



Matson announces first quarter 2021 results

Matson, Inc. reported net income of \$87.2 million for the quarter ended March 31, 2021. Net income for the quarter ended March 31, 2020 was \$3.8 million. Consolidated revenue for the first quarter 2021 was \$711.8 million compared with \$513.9 million for the first quarter 2020.

Container volume in the Hawaii service in the first quarter 2021 was 0.6 percent higher year-over-year primarily due to higher demand for sustenance and home improvement goods, partially offset by one less westbound sailing and lower tourism activity as a result of the pandemic. The low tourism levels during the COVID-19 pandemic have had a meaningfully negative impact on Hawaii's economy. With eased visitor travel restrictions and increased vaccinations on the mainland, tourism to the Hawaiian Islands has recently picked up and is expected to accelerate into the summer as vaccinations become more widespread. The recovery in tourism is expected to lead to gradually improving economic conditions in the state, but the economic recovery trajectory continues to remain uncertain.

In China, container volume in the first quarter 2021 increased 218.6 percent year-over-year primarily due to volume from the CLX+ service in addition to higher volume on the CLX service as a result of our increased capacity in the trade lane. Matson continued to realize a significant rate premium in the first quarter 2021 and achieved average freight rates that were considerably higher than in the year ago period.

Significant supply chain congestion continues, particularly at the California ports, and these conditions will most likely persist through the second

quarter 2021 and into the traditional peak season. The company expects demand in the trans-Pacific trade lane to remain favorable as elevated consumption trends, including heightened e-commerce activity, are expected to continue beyond the second quarter. Accordingly, it expects significant demand for the expedited CLX and CLX+ services to remain throughout the peak season into late October.

In Guam, container volume in the first quarter 2021 increased 2.0 percent year-over-year primarily due to higher demand for sustenance and home improvement goods, partially offset by lower tourism activity as a result of the pandemic. 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 first quarter 2021 decreased 4.9 percent year-over-year as a result of lower northbound volume primarily due to one less sailing this year and volume related to a competitor's dry-docking in the year ago period and lower southbound volume, partially offset by volume from the Alaska-to-Asia Express service. Normalizing for the one less sailing this year and volume related to a competitor's dry-docking in the year ago period, Alaska volume increased approximately 2.5 percent. In the near-term, Matson expects the Alaska economy to slowly recover, but remain challenged until the pandemic subsides and the unemployment rate improves.

The contribution in the first quarter 2021 from the company's SSAT joint venture investment was \$9.2 million, or \$5.2 million higher than the first quarter 2020. The increase was driven by higher lift volume.

Top 30 U.S. Container Ports in 2020 (Import TEU)

Rank	Port	Import TEU	% of Total
1	Los Angeles, California	4,999,403	17.1
2	New York/New Jersey	4,599,961	15.7
3	Long Beach, California	4,288,103	14.7
4	Savannah, Georgia	2,430,789	8.3
5	Houston, Texas	1,995,734	6.8
6	Seattle, Washington	1,428,567	4.9
7	Tacoma, Washington	1,315,826	4.5
8	Norfolk, Virginia	1,284,567	4.4
9	Charleston, South Carolina	1,173,536	4.0
10	Oakland, California	1,102,037	3.8
11	Miami, Florida	736,708	2.5
12	Baltimore, Maryland	524,695	1.8
13	Port Everglades, Florida	499,130	1.7
14	Philadelphia, Pennsylvania	388,749	1.3
15	New Orleans, Louisiana	316,153	1.1
16	San Juan, Puerto Rico	295,740	1.0
17	Mobile, Alabama	251,363	0.9
18	Jacksonville, Florida	236,545	0.8
19	Wilmington, Delaware	205,263	0.7
20	Boston, Massachusetts	164,553	0.6
21	West Palm Beach, Florida	139,458	0.5
22	Wilmington, North Carolina	131,380	0.4
23	Chester, Pennsylvania	124,578	0.4
24	Port Hueneme, California	89,902	0.3
25	Gulfport, Mississippi	86,089	0.3
26	Tampa, Florida	76,358	0.3
27	San Diego, California	74,085	0.3
28	Port Manatee, Florida	52,885	0.2
29	Freeport, Texas	50,895	0.2
30	Everett, Washington	32,415	0.1

The rapid re-emergence of China from initial lockdowns, combined with a surge in consumer durables demand and transport of medical supplies in the final quarter of last year, meant total inbound handling at top 30 U.S. ports reached 2.93 million twenty-foot equivalent units (TEU), up by 1.7 percent year-over-year according to data from global trade intelligence firm Panjiva.

The largest ports also experienced the fastest growth, with imports to New York/New Jersey and Long Beach up by 8.1 percent and 8 percent respectively year-over-year in 2020. Meanwhile, Savannah and Houston saw volumes increase by 3.4 percent and 2.2 percent through a mixture of investment in new facilities and successfully managing heavy weather conditions.

However, not all ports shared in the bounty, as imports to Seattle and Tacoma trended down by 3.4 percent and 2.8 percent respectively, while the smaller southern ports of New Orleans and Jacksonville fell by 16 percent and 10.1 percent respectively.



The MFOW breakout crew aboard the MV Mokihana (left to right): Wiper Dallas Harris, JM-5255; DJU Maurice Baptiste, JM-5175; REJ Ronny Ting, #3916 and ERJ Felicisimo Villa, JM-5099.



MFOW members who built and installed a ladder for access to the flying bridge on the MV Kaimana Hila are REJ Wayne Dang, #3955; Wiper Frank Silva, JM-5305; DJU Ely Hermano, 33873 and ERJ Travis Kehoe, #3922.

Halls to close

Memorial Day — All MFOW hiring halls will be closed on Monday, May 31, 2021, in observance of Memorial Day, which is a contract holiday.

Kamehameha Day — The halls will also be closed on Friday, June 11, 2021, in observance of Kamehameha Day, which is a contract holiday aboard all Matson intercoastal and offshore vessels (except the *Kamokuiki*) and under the Matson Maintenance Agreement.

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MARAD awards \$19.6 million in grants to 31 small shipyards

On April 26, the U.S. Department of Transportation's Maritime Administration (MARAD) announced the award of \$19.6 million in grants to 31 small shipyards in 15 states through the Small Shipyard Grant Program. Since 2008, the Small Shipyard Grant Program has awarded \$262.5 million to nearly 300 shipyards in 32 states and territories throughout the U.S.

Following is the complete list of shipyard grant recipients:

- Master Boat Builders, Inc., of Coden, Alabama, will receive \$497,464 to support the purchase of two 30-ton mobile cranes and two extendable boom forklifts.
- Steiner Shipbuilding, Inc., of Bayou La Batre, Alabama, a third generation family-owned and operated business, will receive \$419,507 to support the purchase of a forklift, 300-ton press brake, manlift, and other equipment that will improve the efficiency of ship construction and repair activities at the facility.
- JAG Alaska, Inc. Seward Shipyard, located in Seward, Alaska, will receive \$639,712 for a 100-ton grove hydraulic crane.
- Bay City Marine, of National City, California, which has provided ship and boat repair and fabrication services for over 50 years, will receive \$738,990 to support the purchase of a mobile crane.
- Bay Ship & Yacht, Co., one of the largest maritime sector employers in Alameda, California, will receive \$759,419 to support the purchase of a mobile crane, welding equipment, and electric boom lifts.
- Marine Group Boat Works LLC, a family-owned business in Chula Vista, California, will receive \$524,058 to purchase air compressors and launch an in-house welder training program.
- The Thames Shipyard & Repair Company Inc., of New London, Connecticut, a family-owned company, will receive \$438,690 to support the purchase of surface preparation equipment and air compressors.
- Eastern Shipbuilding Group, Inc., of Panama City, Florida, will receive \$522,318. These funds will support the purchase of several pieces of equipment that will improve the efficiency of ship construction and repair activities at the facility.
- St. Johns Boat Company, of Jacksonville, Florida, will receive \$221,175 to support the acquisition and installation of a hybrid blast and paint building manlift.
- St. Johns Ship Building, Inc., of Palatka, Florida, will receive \$1,342,724 to support the construction of a 2000-ton drydock.
- Bollinger Marine Fabricators, of Amelia, Louisiana, part of a family-owned and operated business since 1946, will receive \$1,122,216 to support the purchase of a blast and paint plate preservation line machine.
- C&C Marine and Repair, LLC, of Belle Chasse, Louisiana, will receive \$748,959 in funding to support the purchase of welding enhancements and additional forklifts.
- Conrad Shipyard, located in Amelia, Louisiana, will receive \$432,376 to support the purchase of two portable shelters for a Fabrication/Pipe work area and a Blast/Paint work area.
- Gulf Island Shipyards, LLC, of Houma, Louisiana, will receive \$312,802 in funding to add automated pipe spool welding to its pipe spooling/fabrication shop.
- Blue Atlantic Fabricators Inc., a family-owned shipyard in Boston, Massachusetts will receive \$692,826 to support the purchase of an abrasive blast machine and conveyor, electrical upgrades, paint booth, and two gantry cranes.
- Boston Ship Repair, a full-service shipyard located in an Economically Distressed Area in South Boston, Massachusetts, will receive \$598,200 to support the upgrade of power distribution equipment.
- Omega Shipyard, Inc., of Moss Point, Mississippi, will receive \$126,105 to support the purchase of a telescoping forklift and blasting pot.

• Hughes Bros. Inc., of Edison, New Jersey, a family-owned and operated business since 1894, will receive \$264,510 to support the purchase of two welding machines and power sources, a 6000-lb vertical mast forklift, four 10,000-lb capacity mega pipe rollers and several other equipment pieces.

• Metalcraft Marine U.S. Inc., of Watertown, New York, will receive \$554,237 to support the purchase of a computer numerical control (CNC) Cutting Table, three rotating jig positions, and a blasting booth.

• Heartland Fabrication, LLC, of Brownsville, Pennsylvania, will receive \$982,954 to support the purchase of a robotic welding system creating new job opportunities for robotic welding technicians.

• Philly Shipyard, Inc., of Philadelphia, Pennsylvania, will receive \$720,000 to support the resumption of a comprehensive 3-year apprentice training program that will strengthen its workforce and increase the efficiency of shipbuilding operations.

• Stevens Towing Co. Inc., of Yorges Island, South Carolina, a family-owned business since 1913, will receive \$1,378,575 to support the purchase of an 820-metric ton travelift allowing the shipyard to expand work in their new zero-emissions North Yard.

• MBLH Marine LLC, dba Vessel Repair of Port Arthur, Texas, will receive \$588,812 to support the purchase of a 110-ton crawler crane.

• Lyon Shipyard, of Norfolk, Virginia, a family-owned and operated company since 1928, will receive \$958,695 to support the purchase of a 15-ton bridge crane, twelve electrical substations, two waterproof switchboards, and other electrical upgrades and equipment.

• Marine Hydraulics International, LLC, of Norfolk, Virginia, will receive \$897,853 to support the purchase of a 100-ton telescopic boom hydraulic truck mounted crane and a waterjet cutting table.

• Tecnico Corporation, of Chesapeake, Virginia, an employee-owned company that has grown from 30 to over 500 employees in the past 30 years, will receive \$573,940 to support the purchase of a telescopic boom hydraulic truck crane and other equipment that will increase overall shipyard productivity.

• BRIX Marine, a family-owned company in Port Angeles, Washington, will receive \$342,318 in funding to purchase a CNC router table and support equipment.

• Everett Ship Repair LLC, of Everett, Washington, will receive \$731,385 to support the purchase of a new drydocks containment system, water blasting equipment and air compressors.

• Lake Union Drydock Co., one of Seattle, Washington's oldest shipyard and a family-owned company since 1945, will receive \$684,127 to support the construction of a new drydock basin passageway and the acquisition of an additional air compressor, air dryer and large capacity forklift.

• Pacific Fishermen Shipyard and Electric, LLC, located in Seattle, Washington, will receive \$556,308 to support rail enhancement, lift dock conversions, and paint area improvements.

• Stabbert Marine & Industrial, LLC, of Seattle, Washington, will receive \$228,745 to support the purchase of an 8-ton heavy-duty forklift, articulated boom lift, welding equipment and other equipment that will significantly improve the efficiency of ship construction and repair activities at their facility.

• Small businesses are the backbone of the American economy, and small shipyards play a critical role in America's maritime industry," said U.S. Secretary of Transportation Pete Buttigieg. "These grants go directly to small shipyards across the country and will help protect and create local jobs, strengthen America's maritime industry, and bolster our economic security."

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Marine life thriving at San Pedro Bay

Marine flora and fauna are flourishing at the Port of Los Angeles. A new ecological study shows more than 1,000 different species of fish, birds, invertebrates, algae and marine mammals are thriving in San Pedro Bay — the same waters that serve as the nation's busiest container port complex.

The 2018 *Biological Surveys of the Los Angeles and Long Beach Harbors* is the fourth comprehensive biological survey jointly conducted by the Port of Los Angeles and neighboring Port of Long Beach, also located in San Pedro Bay, since 2000. The study is a detailed snapshot of marine life in the harbors, and the findings are compared with previous studies and regional trends in Southern California waters to assess the health of the Bay. Highlights of the biological surveys include:

- Eleven special-status bird species that nest or roost in the port complex were observed. Three — the brown pelican, the elegant tern, and the double-crested cormorant — are among the 10 most abundant of 87 species of birds in San Pedro Bay.
- The surveys documented 104 species of fish, both bottom-dwellers and those living in the water column extending above the seafloor to the water's surface. Northern anchovy, white croaker and topsmelt are among the most prevalent.
- A rich diversity of invertebrates vital to San Pedro Bay's web of life inhabit the harbor. Animals living on the sea floor — crustaceans such

as target shrimp, mollusks such as snails, and echinoderms such as urchins — and those that burrow into the seafloor, such as marine worms, are among the most abundant of the harbor's 859 invertebrate species.

- Eelgrass beds cover 86 acres, primarily in shallow areas of the outer harbor but increasingly in inner harbor areas as well. Eelgrass provides nursery habitat to small fish and invertebrates, and good foraging habitat for birds. More than 95 percent of the eelgrass is found on the Los Angeles side of the bay at Cabrillo Beach and the Pier 300 Basin. Until the early 2000s, these were the only two eelgrass sites, but the marine plant is now growing in a dozen locations.

- Kelp forests have grown to 118 acres. Found along breakwaters, jetties and other hard surfaces in the outer harbor, kelp forests form a canopy that provides a habitat that nourishes fish and invertebrates and protects them from predators.

- Marine mammals are common, especially sea lions and harbor seals. Dolphins and seasonal visitors such as gray whales continue to frequent the outer harbor.

Biological surveys involve extensive field work and lab analysis of the conditions and sea life in San Pedro Bay's diverse habitats: open sea, shallow zones, soft-bottom beds, and hard surfaces such as breakwaters, pilings, riprap, wharves and piers across nearly 9,000

acres of water that encompass the twin port complex. For the first time, divers used expanded methods to explore undersea life on riprap and added pilings as part of the 2018 surveys. The new approach revealed about 150 new species, including nine fish species not documented in previous surveys, including the garibaldi, horn shark and moray eel. Three species of abalone were also detected: pink, green and the endangered white abalone.

Overall, the surveys confirm commercial port operations and critical habitat in San Pedro Bay can coexist and flourish. Water clarity continues to improve, and special-status species are abundant. The classification refers to rare, threatened or endangered species that, under federal or state laws, require special consideration or protection.

The ports also track non-native species. Although the latest surveys counted 46 non-native species, 27 more than in the 2013 survey, relative to all species detected, non-native species remain consistent with the historical norm of about five percent of all species in San Pedro Bay. Additionally, the high diversity and abundance of fish, invertebrates

and algae show non-native species are not disrupting the bay's ecosystem.

The surveys also shed light on the impacts of climate change. A two-year marine heatwave during which the average water temperature was higher than it has been over the last two decades preceded the 2018 study. Consistent with regional trends, the phenomenon may have contributed to a 10-12 percent decrease in the total number of bird species and a 33 percent decrease in their abundance in the 2018 surveys. Likewise, it may be responsible for a 50 percent decline in larval fish density since the 2013 survey.

The earliest biological studies of San Pedro Bay date back to the 1950s. They documented degraded habitats with some areas nearly devoid of marine life due to pollution from the urbanized greater Los Angeles region. Conditions have steadily improved since the late 1970s due to federal and state mandates, as well as the ports' own robust environmental initiatives. The Port of Los Angeles and its tenants have worked closely together on various clean water programs, such as reducing storm water pollution.

Plans for Jones Act LNG bunker barge to operate from Tacoma

As efforts continue to build out the LNG infrastructure for the maritime industry, a new agreement seeks to build the bunkering capacity in the U.S.'s Pacific Northwest. A new terminal will provide shoreside loading access for a bunker barge and the plan calls for the introduction of a Jones Act compliant barge by 2023.

Puget LNG and GAC Bunker Fuels Limited signed a memorandum of understanding to cooperate in the supply and sale of LNG marine fuel from the new LNG terminal to marine customers in the Pacific Northwest. When Puget's Tacoma LNG Terminal becomes operational in the second quarter of 2021, it will be the first terminal on North America's west coast providing direct shoreside loading access for a bunker barge.

The companies highlighted the growing order book for LNG-fueled vessels saying that it underlined the need to develop the LNG supply infrastructure in all major shipping ports and regions, including the Pacific Northwest. A study conducted by DNV for Puget LNG on the feasibility of a bunker barge to supply LNG as fuel to ships in the Puget Sound area concluded that the availability and cost of natural gas, especially in North America, has made the use of LNG an attractive solution for ship operators.

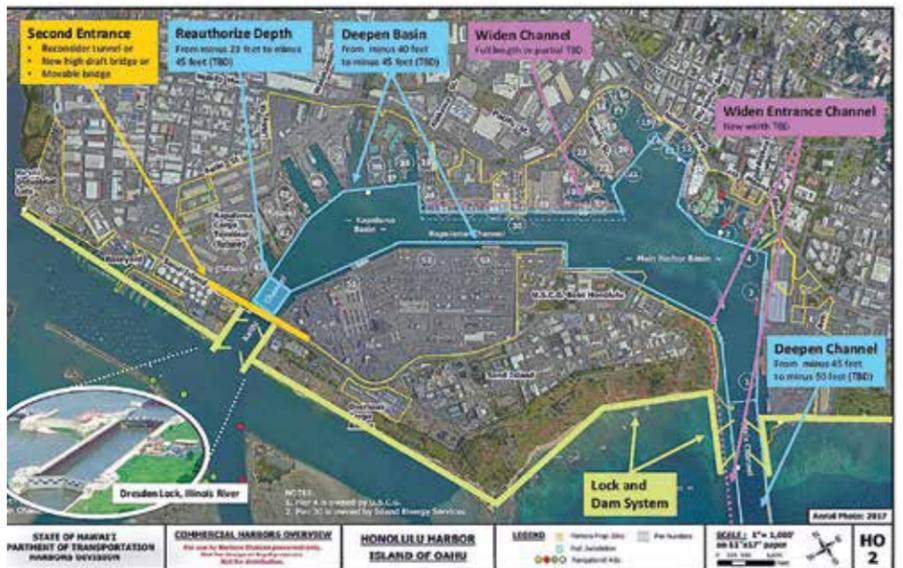
Under the new agreement, GAC Bunker Fuels, a division of the Dubai-based GAC Group, will issue a request for proposal for a Jones Act-compliant LNG bunker barge to be constructed, owned, and operated by a third party. The concept calls for a barge that will have the flexibility in size and design to serve multiple shipping customers.

The vessel is expected to be operational in 2023 and loading from Puget LNG's terminal in Tacoma, the barge will be able to bunker vessels in port.

The Tacoma natural gas facility has been the focus of intense protests by the local community and environmental groups. The liquefaction plant was approved in 2019, but environmental groups joined by a tribe of Native Americans from the region have been calling for the plant's environmental permits to be overturned. The case is currently in front of Washington's Pollution Control Hearings Board with the environmentalists arguing that the requirements of the state's Environmental Policy Act were not met. Puget Sound Energy and lawyers for the Clean Air Agency argue that the plant went through multiple reviews at the federal, state, and local level and met all the requirements. The Pollution Control Board could order a further review of the environmental analysis and permits.

The planned introduction of LNG bunkering in the Tacoma area is part of a broader effort by GAC to develop the LNG infrastructure in the United States. Last year, GAC Bunker Fuels provided brokerage and ship agency services to *Fure Ven*, the first non-U.S. flagged vessel to receive LNG in a U.S. port. The 18,000-ton product/chemical tanker bunkered at the port of Jacksonville, Florida.

GAC Bunker Fuels has also entered into an agreement with Houston-based Pilot LNG for LNG marine fuel to be delivered from a ship for customers in the ports of Houston, Texas City, Galveston, and Galveston Offshore Lightering Area.



Lock and dam system for Honolulu Harbor?

According to the American Journal of Transportation, Derek Chow, deputy director, Department of Transportation, Harbors Division (DOTH) says that the State of Hawaii has asked the U.S. Army Corps of Engineers to study the construction of a lock and dam system for the ship channel entrances to Honolulu Harbor to combat rising sea levels. In an April 20 email to the Hawaii Harbors User Group (HHUG), an association of maritime advisers, Chow wrote:

"...we have asked the Corps of Engineers to help us investigate adaptation strategies...that include increasing the width and depths of the channels and basins, a secondary outlet through Kalihi Channel, and a lock and dam system that will help to control water levels within Honolulu Harbor. These are definitely costly modifications, but Honolulu Harbor is vital to Hawaii's existence and we cannot afford not to address these needs."

Chow argues that the lock and dam system for Honolulu Harbor will be less disruptive and less costly than incremental upgrades as sea levels rise:

"To combat sea level rise, DOTH is faced with elevating piers, wharves, operational areas, facilities, and utilities, all of which will be disruptive to the maritime industry, costly, and may also re-

quire modifications to maritime equipment and vessels. As an alternative, the concept of a lock and dam system for Honolulu Harbor channels to control water levels within the harbor is being considered. It is a novel idea but has the potential to result in significant long term benefits."

Chow believes there is "a good chance that the feasibility study will be funded in Federal fiscal year 2022 by the application of Congress' Community Project Funding (CPF)" and asks for support from the harbors' group "convincing Congress to fund the Honolulu Harbor feasibility study."

As a landlord port, DOTH is "greatly involved in ensuring that our shoreside facilities are designed, constructed and maintained to provide the maximum safety, efficiency, and resiliency. Chow added, "we are making our largest investment in Hawaii's harbors thus far... in the construction of the Kapalama Container Terminal, at over half a billion dollars."

The idea behind the system is not new. The Benelux ports of Antwerp and Amsterdam already employ a lock and dam system and the real question is whether Honolulu will be the first of many U.S. ports use the strategy to stem the rising tide.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MATSON

Negotiations — On April 15, on behalf of the three SIU Pacific District Unions (MFOW, SUP and SIU-AGLIW), I sent pre-negotiation notices to Matson Vice President Vessel Operations & Offshore Labor Relations Captain Jack Sullivan, the Federal Mediation and Conciliation Service (FCMS), the California State Mediation and Conciliation Service, the Hawaii Labor Relations Board, and the State of Washington Employment Relations Commission.

On April 19, the Union received notice from the FMCS that Commissioner Rachel Lev has been assigned to our upcoming negotiations. On April 27, the Union received notice from the FMCS that Commissioner Roger Moore has been assigned to our upcoming negotiations. Mediation is a voluntary process in which labor and management agree to use as neutral third party to help resolve any workplace disputes.

Negotiations will take place sometime in June -- either in person, by conference call or a combination of both. We will call for a rank-and-file Negotiating Committee to be elected at the June Headquarters meeting. There is no compensation for participation on the Negotiating Committee.

MV Manulani — On April 28, Headquarters was informed by Honolulu Port Agent Mario Higa that a fire occurred in one of the ship's service generators aboard the *MV Manulani*. The ship is berthed at Sand Island. We have no details regarding the repair schedule. The crew is being laid off. The Company requested that the ERJ stay aboard for electrical maintenance and repairs.

APL MARINE SERVICES

Crew relief procedures — On April 7, the Union was notified by APL Marine Services (APLMS) that they were updating crew relief procedures. Specifically, in order to continue to safeguard crewmembers and align with the CMA CGM Group, APLMS will change pre-boarding quarantine time from eight to 10 days.

Dispatched members who are not fully vaccinated will take a COVID-19 PCR test 10 days before embarkation and then another PCR test shortly before joining. For the fully vaccinated, there will only be one PCR test prior to joining and no requirement to quarantine.

Since February, when APLMS started COVID PCR tests and quarantine for joining crew, the Unions have pressed for regular pay and benefits if quarantined in a hotel. APLMS complied. Wages, supplemental wages and fringe benefits were paid for those so dispatched. The SIU Pacific District Unions pressed management for that same commitment in writing.

On April 7, a final document was signed pending membership ratification. The main provisions of the memorandum of understanding (MOU) are summarized as follows:

1. Any crew member required to isolate prior to joining a vessel will be paid wages and benefits for the billet they are dispatched to. Pay starts upon isolating in the hotel.
2. Crew that lives within 60 miles of the hiring hall at the port of embarkation who will not require public transit to the port of embarkation hotel may, if authorized, quarantine at home for seven days without wages for that period. For the day required to report to the hotel for the final COVID test prior to embarkation, wages and benefits will be payable.
3. Crew agrees to follow all Company directives in isolation period.
4. During isolation in Company-designated hotel, the following terms also apply:
 - a. Lodging and meals at no cost to crew. Meals are defined as breakfast, lunch and dinner. Crew with dietary restrictions will be accommodated by the Company at no additional cost to crew.
 - b. If internet not complimentary, crew reimbursement with proof of cost.
 - c. If laundry is not available onsite, and the lodging stay is expected to be more than 5 days, then laundry service will be reimbursed to include service for the cleaning of two sets each of shirts, pants and skivvies; and between October and March, one sweater or jacket.
 - d. If lodging stay is between 7-14 days, allotments will be available during the first week aboard vessel in coordination with payroll department.
 - e. Hotels and locations will be safe and clean from Company-approved list. If the Union raises safety or cleanliness issues, the parties agree to find resolution within 48 hours of notification.
5. Because the transmission of COVID is still being researched and remains somewhat unknown, the parties agree that any crew unknowingly infected and who subsequently tests positive for COVID or begins to exhibit COVID symptoms will not be blamed, or further subjected to disciplinary action by the Company.
6. The MOU will continue in full force and effect until March 31, 2021. Thereafter, the MOU will be renewed automatically from month to month unless, 15 days prior to expiration date of this MOU, or the expiration date of any renewal term thereafter, either will give notice to the other of desire to terminate or renegotiate the agreement.

I recommend approval of the quarantine MOU.

CMA CGM Herodote — As reported last month, on March 17, the Union was notified by APL Marine Services (APLMS) that they plan to replace the *APL Guam* with the *CMA CGM Herodote*. The *APL Guam* will go off charter hire and be returned to its owner on or about May 15. The *CMA CGM Herodote*, currently under Malta flag, is scheduled to re-flag in mid-May at Pusan, South Korea to join the APL Guam-

Saipan Express (GSX) service.

On April 15, the company sent a diagram of the house with room assignments and requested the Pacific District Unions to create a cleaning assignment plan. On April 20, I forwarded an agreed-upon cleaning assignment plan to the company for review by their re-flag planning group. The MFOW ratings (ERJ, REJ and DJU) will be berthed on D Deck and the Wiper will be berthed on C Deck. The MFOW sanitary assignments will include the four MFOW staterooms, the passageway on D Deck, and the ladder well between D and C Decks; and shared responsibility with the SUP for cleaning the crew laundry, crew recreation room and gymnasium.

On May 3, the Union was notified by APLMS that all *Herodote* crewmembers had arrived safely in Korea and had been transported to their government-designated quarantine hotels.

RTS Agreement — On April 26, APLMS requested to extend the current restriction-to-ship (RTS) agreements without modifications until June 30, 2021. The Unions agreed to extend the agreement through May 31. I recommend approval of the RTS extension through May 31, 2021.

MV President Eisenhower — On April 28, the Union was notified by APLMS that the *MV President Eisenhower* experienced an engine room fire at 0230 while transiting the Santa Barbara Channel en route to Oakland from San Pedro. The crew responded quickly and professionally to extinguish the fire. All crew members were accounted for and safe. No injuries were reported.

The Coast Guard dispatched a support vessel, and APLMS activated its emergency response plan and additional resources were dispatched. The ship was supplied with electricity by the emergency generator and the tug *Teresa Brusco* arrived from Port Hueneme to assist. In addition, other tugs departed Los Angeles to begin a tow back to lay berth. On April 29, the ship continued under tow en route to Berth 46 in San Pedro. Full auxiliary power had been restored and the crew was systematically powering up systems.

The Coast Guard and National Transportation Safety Board made it to the ship at Berth 46 on April 30 to conduct crew interviews.

PATRIOT CONTRACT SERVICES

Diego Garcia — The last group of crew reliefs dispatched to ships in Diego Garcia departed on March 24. The next round of Diego Garcia reliefs is scheduled for early this month. The relief procedure includes a two-week restriction of movement (ROM), or quarantine, now held at MITAGS near Baltimore before boarding a charter flight to Diego Garcia. Wages and benefits are paid during the ROM period, but a ROM quarantine broken for any reason will cancel the dispatch and extend the tour of the mariner to be relieved. It is imperative that all members maintain a tight quarantine in these relief situations to conduct a seamanlike relief of our sisters and brothers working overseas.

Haina Patriot — In March, the Union was notified by Patriot Contract Services (PCS) that they were seeking to purchase a shallow draft tanker to enter the Far East tanker charter market. On April 30, the Union received a draft MOU and wage and benefit package, based on the *MT SLNC Pax* MOU and wage and benefit schedule, for a vessel to be named *Haina Patriot*.

I have been working with the company and the other Pacific District Unions to finalize an agreement subject to membership approval. In the meantime, the Union has been informed that the company wishes to get a crew (Electrician, Pumpman and Oiler) to Guam on approximately May 16-19, where the ship will re-flag to U.S.-flag.

This is a fast-moving target with details that need to be worked out. In the meantime, I recommend that the membership approve a tentative wage and fringe benefit scale covering the *Haina Patriot* equal to the wage and fringe benefit scale enjoyed on the *MT SLNC Pax*.

MFOW WELFARE FUND

On April 23, the Union was notified by MFOW Welfare Fund Consultant Kirsten Shaffer that Health Net advised of a data breach with one of their vendors (Accellion) that occurred sometime in January 2021. Fund co-counsel advised that, since Health Net is the covered entity, they are responsible for sending the required notification to MFOW Welfare Fund participants who are signed up with Health Net.

Counsel further advised that Health Net appears to have taken the steps necessary to minimize harm going forward by ceasing to use the vendor and removing its data files from the vendor's system. A news release from Health Net states that they have taken the following steps in response to the incident:

- Immediately began working with Accellion to learn what happened.
- Reviewed the files involved in the incident.
- Stopped using Accellion services and removed all of data files from its system.
- Reviewed processes for sharing data to make sure they are not at risk to a similar attack.
- Accellion is working with law enforcement, including the FBI.

House calls for full funding of MSP

On April 30, a group of 93 bipartisan congressional lawmakers urged the House Appropriations Committee to include \$318 million dollars for Fiscal Year 2022 to fully fund the 60 vessels enrolled in the Maritime Security Program. The letter cites MSP as a "...vital component of our military strategic sealift and global response capability. It is designed to ensure that the United States has the U.S.-flag commercial sealift capability and trained U.S. citizen merchant mariners available in times of war or national emergencies."

The life of the Maritime Security

Program was recently extended through 2035 due to extensive lobbying efforts to both political parties by maritime interests, which was enacted in the Fiscal Year 2020 National Defense Authorization Act. However, funding must be continually secured through separate enactments of subsequent appropriations bills. The high number of signatories reflects continued efforts by industry stakeholders, including the MFOW, to successfully engage lawmakers through virtual meetings over the past year during the COVID-19 pandemic.

VICE PRESIDENT'S REPORT

I'd like to start by thanking all our members who are working hard and protecting the jobs we have with our contracted companies. It is not the easiest time to be going to sea, and we thank you all for putting up with the ever changing landscape of the industry in the last year and a half. We have a prestigious reputation to uphold, and we need the membership more than ever to continue the rich history of our fine organization.

If you are one of our dedicated members taking one for the team, please know that we are working diligently to find you a relief and get you home. If you are reading this after downloading the PDF copy over the painfully slow internet connection aboard a vessel, please know that you are the real heroes. The Marine Firemen's Union will only go as far as the membership will carry it.

Timing has never been more crucial in the dispatching process, as the scheduled batch reliefs can only be done in specific ports on or prior to certain times. While the vaccines have given companies a little leeway in eliminating quarantine time and a few tests, they have also created new hurdles. Policies vary between companies; but, in some instances, vaccinated members have had to wait 14 days after their most recent dose in order to be accepted for employment. Go figure, right? What seems like a short-term pain in the neck will hopefully make all of this nonsense go away in the long run.

Filling open board jobs has become a

daily task for our officials. We are beating the bushes and shaking the trees to find both members and applicants with all of the valid credentials required to ship nowadays. Keeping tabs on applicants inquiring about jobs available since I took office last year has been paying dividends. There is a lot of opportunity to be had, much more than what was available to me as an applicant and junior member. Come on down and help us take some chalk off the job board.

It doesn't help that it's been a guessing game as to whether or not regional exam centers are open or if applications were received when submitted electronically. I have been pretty successful in assisting members in that department; so if you're struggling with the process, please ask and we'll try to help you. Norma and Ruslana over at the Seafarers' Medical Center have been doing a stellar job in assisting members with their needs as well. Please thank them the next time you go in for your annual, medical certificate, and/or drug screen renewal.

It has been quite an eventful month to say the least. You can find the particulars going between the President's and Business Agent's respective reports. I'll save the space for those nice photos that members send in or a Union Plus ad (free college courses for union members via Eastern Gateway Community College). See you next month —same time, same place, same page.

Fraternally, **Deyne Umphress**

BUSINESS AGENT'S REPORT

Here is the vessel rundown for April 2021:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Matsonia* — delegate REJ Europa Demont, #3865, no beefs. *MV Lurline* — after several weeks in Oakland for repairs, the crew returned and the ship is back in service. *MV Mokiha-na* — en route to dry dock in Nantong, China. Shortly thereafter, the crew will cross deck over to the *MV Mahimahi* and return to the West Coast. Delegate REJ Ronny Ting, #3916, no beefs.

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — REJ David Ebanks, #3824, no beefs. *MV Manoa* — bypassed the port of Oakland one trip, delegate REJ Ira Bing, #3920, no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President*

Wilson — delegate Wiper Harrison Quinanola, JM-5265, no beefs. *MV President Kennedy* — delegate DJU Pasquale Gazillo, #3699, no beefs. *MV President Truman* — while heading up the coast en route to Port of Oakland, the ship had some mechanical problems and returned to the Port of Long Beach.

Shuttle vessels on the GSX run: APL will be replacing these vessels. The *APL Guam* will be replaced with the *CMA CGM Herodote*; new crew members are currently going thru COVID protocol and, once completed, will board the ship in Korea.

PATRIOT CONTRACT SERVICES

USNS Charlton — one Electrician awaiting flyout. *Cape Texas* — activation for 7 to 10 days for sea trials. *USNS Sisler* — one Wiper awaiting flyout.

Fraternally, **Bobby Baca**

EPA rule to phase out HFCs

In the first Biden administration rule aimed at combatting climate change, the Environmental Protection Agency (EPA) is proposing to phase down production and use of hydrofluorocarbons (HFCs), highly potent greenhouse gases commonly used in refrigerators and air conditioners. The proposed rule follows through on a law Congress passed in December authorizing a 15-year phase out of HFCs. The new rule is intended to decrease U.S. production and use of the gases by 85 percent over the next 15 years, part of a global phase out intended to slow climate change.

HFCs are considered a major driver of global warming and are being targeted worldwide. President Biden has pledged to embrace a 2016 global agreement to reduce HFCs.

"With this proposal, EPA is taking another significant step under President Biden's ambitious agenda to address the climate crisis," stated EPA Administrator Michael Regan. "By phasing down HFCs, which can be hundreds to thousands of times more powerful than carbon dioxide at warming the planet, EPA is taking a major action to help keep global temperature rise in check."

The phasedown of HFCs is widely supported by the business community, Regan said, and "will help promote American leadership in innovation and

manufacturing of new climate-safe products. Put simply, this action is good for our planet and our economy."

A huge pandemic relief and spending bill passed by Congress in December, and signed by former President Donald Trump, directs EPA to sharply reduce production and use of HFCs. The measure won wide support in both parties and was hailed as the most significant climate change law in at least a decade.

Besides targeting HFCs, the so-called American Innovation and Manufacturing, or AIM Act also promotes technologies to capture and store carbon dioxide produced by power and manufacturing plants and calls for reductions in diesel emissions by buses and other vehicles.

EPA estimates the proposed rule would save nearly \$284 billion over the next three decades and prevent the equivalent of 187 million metric tons of carbon dioxide emissions, roughly equal to annual greenhouse gas emissions from one out of every seven vehicles registered in the United States.

Biden issued an executive order in January that embraces the so-called Kigali Amendment to the Montreal Protocol and directs the State Department to submit it to the Senate for formal ratification. The amendment phases down HFCs globally.

Los Angeles/Long Beach ship traffic seeing shorter waits outside harbor

Container ship wait times at the Port of Los Angeles are leveling off, even as incoming cargo volumes continue to be higher than normal, port Executive Director Gene Seroka told harbor commissioners at a May 6 meeting. On that date, 19 ships were anchored outside the port, with 10 awaiting berths inside the Port of Los Angeles and the rest for the neighboring Port of Long Beach.

"That's about half the number reported in February," Seroka said. "Fewer ships are going straight to the 'parking lot' (outside the harbor)."

In February, 90 percent of the ships

had to wait at anchor outside the breakwater before being brought inside for unloading; now that is about 65 percent. Container terminals remain busy, however, operating 10 to 15 percent above normal capacity with day and night work shifts holding steady.

Both the Ports of Los Angeles and Long Beach have been challenged with a surge in cargo traffic since July, prompting efforts to improve cargo flow throughout the supply chain. Port officials anticipate the surge will continue into this summer.



BY ELECTRONIC SUBMISSION

Comments on the Oakland Waterfront Ballpark District Project DEIR

April 27, 2021

On behalf of the 500-plus members of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association (Marine Firemen's Union), I submit the following:

The Port of Oakland is a major job-creating, economic engine that sustains thousands of blue-collar jobs in the region. These are jobs in transportation, logistics, warehousing and wholesale trade. Many of these jobs are well-compensated, skilled-labor positions that do not require an advanced degree; the type of jobs that are rapidly disappearing from the workforce.

Deep draft waterfront activity can only happen in one place: the deep draft waterfront. Utilizing deep draft waterfront property for alternate uses reduces the capacity of the working waterfront and limits growth of waterfront activity; and limits the creation of good-paying waterfront jobs.

- Howard Terminal performs approximately 325,000 annual gate moves by trucks and the 35-acre support facilities are used by over 3,200 truckers.
- Howard Terminal staging allows trucks to get out of West Oakland communities and creates off-peak opportunities so trucks can avoid peak congestion periods, reducing diesel emissions and traffic.
- Howard Terminal expedites logistics, is critical to the supply chain, reduces congestion and wait times and creates flexibility for equipment and container storage.

Removing the 35-acre staging area does not eliminate the activity; it simply displaces trucks into the surrounding community. Forcing industrial activities back into the residential neighborhood is inconsistent with the West Oakland Truck Management Plan. This will increase congestion and air quality, and reduce the quality of life for people living and working in West Oakland.

The A's should utilize the existing East Oakland stadium site to build the new stadium. The working waterfront needs to remain the working waterfront.

Very Truly Yours,

Anthony Poplawski
President/Secretary-Treasurer
Marine Firemen's Union
240 2nd Street
San Francisco, California 94105

Active MFWO members

Retain your Welfare Fund eligibility.

MAIL or TURN IN all your Unfit for Duty slips to:

MFWO Welfare Fund, 240 Second Street, San Francisco, CA 94105

Like us on facebook

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

Marine-Firemens-Union-121622254577986/



MARINE FIREMEN'S UNION TRAINING PROGRAM — 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

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).

June 14-18

July 26-30

August 16-20

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.**

June 3-4

July 15-16

August 5-6

High Voltage Safety

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

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

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

June 7-11

July 12-16

August 30- September 3

Endorsement Upgrading Courses

QMED Fireman/Watertender and Oiler

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Watertender/Oiler course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. **Prerequisites: 180 days or more of MFOW-contracted sea time as Wiper; PLUS Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.**

July 12-August 6

September 13-October 8

STCW Rating Forming Part of an Engineering Watch

A member who successfully completes the 40-hour Rating Forming Part of an Engineering Watch (RFPEW) course will satisfy the requirements needed for the STCW endorsement as RFPEW. **Prerequisites: See QMED Fireman/Oiler/Watertender course. It is recommended that eligible candidates schedule the QMED Fireman/Oiler/Watertender and RFPEW courses back-to-back for a five-week combined training session.**

August 9-13

October 11-15

QMED Electrician/Refrigerating Engineer

A member who successfully completes the 240-hour QMED Electrician/Refrigerating Engineer course will satisfy the requirements needed for the national endorsement as QMED Electrician/Refrigerating Engineer, provided all other requirements, including sea service, are also met. **Prerequisites: Endorsements as QMED Fireman/Watertender, QMED Oiler, and RFPEW; PLUS 180 days' of MFOW-contracted sea time while qualified as RFPEW.**

July 12-August 20

September 7-October 15

STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. **Prerequisites: Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days' or more of MFOW-contracted sea time while qualified as RFPEW.**

August 23-27

October 18-22

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 4-November 12

STCW BASIC TRAINING*

***NOTE: ALL BASIC TRAINING CERTIFICATES HOLD A ONE-YEAR VALIDATION WHEN USED FOR MARINER DOCUMENT (MMD) RENEWAL.**

Basic Training Revalidation (two days)

The BT Revalidation course is designed for personnel who have previously completed a 40-hour Basic Training course and have at least one year of approved Sea Service within the last five years.

TRLMI, San Diego, CA (one day): June 4; June 25; July 2; July 23; August 6; August 20

Cal Maritime Academy, Vallejo, CA: July 6-7; August 10-11

Compass Courses, Edmonds, WA: June 22-23; July 20-21; August 24-25; September 21-22

MITAGS-PMI, Seattle, WA: June 16-17; July 26-27; August 23-24

Maritime License Center, Honolulu, HI: August 5-6; September 16-17

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: May 26-28; June 16-18; July 7-9; August 25-27

Cal Maritime Academy, Vallejo, CA: June 14-16

Compass Courses, Edmonds, WA: June 22-24; July 20-22; August 24-26

MITAGS-PMI, Seattle, WA: September 9-11

Maritime License Center, Honolulu, HI: August 4-6; September 15-17



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



U.S. Department of State
Passport Services

NOTICE TO MARINERS WITH INTERNATIONAL VOYAGES
Updated May 3, 2021

Due to public health measures to limit the spread of COVID-19, Passport Services continues to have limited operations at our passport agencies and centers. We will assist mariners who urgently need a passport for international voyages, and whose current valid passport expires in 13 months or less.

Instructions for Urgent Assistance with Applying for a Passport:

1. **Contact the National Passport Information Center at 877-487-2778** and identify yourself as a mariner who urgently needs to apply for (or renew) your U.S. passport.
2. The Duty Officer will take your information and schedule an appointment at the nearest passport agency.
3. **Application Packages** must submit the following:
 - a. A completed DS 11 or DS 82 passport form, [visit our webpage for form instructions](#);
 - b. Passport Photograph;
 - c. Current Passport or evidence of citizenship such as an original or certified birth certificate or an original naturalization certificate;
 - d. Letter from your supervisor on company letterhead or your U.S. mariner's union; and
 - e. A clear copy of your Merchant Mariner Credential (MCC).
4. The **Employer's/U.S. Mariners Union Letter** should include the following details:
 - Your full name;
 - Printed name and title of your supervisor or mariners' union representative;
 - Signature of your supervisor or mariners' union representative; and
 - Date the letter was issued.
5. **Bring your completed application, required documents, and the passport fee that includes the \$60 expedited fee with you to your appointment.**

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

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

We regret any inconvenience and look forward to serving you.

CMA CGM orders 22 new containerships from China Shipbuilding

French shipping company CMA CGM Group, parent company of APL, joined the wave of new containership orders placing a giant 22 ship order with China's CSSC Group. China Shipbuilding Corporation says it is the largest single containership order the company has undertaken. In total, the new order will add 223,000 TEU capacity to the French fleet. That represents nearly a 10 percent increase over the company's current capacity of 2.7 million TEU. CMA CGM reports it currently has a fleet of 566 vessels, including containerships as well as its ro-ro fleet.

The order consists of three classes of ships and continues the group's commitment to LNG-fueled vessels. Twelve of the new ships will use LNG, six with a capacity of 13,000 TEU, and the other six with a capacity of 15,000 TEU. The remaining 10 ships in the order will be VLSO-powered with a capacity of 5,500 TEU.

Neither company placed a value on the order. Due to the size of the order, China Shipbuilding said it will be split between three of the company's yards, with Jiangnan Shipbuilding building the largest vessels. The 13,000 TEU vessels will be built by Hudong Zhonghua and 5,500 TEU conventional power ships will be built by Beijing Shipbuilding Industry Corporation. The vessels are scheduled to be delivered in 2023 and 2024.

CSSC reports that its designers developed plans for all three classes of ships. The main engine for the dual-fu-

el ships will be WinGD from CSSC and will employ the GTT Mark III liquid cargo maintenance system. The 5,500 TEU ships will use a new generation of WinGD main engine from CSSC and be fitted with scrubbers.

CMA CGM said these orders were to accommodate market growth and will add to the company's existing new-building schedule. At the end of 2020, the group reported that it had on order five 23,000 TEU LNG-fueled vessels, of which two currently remain to be delivered, along with two 1,400 TEU vessels, five 15,000 TEU LNG vessels, and five 15,000 TEU conventional fuel vessels with scrubbers.

In February, CMA CGM said that six of its new 15,000 TEU boxships, which are due to enter service between October 2021 and the end of 2022, would be introduced on one of the company's China to Los Angeles routes. The CMA CGM Group has said it is committed to the use of LNG-fueled vessels as its first step toward achieving carbon neutrality by 2050. By the end of 2022, the line expects to be operating 32 LNG-powered containerships.

CSSC noted that this new order, which was effective immediately, extends its partnership with CMA CGM and that when combined with other orders, the company is now ahead of schedule on its annual targets. They noted that the containership market has rebounded rapidly becoming one of the hottest new building sectors.

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

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,683,441 as of July 31, 2020, compared to \$1,611,056 as of August 1, 2019. During the plan year the plan experienced an increase in its net assets of \$72,385. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$14,547,692, including employer contributions of \$14,465,757, realized gains of \$856 from the sale of assets, earnings from investments of \$79,624 and other income of \$1,455.

Plan expenses were \$14,475,307. These expenses included \$363,389 in administrative expenses and \$14,111,918 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$6.75 for the full annual report, or \$0.25 per page for any part thereof.

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

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

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

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$45,678 as of June 30, 2020 compared to \$108,088 as of July 1, 2019. During the plan year the plan experienced a decrease in its net assets of \$62,410. During the plan year, the plan had total income of \$702,654, including employer contributions of \$701,638, earnings from investments of \$38 and other income of \$978.

Plan expenses were \$765,064. These expenses included \$248,909 in administrative expenses and \$516,155 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

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

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WILMINGTON NOTES

The Wilmington Branch shipped 79 jobs in April: three APL, eight Matson and six PCS shipboard jobs, along with 13 Shore Mechanics. Twelve applicants worked standby jobs. We have 23 A-, 11 B- and 12 C-seniority members registered for shipping. Any interested parties may inquire by sending an email to me or any other union official. Wilmington job calls are still at 1030 and 1400.

Shipboard APL billets are dispatched 13 days ahead of turn-to. Matson billets are on a five-day lead time. Standby jobs are dispatched the day before turn-to.

No loitering inside or outside the

HOWZ SHIPPING?

April 2021

San Francisco

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day)	3
Oiler	1
Wiper.....	4
Standby Electrician/Reefer	11
Standby Wiper.....	11
TOTAL	34

Wilmington

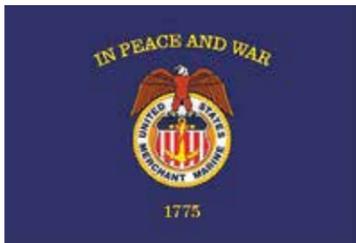
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day)	5
Oiler	6
Wiper.....	4
Shore Mechanic.....	13
Standby Electrician/Reefer	20
Standby Wiper.....	26
TOTAL	80

Seattle

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	2
Oiler	2
Standby Electrician/Reefer	8
Standby Wiper.....	2
TOTAL	16

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day)	2
Oiler	1
Wiper.....	3
Standby Electrician/Reefer	37
Standby Wiper.....	70
TOTAL	116



hall is allowed. Los Angeles County has loosened a lot of COVID restrictions, so check their website to see if the quarantine requirements have been dropped for your particular travel plan. I expect this requirement will be changed or dropped soon if all goes well.

The gang count at Fenix Marine Services is still 24 mechanics. Reefer volume has not picked up significantly. The gang is still being run by Foreman Ken Justice, #3678.

No word on any upcoming labor events planned for this year. The number of COVID cases and deaths in Los Angeles has dropped but we usually have 10,000 participating in our Labor Day march, so it will probably be put on hold for another year. We will see.

The *SS Lane Victory* still needs volunteers. If you are in town and would like to volunteer, just check in with the ship watch at the gangway and report to the engine room. She is located at the end of Miner Street in San Pedro. Turn-to is on Saturdays at 0900. PPE is required as well as social distancing; always bring a flashlight with you. Take care and work safely.

Aloha,
Sonny Gage
Port Agent

SIU-PD Pension Plan Notes Departed: Annelie Hensley

With great sadness, we report the passing of Annelie C. Hensley, longtime Pension Analyst for the SIU Pacific District Pension Plan. She departed in February 2021 after being with the Plan for 62 years. Ms. Hensley devoted her life to serving the needs of the Plan's participants and rigorously maintained the quality of Plan services. With that record, she has earned the Plan's respect and gratitude.

Rest in peace, Annelie.



HONOR ROLL

Voluntary donations to General Treasury — April 2021:

Vicente Cacacho, #3828.....	\$20.00	Eric White, #3925	\$100.00
David Hooper, P-2818.....	\$5.00	Marcos Almazan, JM-4933.....	\$100.00

Dues Paying Pensioners — End of 1st Quarter 2021:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	San Francisco
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
Anthony DeLa Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLos Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	Wilmington
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	Seattle
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
Walter Washington, #3548 (P-2813)	Pensioned 5/1/20	San Francisco

HONOLULU NOTES

The Honolulu Hall dispatched a total of 116 jobs for the month of April, nine steady and 107 standbys (37 Standby Elect./Reefers and 70 Standby Wipers). Most of these were from the *Manulani* returning to port after having an engine room generator fire.

Thanks to the membership for stepping up and filling all these jobs with little to no notice. I just finished my reports for the week of May 5 with 51 dispatches; we usually have about 10 to 15 dispatches a week. It has been very busy here. Just last month I reported about

have one positive covid case that turned into a lot work. Well, this month, it is one fire in the engine room.

Presently the Honolulu registration list has 13 "A" seniority members, 11 "B" seniority members, and 8 "C" seniority members.

There has been a lot of work here and we welcome it, better than starving. Again, many thanks to Don Ngo for filling in for me and the Honolulu members for stepping up and filling all these jobs.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of April Seattle shipped two ERJs, two Electricians, two Oilers, eight Standby Reefers and two Standby Wipers. Seattle currently has 10 A-, four B- and two C-seniority members registered for shipping.

This month I represented the membership at the Martin Luther King County Labor Council.

A few months ago, at a job call, I made an appeal to the members present to reach out to those they know and tell

them about the opportunities that are available in the maritime unions. Word of mouth seems to be paying off slowly as some fine young applicants have come our way. Keep in mind though, if President Biden's labor agenda is fully realized, we will be more shorthanded than now. If you have children in high school, consider going to their school and talking to the career counselor about our industry and the jobs available. A shipping year leaves plenty of time for higher education on the beach and a graduation with no student loans to anchor them down.

Fraternally,
Brendan Bohannon,
Representative

Regular membership meeting dates 2021

June	2	S.F. Headquarters
	8	Honolulu
	9	Wilmington
July	7	S.F. Headquarters
	13	Honolulu
	14	Wilmington
August	4	S.F. Headquarters
	10	Honolulu
	11	Wilmington
September	1	S.F. Headquarters
	7	Honolulu
	8	Wilmington
October	6	S.F. Headquarters
	12	Honolulu
	13	Wilmington
November	3	S.F. Headquarters
	9	Honolulu
	10	Wilmington
December	1	S.F. Headquarters
	7	Honolulu
	8	Wilmington

Benefits paid during April

Death Benefits	None
Burial Benefits	None
Excess Medical	\$1,415.20
Glasses and Examinations	\$800.00

POLITICAL ACTION FUND

Voluntary donations for April 2021:

Vicente Cacacho, #3828.....	\$20.00
Thomas Davis, JM-5156.....	\$200.00
Andreas Moreno, #3542.....	\$150.00
Anthony Lefebvre, #3750.....	\$25.00

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Jeffrey Hayes	3702	Basic LT	25.21	4/1/2021

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