection of a building providing useable storage and approximately a covered area for all-weather truck and rail loading.

Norfolk, Virginia — Norfolk International Terminals Central Rail Yard Expansion Project (\$20,184,999). This grant supports the construction of eight working tracks—which will create two bundles of four tracks each, in addition to a center working area for transferring and staging containers. Associated lead-in tracks will incorporate turnouts and switches from the terminal's main rail line and vehicle crossings. Additionally, the project will create a return access road that will separate rail dray traffic returning to the container yard from general truck traffic.

St. Thomas, US Virgin Islands — Crown Bay Terminal Improvements Project (\$21,869,260). This funding will support the reconstruction and modernization of cargo handling and storage infrastructure at the Crown Bay Terminal. The project includes bulkhead rehabilitation, concrete apron restoration, reconstruction of three cargo storage areas; and security improvements including lighting, fencing and fire protection. The project will facilitate more efficient cargo movement both into and out of St. Thomas. The project is in an Opportunity Zone.

Bellingham, Washington — Bellingham Shipping Terminal Rehabilitation Project (\$6,854,770). This grant will support construction of a larger, more robust heavy load area and the removal of rock outcrops in front of Berth 1 that limit the draft of ships docking at the facility. The project is in an Opportunity Zone.

Seattle, Washington — Terminal 5 Uplands Modernization and Rehabilitation Project: Final Phase (\$10,687,333). This grant will support infrastructure improvements including surfacing, paving, and reinforcement of a terminal-wide storm water treatment system. Additionally, the project will focus on upsizing electric refrigerated plug capacity and on-terminal rail infrastructure improvements.

DOT announces marine highway project designation for North Carolina

In October, U.S. Secretary of Transportation Elaine L. Chao announced the designation of the North Carolina Ferry System (NCFS) as a Marine Highway Project, a first for the state of North Carolina. Marine highways are navigable waterways that can be used as alternate options to traditional transportation methods.

Issued as part of MARAD's America's Marine Highway Program, the designation will enable the NCFS to apply for federal funding that can be used to modernize its vessels and improve infrastructure at terminals, further allowing for the streamlining of maintenance to meet the region's needs of efficient transportation of freight and vehicles.

America's Marine Highway Program bolsters local economies by creating and preserving jobs on U.S. waterways. By expanding the use of navigable, cost-effective waterways, communities are able to save in vehicle costs and travel time,

ultimately improving economic efficiency, public safety, and security.

Located on the M-95 Marine Highway route, the NCFS is an underutilized, expansive network of navigable waterways that connects eastern North Carolina to rural communities of the Outer Banks' barrier islands. The ferry system serves as a lifeline, carrying supplies, equipment, and other consumable goods to these islands.

The century-old, state-run ferry system is the second largest in the nation, currently transporting approximately 800,000 vehicles along seven regular routes annually. Running 22 ferries that transport 9,000 trailer trucks yearly, the NCFS has reduced almost 200,000 miles of landside traffic. The service is also an economic boon to the region, generating \$18.1 million in vehicle cost savings, \$13.9 million in travel time savings, and \$8.3 million in safety benefits.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MFOW PLANS

MFOW Supplementary Pension Plan — As previously reported, the trustees of the MFOW Supplementary Pension Plan discussed the reasonableness of the six percent valuation interest rate assumption in light of recent investment performance. The plan actuary determined that a reduction in the interest rate assumption is warranted. However, a reduction in the assumed rate could result in an endangered status certification for the plan year beginning August 1, 2020.

On October 21, the trustees approved the actuary's recommendation to lower the assumed interest rate in the actuarial valuation from six percent to three percent, effective with the August 1, 2020 valuation. The assumption change will result in an Endangered Status certification, pursuant to the Pension Protection Act of 2006, as amended by the Multiemployer Pension Reform Act of 2014, for plan year 2020-2021, as the funded percentage is not expected to exceed 80 percent until 2028.

Last year, the trustees approved a \$4.50 per manday contribution to the Plan. It is anticipated that the contribution rate will suffice to bring the Plan back to Safe Status by 2028, assuming total mandays do not significantly decline.

MFOW Welfare Plan — Since 1990, the MFOW and SUP Welfare Plans have co-sponsored holiday luncheons at the various ports for participants of the respective Plans and invited guests. The luncheons have been well-received by members, pensioners and guests as a chance to socialize during the holiday season.

However, in discussions with SUP President and Welfare Plan Trustee Dave Connolly, we have decided to cancel this year's luncheons due to coronavirus pandemic gathering restrictions and social distancing requirements in each locality.

We look forward to resuming the events in 2021.

Port of Long Beach looking ahead at infrastructure

The Port of Long Beach is ushering in the next era of its robust capital improvement program. For its budget year that started October 1, the port plans to spend nearly \$380 million on upgrading its landside facilities and waterways — nearly the same sum it dedicated to capital improvements the previous year. The details reflect a shift to increased investment in the port's rail network — a focus that will dominate its capital improvement program for the next 10 years, just as the Gerald Desmond Bridge Replacement and Middle Harbor Redevelopment projects dominated much of the past decade.

Neither the ongoing U.S.-China trade war nor the global pandemic has shaken the port's commitment to maintaining and improving its facilities, ensuring the

flow of cargo and the safety and security of goods and those who move them. This year, 58 percent of the port's \$650 million budget is earmarked for development and renovation projects.

The port's budget contains nearly \$80 million — up from \$22 million the previous year — to jump-start construction of more arrival and departure tracks, streamline connections, and eliminate bottlenecks. The projects are aimed at boosting the volume of cargo that moves through the port by rail to 35 percent. The capstone is the Pier B On-Dock Rail Support Facility, an \$870 million project that will allow terminals to maximize their on-dock rail yards, increase the efficiency of rail operations port-wide, and improve air quality and traffic conditions by reducing the num-

MATSON NAVIGATION COMPANY

MV Cape Hudson — On October 27, the Union was notified by Matson that the Ready Reserve Force vessel *MV Cape Hudson* had completed its four-month-long Pacific Defender mission and returned to Pier 50 in San Francisco. The crew was kept in full operating status through deactivation on October 29. The ship was placed in reduced operating status on October 30.

A Bravo Zulu is in order for Electrician Jeff Mattarocci, #3898; Oiler Eliseo Ramiscal, #3932; Oiler Cicero Lacaba, JM-5248; Oiler Rogelio Rivera, JM-5171; and Wiper (rerated to Oiler) Craig Veilleux, JM-5365, for a job well done.

Cyber-attack — On November 2, the Union received notice from Matson Director, Offshore Labor Relations & Marine Operations Danny Defanti that the company became aware of a data security incident on October 14. The cyber-attack was quickly cut off by the company IT team the same day.

The incident may have involved breach of personal information, including human resources data such as names, birth dates, Social Security numbers, and other identifying information of union members who have worked aboard Matson vessels. Individual letters have been sent to every MFOW member who has worked for Matson and has a personnel record in their vessel crewing and payroll system. The letters were sent to the home address listed in their personnel record. The notice has also been posted at all MFOW hiring halls.

As an added precaution, Matson is offering to potentially-affected maritime union members a company-paid, one-year membership of Experian® IdentityWorksSM, unless a different time period is required by law. The program provides credit reports, credit monitoring, identity restoration (even after membership has expired), and certain theft insurance. Members who have worked aboard Matson vessels and wish to enroll in the program should use the information provided in the letter from the company.

APL MARINE SERVICES

Chinese Visas — On October 27, the Union was notified by APLMS Director Labor Relations (Maritime) John Dragone that the company will be reinstating the process of having joining crew members on the EX1 service apply for a Chinese visa if they do not already have one. As in the past, the cost of the visa consulate fee will be reimbursed by the company. While obtaining a Chinese visa is not a requirement for an assignment, the company stresses the importance of mariners calling Chinese ports to acquire a visa to facilitate medical attention ashore and/or repatriation if necessary.

RTS Agreement — On October 30, after considerable discussion, the APLMS offshore unions (MEBA, MFOW, MM&P, SIU-AGLIW and SUP) agreed to an extension of the restriction-to-ship settlement to November 30. The daily restriction-to-ship stipend is \$150 per day in port.

House members call for Jones Act inclusion for offshore wind farms

Three members of Congress are calling upon the chairs and ranking members of the House and Senate Armed Services Committees to make sure the Jones Act as applied for offshore oil and gas development on the Outer Continental Shelf also apply to offshore wind development. Signed by U.S. Representatives Elaine Luria (D-Virginia), John Garamendi (D-California) and Alan S. Lowenthal (D-California), the October 27 letter was sent to U.S. Senators James Inhofe (R-Oklahoma), chair of the Senate Armed Services Committee, and Jack Reed (D-Rhode Island), the committee's ranking member, as well as U.S. Representatives Adam Smith (D-Washington), chair of the House Armed Service Committee, and Mac Thornberry (R-Texas), that committee's ranking member.

"Congress clearly intended feder-

al law to apply to the exploration, development, production, transportation and transmission of any form of energy resources under OCSLA [the Outer Continental Shelf Lands Act]," the trio wrote. "We urge you to clarify that lease sales for energy development on the Outer Continental Shelf from non-minerals are indeed subject to U.S. jurisdiction, including federal laws affording labor and environmental protections. Indeed, these same federal laws including the Jones Act currently apply to offshore oil and gas development under OCSLA...The Jones Act ensures a level of maritime capability that is critical to our national security."

The Jones Act dictates that cargo moving from one domestic port to another domestic port must be carried aboard a U.S.-crewed, U.S.-built, U.S.-owner, U.S.-flagged vessel.

ber of trucks calling at the port.

Like the new bridge and Middle Harbor, Pier B consists of multiple projects to be built in phases over the better part of the next 10 years. Smaller, equally significant rail projects are the Terminal Island Wye Track Realignment, a \$40 million project that will streamline rail moves between Terminal Island and the Alameda Corridor; the Fourth Track at Ocean Boulevard, a \$25 million project that will improve train movements and switching on the rail network serving Piers E, F, G, and J; and the addition of a \$35 million second mainline track from Pier G to Pier J to enhance rail moves and reduce congestion between these on-dock yards and Pier B. These projects are due to be built within the next five years.

Nearly half of this year's capital budget is earmarked for demolition of the old Gerald Desmond Bridge and completion of Middle Harbor, projects that total nearly \$3 billion combined from start to finish. The \$172 million investment will substantially complete both projects after which spending on them will drop significantly.

Due to be completed in spring 2021, Middle Harbor combined two aging shipping terminals into one of the world's most technologically advanced and greenest container terminals. The 304-acre facility operated by Long Beach Container Terminal will have the capacity to process 3.3 million TEU (twenty-foot equivalent units) annually. Demolition of the original Gerald Desmond Bridge is due to be completed in

2023.

The port is also spending more on environmental projects. The port has allocated \$33 million, a 74 percent increase compared with the prior year. One-third is slated for pilot projects demonstrating near-zero and zero emissions cargo handling equipment and trucks. The port is pursuing these and other strategies with the Port of Los Angeles with the goal of establishing a zero-emissions cargo-handling fleet by 2030 and transitioning the entire drayage fleet calling at the San Pedro Bay port complex to zero-emissions trucks by 2035.

The port's next round of capital improvements over the next decade totals \$1.7 billion and builds on \$4 billion the port and its funding partners invested to modernize its infrastructure over the last decade. In addition to terminals, rail, environmental projects and the new bridge, the port's capital programs support dredging and navigation improvements, technology infrastructure, and safety and security projects, including two new fireboat stations housing firefighters, the port's state-of-the-art fireboats and landside engines. The capital budget also maintains and improves streets, sewers, storm water systems and Harbor Department facilities. This includes the demolition of the port's former administration building.

Presently, the port has 25 projects in design and 49 projects in varying stages of construction. These include multi-year projects that carried over from the previous fiscal year when 32 were in design and 22 were construction.

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

VICE PRESIDENT'S REPORT

October flew by in what feels like typical fashion nowadays. I held a special meeting down at the FMS Reefer Shop for APL-MFOW contract ratification and a general Q&A. It was nice to see familiar faces and have a long overdue meeting with the Wilmington members. I would like to see more of the members on the shoregang exercise their right to attend monthly meetings and help our port agent get a quorum to hold said meetings. This particular branch has a high volume of jobs and registrants, in addition to having the shoregang minutes away on Terminal Island. Stop by on the 2nd Wednesday of the month at 1030; we're not asking for much.

I also took a turn to relieve our Wilmington Port Agent for a week from October 19-23. It was quite nostalgic to sit in the seat that got me started on this thankless path. I'd like to see more of our membership take interest in what our officials do and volunteer to give brother Gage a break once in a while. It's a good opportunity to learn what it takes to run our organization and really appreciate the sacrifice needed to be a union official. While there, I was able to set up our desktop computer, which should make life easier for potential relief port agents. Just a little something to think about for you L.A. folks.

Aside from the back and forth from L.A., shipping has been relatively slow here at Headquarters. The *Cape Hudson* returned from its tease of a mission

overseas. Exotic ports with no shore leave will take all the fun out of sailing. Thank you to the MFOW crew for sticking it out; we're glad to have you back.

The *Mokihana* is slated to run for at least a 14-day voyage, calling standbys to prep along with a full crew. SF membership deserves a shoutout for covering all jobs, from laying up the *Hudson* to breaking out the *Mokihana*. It was a large labor request in a short amount of time.

I had the pleasure of dealing with an assortment of issues with PCS, mainly unfit for duty status causing members to be declined. If you get off a PCS ship unfit for duty, you will need a return-to-work physical scheduled through PCS before you will be considered for employment again. Any other documentation will not suffice. This is especially important now with COVID complications and reliefs being time sensitive. I encourage all members who fall into this category to remind their respective port agents that they will need to be dispatched earlier than usual. The same goes for members with medical conditions requiring supporting documentation to get cleared (chest x-ray, INH treatment, etc.) – the sooner, the better, and have the documentation ready.

We're almost through this joke of a year, hang in there. MFOW watch caps are now back in stock, just in time for the cold weather. Stay warm and work safely.

Fraternally, Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for October 2020:

MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Maunawili* — delegate DJR David Thompson #3878...no beefs; Kevin York, #3551, is there as a one-trip relief ERJ. *MV R.J. Pfeiffer* — delegate REJ David Ebanks, #3824, finishing up his four months...no beefs.

On the Pacific Southwest triangle run: *MV Lurline* — delegate ERJ Lloyd Kim, #3911...no beefs. *MV Mahimahi* — delegate REJ Frank Selvidge, #3742...no beefs; shipped a replacement REJ for time up

The *Cape Hudson* has returned from the Far East and is back in port. Standby Wipers were called to help with Main

Engine cleaning once in port.

There is much anticipation over the crewing of the new *MV Matsonia*, which should be activating in the near future.

APL MARINE SERVICES

On the EX1 run: *MV President Eisenhower* — delegate DJR Aris Delacruz, #3777...no beefs. *MV President Cleveland* — delegate REJ Edgardo Guzman, #3905...no beefs. *MV President Kennedy* — delegate REJ Bozhidar "Bobby" Krastev, #3936...no beefs.

PATRIOT CONTRACT SERVICES

SLNC Pax — one Pumpman awaiting flyout. *USNS Watson* — one Oiler and one Wiper awaiting flyout. *USNS Pomeroy* — one Oiler awaiting flyout.

Fraternally, Bobby Baca



Annual Economic Contribution of the Jones Act

The Merchant Marine Act of 1920 (the Jones Act) boosts the U.S. economy by maintaining the efficient and economical flow of domestic waterborne commerce, and providing good, family-wage jobs for Americans.

- Over **\$154 billion** in total economic output
- Over **\$16 billion** in taxes
- Over **\$41 billion** in labor income
- Adds **\$72 billion** to the value of U.S. economic output
- Creates nearly **650,000 jobs**
- Approximately **40,000 vessels** in the American domestic fleet
- **One shipyard job** creates four jobs elsewhere in the economy

Firm pushes ahead with \$58 million fiber optic link to Unalaska

Alaska telecom company GCI is pushing ahead with an ambitious plan to build an 800-mile undersea fiber optic cable that will link six southwest coastal communities to extend high-speed broadband service from Kodiak to Larson Bay, Chignik, Sand Point, Cold Bay and terminating at Unalaska, a major fisheries port in the Aleutians. The company will invest \$33 million of its own funds to match a recently-announced \$25 million federal grant to build the \$58 million project, said a company spokesman.

Over the last nine years GCI has led development of terrestrial broadband networks in rural Alaska communities, focusing first on Southwest Alaska's Bristol Bay and Yukon-Kuskokwim Delta and then expanding into Northwest Alaska, including Norton Sound and Kotzebue. TERRA stands for "Terrestrial for Every Rural Region" and today provides broadband service to 84 villages with more than 45,000 residents.

The planned subsea cable along the Alaska Peninsula and the Aleutians would connect to Kodiak, which is already served by subsea fiber-optic cables from the Kenai Peninsula, and those connect with existing subsea cables from southcentral Alaska to the U.S. Pacific Northwest.

GCI will build the subsea cable as

well as local fiber network in the communities to be served and will be able to offer the same broadband and internet speeds the company now offers in Anchorage and at similar prices. Internet service is already provided by satellite to the five communities west of Kodiak but fiber optic allows faster, high-quality service. The lack of broadband is a particular problem at Unalaska, where major seafood processing plants and shipping companies operate. Not having broadband is a barrier to further development because many companies, along with government agencies, need to transmit large quantities of data at high speeds, and the inability to do so is a barrier to growth.

Seafood companies need access to broadband to efficiently process payrolls, and major shipping companies calling at Unalaska's port of Dutch Harbor need it to transmit shipping information, including manifests. Unalaska has aspirations of being home port for U.S. Coast Guard icebreaker to support security and research in the Arctic, but without broadband access it is doubtful the Coast Guard would select the community for the role. Lack of broadband also hinders distance education and online learning in schools not only in Unalaska but also in smaller communities.

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[Marine-Firemens-Union-121622254577986/](https://www.facebook.com/Marine-Firemens-Union-121622254577986/)

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.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2020/2021

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfoww.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential, including current endorsements and RFPEW certification.

(a) Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

(b) Non-seniority applicants:

(1) Non-seniority applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Training Resources Ltd. 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 Vessels 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).

December 14-18 2021: January 18-22 February 22-26

Military Sealift Command (MSC) Readiness Refresher

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.**

December 3-4 2021: January 7-8 February 11-12

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.

December 14-18 2021: January 11-15 February 8-12

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.**

November 30-December 18 2021: January 4-29 March 1-26

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.**

November 30-December 4 2021: February 1-5 March 29-April 2

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.**

2021: January 4-February 12 March 1-April 9

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.**

2021: February 15-19

April 12-16

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.**

2021: January 11-February 19

March 8-April 16

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): November 24; December 4. 2021: January 15; January 29

Compass Courses, Edmonds, WA: December 15-16; 2021: January 19-20; February 23-24

MITAGS-PMI, Seattle, WA: December 2-3; December 7-8; 2021: January 14-15; February 17-18

Maritime License Center, Honolulu, HI: 2021: February 4-5; April 15-16

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: November 18-20; December 9-11; 2021: January 20-22; February 24-26

Compass Courses, Edmonds, WA: December 15-17; 2021: January 19-21; February 23-25

MITAGS-PMI, Seattle, WA: 2021: January 14-18; September 10-13

Maritime License Center, Honolulu, HI: 2021: February 3-5; April 14-16



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

Four charged in fake merchant mariner credential conspiracy

The U.S. Department of Justice reports that four individuals have been charged for their roles in a conspiracy to sell phony U.S. Coast Guard merchant mariner credentials in Norfolk, Virginia. According to allegations in an unsealed indictment, Lamont Godfrey, 42, of Portsmouth, Virginia; Eugene Johnson, 45, of Norfolk, Virginia; Shunmanique Willis, 43, of Texas; and Alonzo Williams, 45, of Louisiana, acted in concert to create counterfeit certificates from the Mid-Atlantic Maritime Academy (MAMA) and sell them to merchant

mariners for a profit.

The MAMA is a private state-of-the-art maritime training center, offering mariners over 100 U.S. Coast Guard approved deck and engineering courses needed for merchant mariners to hold various positions on merchant vessels. Godfrey worked for the MAMA as the school's chief administrator.

According to the indictment, says the Department of Justice, Godfrey used this position to create fake MAMA course certificates for mariners who had never taken the MAMA courses, in ex-

change for thousands of dollars in payments. The mariners would receive the fake certificates along with instructions on how to load them in the Coast Guard systems and be credited with a fraudulent Coast Guard qualification. Johnson, Willis, and Williams worked with Godfrey as brokers to find additional mariners willing to buy the fake certificates. In exchange for their efforts, Johnson, Willis, and Williams all received a cut of the illicit proceeds from the scheme. In total, the conspiracy netted over \$200,000 in profits from the production

of these counterfeit MAMA certificates and involved over 150 mariners purchasing fraudulent qualifications.

Godfrey, Johnson, Willis, and Williams are charged with conspiracy, mail fraud, wire fraud, and aggravated identity theft. If convicted, they face a mandatory minimum of two years in prison. Actual sentences for federal crimes are typically less than the maximum penalties. A federal district court judge will determine any sentence after taking into account the U.S. sentencing guidelines and other statutory factors.

Annual Funding Notice For SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2019 and ending July 31, 2020 (the "2019 Plan Year").

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the 2019 Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2019 Plan Year	2018 Plan Year	2017 Plan Year
Valuation Date	August 1, 2019	August 1, 2018	August 1, 2017
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$106,530,327	\$105,673,021	\$104,556,811
Value of Liabilities	\$ 99,134,084	\$ 97,021,217	\$ 90,405,432

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of each plan year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2020 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2019 annual report filed with the Department of Labor in May 2021.

	July 31, 2020	July 31, 2019	July 31, 2018
Fair Market Value of Assets	\$101,843,604	\$104,172,254	\$105,757,360

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

The Plan was not in endangered, critical, or critical and declining status in the 2019 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,150. Of this number, 847 were current employees, 962 were retired and receiving benefits, and 341 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan, and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code ("Code"). The Plan's funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan's investments, seeking to achieve positive investment results over the long term.

Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the 2019 Plan Year. These allocations are percentages of total assets:

Asset Allocations

	Percentage
1. Cash (Interest bearing and non-interest bearing)	3.4%
2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	21.8%
5. Real estate (other than employer real property):	8.8%
6. Value of interest in registered investment companies (e.g., mutual funds)	62.1%
7. Other	3.9%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N- 1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2018 Plan Year and earlier plan years are available now. The annual report for the 2019 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2021. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

This Plan is not insolvent and is over 100% funded.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at www.pbgc.gov/prac/multiemployer. Please contact your employer or fund administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information about Your Plan," below.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or "EIN" is 94-6061923.

WILMINGTON NOTES

This past month Wilmington Branch members and applicants were dispatched to 102 jobs: three APL, six Matson and eight PCS shipboard billets, along with 26 relief Shore Mechanics. Eleven applicants worked standby jobs and two made a ship. We have 23 A-, 13 B- and 13 C-seniority members registered. Job calls are still at 1030 and 1400 and shipboard billets at APL and Matson are still being dispatched five days ahead to facilitate physical testing.

At Fenix Marine Services, Pier 300, Foreman Ken Justice, #3678; and Leadermen Mike Robles, #3855; Robert Rivas, #3874; and Frank Marinovich, #3663, are running the gang. The gang count is still at 22.

Work is finally progressing on the *SS Lane Victory* and volunteers may report to ship on Wednesdays and Saturdays at 0900. Engineers Steve Silcock, Jim Gillen and Dave Sulzer are still in charge and finalizing inspections on the port boiler. Volunteers are very much appreciated. When the plant is ready to be fired up the ship will be calling for a volunteer Fireman to stand a watch or

two. Personal protective equipment is required as well as social distancing. As always bring a flashlight with you.

Brother and Vice President Deyne Umphress came down here for a visit and relieved me this past month. Thank you — much gratitude from myself and the members! Los Angeles/Long Beach unions have been involved with getting food to those in need provided by the Los Angeles Food Bank and distributed by both union and non-union volunteers. Many thanks to the men and women who have donated their time to this endeavor and continue to do so.

Regretfully, our annual Christmas party has been formally cancelled due to public gatherings not being allowed in Los Angeles County. I hope that all of you have a safe holiday season starting with the Thanksgiving holiday and stay healthy.

Election results will be in by the time you read this and I hope that all of you voted for your candidate of choice.

Take care,
Sonny Gage
Port Agent

SEATTLE NOTES

If you are renewing with the Coast Guard and do not have reliable computer capabilities, please bring in your CG-719B applications and CG-719K physicals to the Seattle hall. I can scan and submit them for you. So far, all the Medical Certificate applications I have turned in have been received by the Coast Guard, evaluated, mailed and back in hand within 15 days of submission. In the few cases where there have been discrepancies, evaluators have been diligent in identifying errors made by doctors filling out the form and have promptly emailed applicants to advise them of needed corrections. Those delays have not seemed to slow the process.

Merchant Mariner Credential applications have also been received well with minor delays, compared to the usual issuance timeline. In short, the National Maritime Center has found their

technology sea legs; and I have been impressed with their recent efficiency.

This month I represented the membership at the MLK County Central Labor Council delegates meeting and the Olympia Port Commissioners (OPC) meeting. On the table at the OPC meeting was a five-year lease proposal to allow Ready Reserve Force (RRF) ships *GTS Admiral Callaghan* and *MV Cape Orlando* to lay up in Olympia. This lease was loudly opposed by uninformed local citizens. The SUP, along with others in the maritime trades, hoisted a last-minute informational campaign to put to rest misconceptions of the RRF fleet's roll in international and domestic security. The proposal passed 2-to-1 to accept.

Fraternally,
Brendan Bohannon
Representative

“I really don’t know why it is that all of us are so committed to the sea, except I think it’s because in addition to the fact that the sea changes, and the light changes, and ships change, it’s because we all came from the sea. And it is an interesting biological fact that all of us have in our veins the exact same percentage of salt in our blood that exists in the ocean, and, therefore, we have salt in our blood, in our sweat, in our tears. We are tied to the ocean. And when we go back to the sea — whether it is to sail or to watch it — we are going back from whence we came.

—John F. Kennedy

**FINISHED
WITH
ENGINES**



Paul D. Yancik, #3673/P-2742.
Born September 1, 1946, Chicago, IL. Joined MFOU February 14, 1991. Pensioned February 1, 2013. Died October 23, 2020.

POLITICAL ACTION FUND

Voluntary donations for October 2020:

Wendelyn Sugui, #3863\$20.00
Thomas Davis, JM-5156.....\$115.00
Cuyler Yogi, JM-5319.....\$100.00
Yehya Mohamed, JM-5234.....\$50.00
Lawrence Carranza, #3889.....\$10.00
Danilo Datuin, #3907\$400.00

HONOLULU NOTES

There were 61 dispatches in Honolulu in the month of October. I dispatched the *Mahimahi* Junior twice in one month. The *Kaimana Hila* Electrician and Reefer times were up, and so was the Reefer on the *Pfeiffer*. I also dispatched a Watch Junior Engineer for the *Manoa* that later got cancelled. I sent a one-day relief for a Shore Mechanic. So really that was only three steady jobs in the month.

We had a good amount of standby jobs with 30 Standby Electrician/Reefers and 24 Standby Wipers. The Honolulu registration list has 13 A-, 10 B- and seven C-seniority members on it.

Much of the month of October involved business dealings to do with the elections. I attended two Zoom meetings, and both mainly discussed politics. The first was for a candidate trying to win a House district seat in my neighborhood, and the second meeting was with the Honolulu Port Council. Surprisingly, for the first time in seven years, I was not asked to do any sign waving. Yeah! Oh, maybe I was asked once by email, but I don't know where that email went.

Honolulu residents are free again after a second lockdown was called. Now the state is doing so well that tourists can fly in without needing to be locked up for 14 days. But anyone on board a ship will still have to quarantine for 14 days if they come ashore. Who is with me? SAILORS' LIVES MATTER! SAILORS' LIVES MATTER! SAILORS' LIVES MATTER!

Aloha,
Mario Higa
Port Agent

HOWZ SHIPPING?

October 2020

San Francisco

Reefer/Electrician/Jr. Engineer.....	1
Oiler.....	2
Pumpman.....	1
Wiper.....	1
Standby Electrician/Reefer.....	15
Standby Wiper.....	14
TOTAL.....	34

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day).....	1
Junior Engineer (Watch).....	1
Oiler.....	5
Wiper.....	3
Shore Mechanic.....	27
Standby Electrician/Reefer.....	20
Standby Wiper.....	38
TOTAL.....	102

Seattle

Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Oiler.....	2
Standby Electrician/Reefer.....	5
Standby Wiper.....	2
TOTAL.....	14

Honolulu

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day).....	2
Junior Engineer (Watch).....	1
Shore Mechanic.....	1
Standby Electrician/Reefer.....	30
Standby Wiper.....	24
TOTAL.....	61

Regular membership meeting dates 2020

Dec. 2 S.F. Headquarters
9 Branches

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

Benefits paid during October

Death Benefits

None

Burial Benefits

Reginald Coppinger, P-2323 \$580.00

Excess Medical \$1,740.26

Glasses and Examinations \$390.00

HONOR ROLL

Voluntary donation to

General Treasury — October 2020:

Eric White, #3925\$100.00

MFOU members pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Washington, Walter	3548	SIU PD Basic LT	35.410	5/1/2020
Mueller, Kevin	3698	SIU PD Basic LT	25.325	11/1/2020
Sims, George	3669	SIU PD Basic LT	29.270	11/1/2020

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

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