



THE MARINE FIREMAN

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



Volume 77

SAN FRANCISCO, CALIFORNIA, OCTOBER 14, 2021



No. 10

Matson scores big on huge demand for shipping from China

The demand for shipping from China to the U.S. led to a huge third quarter for Matson Inc., and the company expects the issue to persist well into next year. U.S. retailers have struggled to move goods due to supply chain and staffing issues. The problem has led some retailers — including Target, Walmart, Costco and Home Depot — to charter their own ships to obtain goods.

On October 11, Matson disclosed that increased demand for its shipping services will lead to greater-than-expected profit. Matson added a second ship-

ping route from China to Southern California in May 2020, then another one to Northern California earlier this year, known as the CCX.

“Our China service continued to see significant demand for its expedited ocean services, including the new CCX service, as volume for e-commerce, garments and other goods remained elevated heading into the peak season,” Chief Executive Matt Cox said in a statement. “Continued strong demand for the China service was the primary driver of the increase in consolidated operating income

year over year.”

Matson said that it expects third-quarter operating profit in its ocean transportation division to reach \$358 million to \$363 million, when analysts were expecting operating profit for the entire company to be \$269 million. Executives do not believe the issues will go away after the holiday shopping season, either, predicting that they will stick around for at least the next nine months,

“Currently, supply-chain congestion continues in the trans-Pacific trade lane, with the combination of inventory re-

stocking, peak season and ongoing elevated consumption trends,” Cox said. “We expect these conditions to remain largely in place at least through mid-year 2022.”

Matson expects to fully report third-quarter financial results on November 3. Matson shares increased more than 2.5 percent in after-hours trading following the announcement, after closing with a 0.7 percent increase at \$82.67. Shares have experienced a revival amid the shipping difficulties, rising 21.4 percent in the past three months, as the S&P 500 index has gained only 0.5 percent.

U.S. agencies working to recapitalize strategic sealift capabilities

To project and sustain power overseas, the U.S. military must maintain a robust strategic sealift capability, to include the Merchant Marine. The Defense Department and civilian agencies are now teaming up to recapitalize an aging logistics fleet.

The Navy’s Military Sealift Command has a critical role to play in providing ocean transportation and sustainment for U.S. forces during a conflict or crisis. While some equipment and personnel can be transported via aircraft, major movements overseas are dependent on shipping.

“Our strategic sealift fleet must have the capability and capacity to accommodate 90 percent of the required military equipment expected to deploy during a major conflict,” Erica Plath, director of the strategic mobility and combat logistics division within the office of the chief of naval operations, said during a panel discussion at the Navy League’s annual Sea-Air-Space conference in National Harbor, Maryland.

Christopher Thayer, director of maritime operations at Military Sealift Command, said the service needs to be prepared to operate in a contested environment. “To make the difference, we will need a workforce of mariners trained and ready now to go forward into a contested maritime environment in order to accelerate improved outcomes,” he said.

To do so, the Navy needs the support of not just the Pentagon, but also the civilian agencies responsible for providing and facilitating these key assets. The Department of Transportation is working closely with the Defense Department and the sea service to advance a strategy to repair and replace dozens of ships in the coming years, said Transportation Secretary Pete Buttigieg.

“This department is committed to supporting the maritime industry in all the details, including our cargo preference and maritime security, which are critical to supporting our mission,” he said. “We also need a generational investment in our infrastructure.”

The Senate recently passed a \$1 trillion-plus bipartisan infrastructure bill. According to Buttigieg, the legislation

contains funding for several strategic sealift priorities.

“That bill includes \$17 billion to improve our ports and waterways, and the funding will go to everything from working our way out of the repair backlog to adding new capabilities and resources,” Buttigieg said. “It is going to create millions of good-paying union jobs in the maritime sector and across the country.”

Buttigieg reiterated his commitment to working with Pentagon leaders and members of industry to help “transform our maritime infrastructure for the future, so that the next generation of sailors, Marines, guardsmen and Americans can rely on them,” he said.

Douglas Harrington, deputy associate administrator for federal sealift at the Maritime Administration — which falls under the Department of Transportation — said its programs are in a significant period of recapitalization.

“We see new construction, and we’re building a new class of training vessels never built before in the U.S.,” he said. They will “provide mariners with the most up-to-date training that we have for the future of the Merchant Marine,” he said.

The Maritime Administration uses government and commercial vessels to provide sealift capabilities in times of national emergency and to meet the military’s strategic sealift needs. In 2019, then-Maritime Administrator retired Rear Adm. Mark Buzby announced TOTE Services, Inc., a Jacksonville, Florida-based company, as the vessel construction manager for the newest class of training ships, the National Security Multi-Mission Vessel. The contractor will oversee the selection of a shipyard and ensure that commercial best practices are utilized to deliver the NSMV on time and on budget, according to the administration.

The agency is also working on a new contract approach for the recapitalization of its National Defense Reserve Fleet, Harrington said. “We’re going to ... replace the existing Ready Reserve Force, or RRF, vessels using our vessel acquisition manager contract approach,” he said.

The Ready Reserve Force is a subset of vessels within the Maritime Administration’s National Defense Reserve Fleet. The ships enable the support of the rapid global deployment of U.S. military forces by conducting sealift operations.

The RRF provides nearly 50 percent of government-owned surge sealift capability, according to the administration. The Maritime Administration awarded Crowley Maritime Corp. a multi-year, \$683 million contract for vessel acquisition management in late July. Crowley, which is also based in Jacksonville, Florida, will utilize its strategic acquisition and vessel management services to assist the administration in the enhancement of the Ready Reserve Force by helping reduce the total age of the fleet and increase ship reliability. Through the contract, Crowley will use a new information technology system to assess, research and make purchasing recommendations. Once the vessels are acquired, the company will oversee re-classification, modification and maintenance.

At the same time, the administration is managing a comprehensive strategy for sealift, Harrington said.

“We’re working on maintaining the current ships that we have,” he said. Issues the organization is facing include obsolete equipment and new regulations that are affecting the commercial maritime industry as well, he added.

The agency is also reorganizing its personnel, Harrington noted.

“We have some changing roles within the organization...and we have the re-assignment of responsibilities,” he said.

Meanwhile, the Maritime Administration is aware that technology is changing quickly and becoming more digital. “That affects us in every element of ship operations — from how the ship communicates, how we perform maintenance to how we monitor vessels,” he said.

The administration needs to modernize its fleet, and that includes not only ships, but to better equip merchant mariners with the skills they need, he added. “We need to regain or refocus on our proficiency,” Harrington said.

Meanwhile, Thayer, of Military Sealift Command, noted that a number of merchant ships have recently been attacked in the Middle East — an issue that the Defense Department and mariners need to remain vigilant about. Such vessels are being attacked by “drones and all kinds of capabilities from these folks that want to do harm,” he said.

Crews need to be prepared for attempted hijacking, spoofing and jamming, Harrington noted. “Merchant mariners that crew our ships across the MSC enterprise... must be ready now,” Thayer said. “They must be prepared, and we are committed...at Military Sealift Command to support the development and sustainment of this workforce.”

Cybersecurity is imperative

Cybersecurity is imperative for ship operators, he noted. Mariners are dealing with conditions where adversaries can hack into both commercial and military satellites while trying to operate in an environment with limited bandwidth, he said. The issue becomes even more complicated when operating on certain ships in contested areas, Thayer noted.

To get at the issue, “we’ve developed some capabilities... and are going with other technologies that limit the adversary’s ability to intercept our communications,” he said.

Military Sealift Command is currently looking at anti-jamming capabilities for GPS. “These are the types of capabilities that we’re going to introduce into the MSC fleet and need to be looked at as well” to help secure communications, he said.

Harrington concurred that increased cybersecurity protocols onboard vessels are needed.

“We’re going to use cybersecurity at a much lower level where it’s pervasive in the fleet ... and every operator on the shores is doing it,” he said.

However, resources are limited, officials noted. “We have to have the right amount of resources for the capability that we can afford, and that’s always a challenge,” Thayer said.

The service is concerned about adversaries’ capabilities, as well as potential supply chain issues.

“There are other countries out there that put a more significant importance on the maritime industry and the logistics behind that,” he noted. “It’s not only the vessels that we are concerned about, but it’s the logistics supply chain.”

The service wants assistance from industry as it pursues these efforts, Thayer said. We are “always looking to the industry on how you can support us and what we need... to make sure that we are resilient and capable of going forward in that contested maritime environment we’ve been talking about,” he said.

Halls to close

Next month, the MFOW hiring halls will be closed on the following holidays:

Veterans’ Day — Thursday, November 11

Thanksgiving Day — Thursday, November 25

Both Veterans’ Day and Thanksgiving Day are contract holidays.

The Marine Fireman

Published Monthly By

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association

ORGANIZED 1883

Affiliated with the Seafarers International Union of North America, AFL-CIO

Yearly subscription rate: \$20 first class, \$25 overseas air

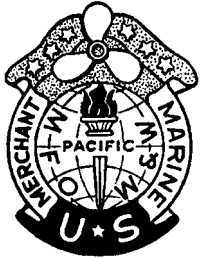
Postmaster: Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105



Retired Honolulu Port Agent Lucky Honig at the 2008 MFOW-SUP Welfare Plans Holiday Benefit.

FINISHED WITH ENGINES

Marvin "Lucky" Honig
Book #1765/P-2582



Marvin "Lucky" Honig passed away in San Francisco, California on August 12, 2021. He was born in Brooklyn, New York on January 13, 1928, and joined the Marine Firemen's Union on August 3, 1945. At the tender age of 17, Lucky took his first ship and over the years worked for many steamship companies, including Pacific Far East Lines, Grace Lines, Prudential Lines, States Lines, APL and Matson. He came ashore in 1981, when he was elected Honolulu Port Agent. He was reelected in that capacity until April 1, 1995, when he retired and moved back to San Francisco. Lucky was admired by the membership as an exceptional port agent who knew how to get to the heart of the matter and adjust grievances. Smooth sailing, Lucky.



Delegate Lucky Honig (second from left, front row) pictured aboard the SS Jeremiah O'Brien during the 1996 MFOW Convention. In the back row (left to right) are Wilmington Port Agent Sol Ayoob, Delegate Anthony Poplawski, Seattle Port Agent Kinzer Beavers, Delegate Jerry Barber and Vice President Bobby Iwata. In the front row are Delegate Anthony De La Rosa, Honig, Trustee William O'Brien, Delegate Joe Kapaona, Honolulu Port Agent Bonny Coloma and President Whitey Disley.



Pictured left to right at the 1981 MFOW Convention in San Francisco are Seattle Port Agent Walt Von Pressentin, San Pedro Port Agent Bernie Carpenter, Honolulu Port Agent Marvin "Lucky" Honig and Seattle Business Agent C.C. "Blackie" Rogers.



Pictured at Sand Island in 1992 on the occasion of the maiden voyage of the MV R.J. Pfeiffer are Honolulu Port Agent Lucky Honig, and R.J. Pfeiffer plank owner crew ERJ James Bates, REJ Anthony Poplawski and DJU James Fletcher.

Port truckers win \$30 million in wage theft settlements

One of the world's largest trucking companies, XPO Logistics, agreed October 12 to pay \$30 million to settle class-action lawsuits filed by hundreds of drivers who said they earned less than minimum wage delivering goods for major retailers from the ports of Los Angeles and Long Beach. The combined settlements, approved by U.S. District Judge R. Gary Klausner, addressed allegations that two XPO subsidiaries, XPO Logistics Cartage in Commerce and San Diego and XPO Port Service in Rancho Dominguez, paid drivers less-than-legal wages, failed to pay them for missed meal and rest periods, and failed to reimburse them for business expenses or for waiting-time penalties. The settlements amounted to a major victory for the International Brotherhood of Teamsters, which applauded the lawsuits as part of a decades-long effort to organize the twin ports' more than 25,000 drivers.

Trucking companies classify many of their drivers as independent contractors, thus making them ineligible for a host of labor protections, including the ability to collectively bargain for wages. In recent years, California's Labor Commissioner has awarded more than \$50 million to some 500 truckers who claimed they were deprived of wages through misclassification as contractors rather than employees. At the same time, many truckers have shied away from working as employees, preferring to own and operate their own vehicles. But as the pandemic has driven supply chain snarls, port drivers have voiced growing frustration at a loss of income as they wait in hours-long lines at the ports — time for which they would be compensated if they were employees.

The settlements do not require XPO to reclassify its drivers as employees, but labor leaders nonetheless hailed the agreements, which will compensate

784 drivers, as a turning point in the fight over port drayage. The settlements are preliminary, but individual drivers could receive as much as \$100,000, depending on how long they worked for the company.

The XPO settlements come in the wake of setbacks for California's trucking industry, which has sought to be exempted from Assembly Bill 5, a broad statute that followed a 2018 California Supreme Court decision setting strict conditions on the classification of workers as independent contractors. The U.S. Supreme Court this month declined to take up a trucking company's petition arguing that AB 5 is preempted by federal rules governing truckers' working conditions. The Federal Aviation Administration Authorization Act bars states from enacting laws dictating prices, routes and services offered by motor carriers.

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS

240 2nd Street
San Francisco, CA 94105
Tel: (415) 362-4592/4593/4594
Fax: (415) 348-8864
Dispatcher-Tel: (415) 362-7593
Dispatcher-Fax: (415) 348-8896
General Email: headquarters@mfoww.org

Anthony Poplawski

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

Deyne Umphress

Vice President
Email: mfowvp@mfoww.org

Robert Baca

Business Agent
Email: robchili510@yahoo.com

Manita Li, Controller

Email: MLi@mfoww.org

Sandra Serrano, Secretary/Training

Email: sserrano@mfoww.org

MFOW TRUST FUNDS

240 2nd Street
San Francisco, CA 94105
Tel: (415) 986-1028 / 986-5720
Fax: (415) 546-7340
Optical/Death Benefits/Accounts Payable
General Email: welfare@mfoww.org

Esther Hernandez

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

Amanda Salinas

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

Stacy Bobu

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

WILMINGTON BRANCH

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

H. "Sonny" Gage, Port Agent

Email: HGage@mfoww.org

HONOLULU BRANCH

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

Mario Higa, Port Agent

Email: MHiga@mfoww.org

PORT SERVICED — SEATTLE

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

Brendan Bohannon, Representative

Email: seattle@sailors.org

South Korea Quarantine Survival Guide

By MFOW Electrician
Steven Hallsted, Book #3868

I believe there needs to be some discussion as to updates and changes that could be made to the paperwork provided to sailors arriving in South Korea. Some of the information I was provided was not accurate. I still managed to get through custom and immigration, but I would like to suggest some revisions that I believe would make the process easier. Additionally, I would like to proffer my experiences with arriving in South Korea and staying at one of the government quarantine facilities.

Smokers Warning

First off, a WARNING: If you smoke, bring gum and/or patches and/or something else with nicotine. You cannot smoke in the airport, or on the plane, or at the quarantine facility. After you get through customs you are not allowed to go outside. You have to wait in the airport until the bus takes you to the facility. No smoking. Period. Anywhere. I am only emphasizing this because not too long ago I smoked, and I would be going nuts right now if I still did.

The paperwork checking begins at the airport where you board the flight to South Korea. First off, make sure your name matches on ALL your documents. My name is Steven, but I use Steve interchangeably. The South Koreans do not. My name on the COVID test did not match the name on my passport (Steven on passport, Steve on COVID test). There was a chance that this was going to be a big deal, so Patriot Contract Services (PCS) got me a new copy of the test, with my name corrected (thanks for that!). Make sure all your documents use the version of your name that is on your passport. The second thing: they want the K-ETA. We all know that seamen are exempt from the requirement. I know this, PCS knows this, the captain knows this, but apparently the staff at the ticket desk didn't know this and they were the ones giving me a boarding pass. Also, all of the people that followed, in South Korea, didn't know this because I was asked for it about four times. My suggestion: just get it. It doesn't matter if we all know we don't need it if the people controlling the immigration process don't know this. Now, talking to the 2nd Mate that arrived with me, he said he was only asked for it once, stateside. I guess it just depends who you get.

Before you arrive, on the plane, you have to fill in the customary immigration paperwork. I have two questions on this: One — what do I put down as the address I am staying at? Do I put the agent's address? Do I put the ship's name? This is something I have never been sure about. Two - they do ask how long you are planning on staying. What do I say? Back to the U.S., before you leave home, download the app PCS tells you to. It is the correct app, but it is not the one the health screeners are going to ask you to download. There is another app that is used by citizens of South Korea to self-quarantine with. That is the app they want you to have. In fact, at one of the stations you go through, their whole job is to configure the app for you. So get both before you leave and let the people in the airport configure the one they want, too. When you get to the hotel, the staff there will configure the correct one. See the inserted screen shot.



The one with the house on it is the wrong one, but it is the one the people at the airport want you to have. The one with the blue and red circle on it is the correct one that PCS tells you to download.

Anyway, when I arrived in South Korea, I went through three health check stations: 1) for general paperwork, 2) to configure the app, and 3) to double check the work of the other two stations. It seemed very repetitious. There are two other pieces of paperwork that would have been very helpful. A paper with just the agent's information on it would have been great. I know that it is included in the email, but you must admit, we get sent a lot in that email and the agent's info just doesn't stand out. A single piece of paper with just the agent's company name, our point of contact, their physical address and all the methods of contacting them, written in Korean, would be excellent. I could have printed it up, handing to people and they could do with it what they wanted. I believe that a letter of guarantee from the agent

specifying that they will pay for the quarantining is necessary. I was asked for that twice. It just needs to say that the agent agrees to pay for the quarantining, lists all of the agent's info again and lists all of the people in that group who are going together. So, to summarize my suggestions:

Make sure your name, on all documents, matches your passport spelling.

Download both apps before you leave the States.

A letter with just the agent's info on it, in Korean.

A letter of quarantine payment guarantee, from the agent, also in Korean.

How to Survive Quarantine

Finally, just some tips on how to survive quarantine. Now, this won't apply to everyone, but you might want to consider some of it. First thing to remember about quarantine: **you are not allowed to leave the room EVER** for two weeks. So, once you are in there, you are stuck. There is no room service menu and no Door Dashing. You have what you bring with you. Anyway, quarantine for me came down to two things: entertainment and food.

Entertainment — The hotel has good Wi Fi, so, that's a plus. My only suggestion here is that you get a VPN (virtual private network). The reason has to do with streaming services varying the content they provide based on your location. Some don't even work in some countries. Netflix changes what it provides in South Korea and, as of October 2021, Disney+ isn't available in South Korea, so it didn't work. I got NordVPN (not an endorsement, just the easiest one for me to get), picked a server in the U.S. to connect to and everything went back to normal.

Also, bring a **tested** plug adapter with you. South Korea electricity is 220V/60Hz. Most laptops can handle that (check yours), but the plug is different. I bought a plug adapter before I left. Got here, plugged it in and it didn't work. Luckily, the hotel had one I could borrow. Also, make sure you have some way to recharge your phone. You have to use it twice a day to report the status of "your health". That means you take your own temperature and input it into the app and hit send. By the way, PCS tells you to buy a thermometer. I at first objected, but then I got one anyway. I was glad I did. They do provide a thermometer, but it is some weird under-

the-arm kind. I got one of the touchless forehead ones and that worked much better.

Food — If you like South Korean food and/or you don't mind vegetarian fare, you can stop reading here, you will be fine. If like me, you don't like either, you're going to have a problem. Now, let's start with what the Koreans provide. You get three squares: breakfast, lunch and dinner. Each meal is a largish tray of food. I am not going to go into details about it. One, it does vary every day and two, you are just going to have to look at it and decide if any of it is edible for yourself. However, each meal comes with drinks. All come with a bottle of water. Breakfast also comes with 1-2 dehydrated coffee packets, a tea bag and soy milk. The coffee is fine, the tea was not great. My suggestion? Bring tea from home and request extra coffee (they gladly gave me extra coffee). Additionally, I brought a couple of those Mio water-flavoring squeeze bottles. You do get tired of plain water.

Food Suggestions

Now about the food. Stateside, I figured the hotel would have two things, a hot water pot and a refrigerator. I hoped it might have a microwave. I was correct on the first two, but struck out on the microwave (the popcorn will have to wait for ship). I brought lightweight, flat things that only need hot water: oatmeal. I know there are other things like Cup-o-Noodles and complete dehydrated camping meals, but I have two bags and they are packed to the fifty pounds each. The second thing I brought with me was meal replacement bars. They're smallish, come in a lot of different flavors, have good calorie content and they are filling. I was able to fit 20 in a carry-on bag. Met-Rx makes a Big100 series that is a good choice. The crispy apple pie flavor is nice. Finally, I brought a knife, fork, spoon and small plastic bowl from home. If you bring oatmeal, you have to have a bowl to make it in. The silverware is just a convenience. I don't like plastic utensils and they never give you a knife, so it is handy to have one. Now, if you are one of those people that normally only brings one bag, you're golden. Bring a second bag with food.

Ok, that's it. I went on much longer than I thought I would. Remember, this is just my take on quarantining. Do whatever you like with the information.

Mine Workers enter seventh month on Alabama picket line

More than 1,000 members of the United Mine Workers of America (UMWA) have entered their seventh month on picket lines in Tuscaloosa County, Alabama on strike against Warrior Met Coal. The Mine Workers walked out April 1 after negotiations for improved wages and benefits broke down.

In 2016, the UMWA agreed to a contract that reduced wages and benefits with Warrior Met in order to keep the mines that had been operated by bankrupt Walter Energy open with the understanding that improvements would be made as the company became profitable. According to the union, Warrior Met has shown a profit the last two years.

Meanwhile, in September, the UMWA

settled a nearly one-year strike with the Peabody Coal-operated Shoal Creek metallurgical coal mine in nearby McCalla, Alabama.

"I congratulate the membership of Local Union 1948," said UMWA International President Cecil Roberts. "This ratification will pave the way for the reopening of this mine and means several hundred of our members who have been out of work for almost a year will be heading back to work very soon."

Roberts added that the Shoal Creek contract "provides a road map to settling the strike at Warrior Met in the same region. I remain ready to negotiate with Warrior Met day-and-night to reach that agreement and get everyone in Alabama back to work."

EPA finalizes refrigerant rule

On September 23, the U.S. Environmental Protection Agency (EPA) finalized a rule that will slash the use of a potent climate-warming gas commonly used in refrigerators and air conditioners by 85 percent over the next 15 years, a move designed to help halve greenhouse gas emissions this decade. The rule aims to phase out the use of hydrofluorocarbons (HFC) by 85 percent and carries out legislation passed with bipartisan support in Congress last year. It would make the U.S. compliant with the Kigali amendment to the Montreal Protocol, a global treaty to reduce HFCs that the U.S. has not yet ratified.

The rule came six weeks before the pivotal UN climate summit in Glasgow. President Joe Biden is rolling out several climate measures through executive actions, while other key climate proposals are dependent on Congress passing

budget and infrastructure bills.

The EPA said the rule is one of the most consequential in terms of its climate impact. Along with additional interagency measures, it can reduce 4.5 billion metric tons of carbon dioxide-equivalent by 2050 — equal to nearly three years of U.S. power sector emissions at 2019 levels, according to a White House fact sheet.

The EPA rule creates an allowance allocation and trading system to reduce HFCs and is reviewing over a dozen petitions to restrict HFC use in other applications. The EPA and White House also announced that the administration will take an interagency approach to prevent the illegal trade, production, use, and sale of HFCs and prepare for enforcement actions to punish violations of the law.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

TRUST FUNDS

The trustees of the various MFOW plans met on September 15 via teleconference. The trustees of the various SIU Pacific District plans met on September 16 via teleconference. There were a couple of items discussed at these meetings worth noting.

MFOW Supplementary Pension Plan — The trustees agreed to a plan amendment that allows for the investment in mutual funds and exchange-traded funds (ETF) that invest in equities. The plan is to access non-fixed income security investments that may provide for higher rates of return, given the low expected returns from fixed income securities and the need to achieve a minimum funding interest rate of three percent.

The objective is to retain a significant portion of the portfolio in liability-matching fixed income securities intended to meet near-term liabilities, initially for the first 60 months, with the remaining assets to be invested in a mutual fund or ETF comprised of dividend-paying stocks that may benefit from capital appreciation while providing income. If, during the fiscal year periods until 2031, the market value of the portfolio exceeds the *Projection of the Market Value of Assets over 20 Years* in any then current year, it is expected that monies will be reduced from the mutual fund or ETF and used to match liabilities beyond the initial 60-month period.

MFOW Welfare Fund — The trustees elected to terminate the Life/Accidental Death and Dismemberment coverages underwritten by Metropolitan Life and place the coverage with Anthem Life effective November 1, 2021. The trustees also discussed replacement possibilities for the Employee Assistance Program as the current provider of this service is going out of business.

PAY INCREASE

APL Marine Services — In accordance with Section 36 of the SIU Pacific District-APLMS General Rules, there was a one and one-quarter (1.25) percent increase in all rates of pay and wage-related items for unlicensed engine department personnel working aboard Maritime Security Program (MSP) vessels effective October 1, 2021, and for standby personnel dispatched to such vessels. And in accordance with Section 38 of the General Rules, there was an increase of fifty cents (\$0.50) per manday effective October 1, 2021, in the offshore contributions to the MFOW Training Plan.

Also, effective October 1, 2021, there was a percentage increase to the MFOW Welfare Fund manday contribution based on the medical care services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers) during the most recent previous 12-month period calculated by the Bureau of Labor Statistics of the U.S. Department of Labor. The increase amounted to 0.7 percent.

In accordance with Section 4.3 (a) of the MFOW-APLMS Maintenance Agreement, the October 1, 2021, wage increase for those working as Shore Mechanics at Fenix Marine Services in San Pedro was one and one-quarter (1.25) percent.

LMSR CONTRACT

On September 30, the Defense Department awarded, to Patriot Contract Services, a \$37,649,881 modification for the fixed-price portion of the previously awarded contract to fund the operation and maintenance of eight government-owned, contractor operated *Watson*-class large, medium-speed roll-on/roll-off ships. The ships included are the *Charlton, Dahl, Pomeroy, Red Cloud, Sisler, Soderman, Watkins* and *Watson*.

The modification is a bridge award that includes a six-month period of performance. The ships will continue to support Military Sealift Command's worldwide prepositioning requirements. Work began at sea worldwide beginning October 1, 2021, and is expected to be completed by March 31, 2022. The Navy's Military Sealift Command, of Norfolk, Virginia, is the contracting activity.

VACCINATIONS

As previously reported, effective October 1, 2021, mandatory COVID vaccinations were required for MFOW personnel dispatched to Matson offshore, standby and shoreside billets. On September 30, the Union attempted to dispatch its first non-vaccinated member - with a request for religious exemption — to a standby job. As expected, the dispatch was rejected by the company and referred to labor relations. As this is new territory for the Union and the company, the vetting process of the exemption will proceed carefully.

With the Biden Administration's vaccine mandate deadline quickly approaching, and many states and private employers continuing to require vaccination, many unvaccinated American workers could soon lose their jobs if they do not comply with inoculation requirements. That has already been the case for many non-vaccinated health care and airline workers across the country.

Vaccine mandate policies have prompted a flurry of lawsuits across the nation brought on by those who are seeking the various exemptions. Besides exemptions for religious or health purposes, the natural immunity argument has emerged as a potential legal challenge to mandated vaccination policies. On September 30, a judge upheld the University of California's vaccine requirement against a challenge by a professor who alleged he was immune to COVID-19 due to a prior coronavirus infection. The U.S. District Court judge overseeing the case said the university system acted rationally to protect public health by mandating the vaccine and not giving exemptions to individuals with some level of natural immunity. The ruling appears to be the first on the issue, and it may influence future rulings on this matter.

It appears that some shore-based employers are willing to allow for religious or

medical exemptions from the vaccine, if other safety protocols in the workplace are sufficient. The position of many, if not all, of the offshore employers is that exemptions will cause undue hardship on their respective operations. Some of the points raised by the offshore employers include:

- Living and working on commercial ships for extended periods pose extraordinary risks for mariners. Mariners live and work in congregate settings, 24 hours per day, sharing quarters and work areas. On most vessels there is a single ventilation system.
- Ships often are days away from any medical care more sophisticated than first aid. There is generally a room on board designated as the ship's hospital, but the room will only contain basic medical supplies. There are most likely no ventilators on board, or anyone qualified to in-tube a patient if there were ventilators on board. There is no possibility of medical airlift when a ship is mid-ocean.
- Even if the ship makes it to a port quickly, there is no guarantee that the ship would be granted entry or that an infected employee would be allowed to leave the ship for treatment.
- Maritime employers have incurred substantial costs to safeguard mariners and create healthy citadels on board vessels. Some of the costs include mariner salaries and accommodations to quarantine mariners before they arrive on board, PCR COVID tests, personal protective gear and vessel decontamination costs. There is also the loss of revenue when a ship is idle due to quarantine.

The notion that an arbitrator or judge would allow for job referral of a non-vaccinated vessel crewmember requesting exemption — against a maritime employers' wishes — appears to be an uphill, and most likely, losing battle. Will keep the membership informed.



September 29, 2021

MESSAGE FROM MARITIME LABOR

COVID-19 is here to stay. Our members aboard vessels remain in grave danger with the Delta variant on the loose. Many of our organizations have lost members to ravages of the disease; including some who have lost their lives while aboard ship. Several ships have had serious outbreaks over the last 18+ months, even as recently as this month.

Our advocacy for a consistent, reliable, and rapid testing regimen for mariners proved to be worthwhile and effective. Now, with the supply chain and military security of the country at risk, we ask that all of our members educate themselves on the vaccines and choose to get vaccinated. This is primarily for the safety of our shipmates and family members, but also to mitigate the effects of COVID-19 on the industry. It is a matter of future industry stability and mariner job security.

As we stated in our July 2020 letter, each shipowner/operator has established their own diverging policies and protocol, and they vary greatly from employer to employer, even from ship to ship, depending on shipboard culture. In the absence of a uniform and government-enforced protocol during vessel in-port time, critical evolutions such as cargo operations, vendor/contractor access and shipyard repairs remain essentially unregulated and haphazard. This is an unacceptable situation that is beyond the control of ship's personnel and is a reason to be fully vaccinated at the earliest opportunity.

We must continue taking every precaution against the Coronavirus as recommended by company protocols and by applicable CDC guidelines, including vaccination. Masks, social distancing, hand and respiratory hygiene, cleaning and sanitizing have now become routine, but the best additional precaution for shipmates and families includes becoming vaccinated.

Labor is working together and using every advantage to both protect your health and safeguard your rights. With infection rates spiking due to the Delta variant, we must maintain vigilance and discipline. Employers may intervene with reasonable or ineffective workplace policy; either way we will let them know that our contract rights remain in place. We understand the stress and anxiety of working in persistent and intensified danger and so we support fair and common-sense safety practices ashore and at sea. Your dedication, professionalism and perseverance are recognized, and your efforts are best honored by ensuring your own safety and the safety of others aboard ship by getting vaccinated. Please continue to notify your Union if you have concerns regarding potential or actual COVID-19 exposure or the safety of your vessel.

Wishing all health, safety, and fraternity,

Adam Vokac
President
Marine Engineers' Beneficial Association
avokac@mebaunion.org

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

President
American Maritime Officers
pdoell@amo-union.org

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

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

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

VICE PRESIDENT'S REPORT

Well... we've made it another month, which meant another month of new issues met with unusual and creative problem solving. We're nowhere near perfect, but doing well all things considered. I've been informally told that we're doing a great job with crewing the vessels, and it's evidenced by our (occasionally) empty job board. The bulk of the credit and responsibility goes to the membership, so thank you to all who have been playing an integral role in keeping us ahead of the curve.

PCS was the employer receiving the bulk of my attention in September. The *Soderman* shifting into drydock, the upcoming Diego Garcia reliefs, and the endless headaches with members clearing AK demanded lots of phone calls, emails, and critical thinking. It often felt like playing a chess match while splitting time as a private investigator and travel agent. If the previous month is supposed to be the new normal, I'm going to need a raise.

I was pleased to find out that the *Cape Orlando* would be back in Alameda after its long mission with limited liberties. I was not very pleased to hear about the shenanigans taking place on-board the vessel. There was unanimous displeasure expressed by all departing MFOW crew members, two of which

were applicants. I did my best to assure our new members that their experience is not par for the course, nor does it represent a standard for our contracted vessels/companies. I intend to have a discussion with the department heads in the near future about what transpired.

Vaccinations are now a fit-for-duty requirement to work for Matson. As of today, they are not required for PCS or APL; but it would be foolish to count on it staying that way. I encourage the membership to consider getting a vaccination if you haven't already. I'm not a fan of the narratives surrounding the vaccinations, but I am a fan of our membership being financially stable with good-paying jobs and having great job security.

A new tanker for PCS is slated to crew up later in October; need two Oilers and a Pumpman for that. Life is normal here in SF if you have a mask and a vaccine card, so I'm going to try to enjoy that a bit. Please keep in mind that your union officials (try to) have lives as well, so keep the nonsense and neediness to a minimum, especially after normal business hours. That's all the noteworthy ramblings I have for the month. Later, taters.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for September 2021:

MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Mokihana* — delegate REJ Edward Tokarz, #3770; while at the port of Oakland, the vessel stayed a few extra days to conduct maintenance and repairs, no beefs. *MV Manoa* — delegate ERJ Moses Bell, #3771, no beefs. *MV R.J. Pfeiffer* — delegate REJ David Ebanks, #3824, no beefs.

On the Pacific Southwest triangle run: *MV Mahimahi* — delegate REJ Baldev Singh, #3782, shipped a DJU for time up, no beefs. *MV Lurline* — delegate REJ Dale Cunningham, #3597, no beefs. *MV Matsonia* — no beefs.

Cape Hudson — new one-year Electrician Ahmed Munassar, #3934, no beefs.

The new July 1, 2021–June 30, 2026 collective bargaining agreements with Matson have been printed and are now available at your perspective hall.

APL MARINE SERVICES

On the EX1 run: *MV President Cleveland* — delegate ERJ Aaron Jones, #3944, no beefs. *MV President Truman* — delegate ERJ Stephen Villa, #3811, no beefs. *MV President F.D. Roosevelt* — delegate REJ Randy Fogle, JM-5133, no beefs.

PATRIOT CONTRACT SERVICES

USNS Watkins — one Electrician awaiting flyout. *USNS Sisler* — one Oiler awaiting flyout. *USNS Pomeroy* — one Electrician awaiting flyout. *USNS Red Cloud* — one Oiler awaiting flyout. *USNS Dahl* — one Oiler awaiting flyout.

Fraternally, **Bobby Baca**

Coast Guard buoy tenders join Pacific IUU fishing patrols

The U.S. Coast Guard is deploying more assets into the Western Pacific, giving America a new “white-hull” presence in contested waters. The effort also includes the “black hull” Coast Guard sturdy buoy tenders. The vessels are ranging far from home on new fishery-patrol and sovereignty missions.

On October 8, the crew of the Coast Guard buoy tender *Juniper* returned to Honolulu after a 45-day patrol out to Samoa, where they supported a patrol-and-partnership mission dubbed *Operation 'Aiga*. During the 10,000 nautical mile patrol, the cutter's crew conducted operations to counter Illegal, Unreported and Unregulated (IUU) fishing “while promoting the collective maritime sovereignty and resource security of partner nations in the Indo-Pacific.” (*Aiga* is the Samoan word for family.)

The *Juniper* crew worked under the Western and Central Pacific Fisheries Commission (WCPFC), an intergovernmental agency that works to protect the region's fish stocks on the high seas. 18 of the WCPFC's members have enforcing authority (including the United States).

During the patrol, the *Juniper* embarked a Mandarin linguist from the

U.S. Marine Corps. With this assistance, the crew interacted with 11 foreign fishing vessels and boarded four of them, gathering information on IUU fishing activity in the region.

The crew also conducted joint operations with a French Navy Falcon-200 aircraft to identify and intercept vessels on the high seas - an important symbolic step, given the recent diplomatic tensions between the United States and France over Indo-Pacific policy. The crew also conducted a fueling evolution with the *Coast Guard Cutter Oliver Berry*, another participant in *Operation 'Aiga*.

The *Juniper* crew also carried out their everyday mission, servicing aids to navigation in Pago Pago Harbor and neighboring islands. In addition to normal buoy maintenance, the *Juniper* carried out the first Waterways Analysis and Management System Report for Pago Pago since 2003. This report uses the input of the harbor's regular users to review existing aids and evaluate where new aids would be useful.

The *Juniper* crew also put together a donation box for children in Pago Pago, including sporting equipment, books and toys for the Boys and Girls Club of American Samoa.



October 8, 2021

Alameda County Board of Supervisors
1221 Oak Street, Suite 536
Oakland, CA 94612

RE: Protect Union Jobs – Say No to the A's Howard Terminal Project

To the Alameda County Board of Supervisors:

Our unions play a critical role in the vital operations at the Port of Oakland and are writing to express our united opposition to the Oakland A's Howard Terminal proposal.

As you know, the Port of Oakland supports more than **84,000** permanent jobs and contributes more than \$698 million to state and local taxes. The port is a primary driver of our regional economy and – as the COVID-19 pandemic has demonstrated more clearly than ever – a **crucial player** in the global supply chain. Ensuring our region and the country are able to recover from the **significant economic costs of the pandemic** necessitates planning for the Port of Oakland's long-term success and functionality.

At the heart of the local maritime industry are numerous unions who provide stable, good-paying jobs. These careers have helped create security and wealth-building opportunities for families in the Bay Area for generations, particularly Black and Latino families. For example, ILWU Local 10 is roughly 76% Black, and represents some of the few remaining blue-collar jobs providing a living wage to communities of color in the Bay Area. These jobs have allowed our members to build roots in the East Bay, in Alameda County, and throughout the entire region.

While businesses across the nation have been forced to lay off workers or shutter their stores, eliminating blue-collar jobs across most of the Bay Area, our organizations have been **hiring**, creating long-term job opportunity, stability, and wealth during a time of economic strife. The success of the Port of Oakland creates a unique opportunity for stable, unionized industrial, waterfront, and maritime jobs that cannot be found elsewhere. The unique confluence of trucking, ship, and rail cargo operations at the Port of Oakland is a logistical benefit that simply cannot be relocated if a baseball stadium, offices, and condos drive crowds and residents into the port, inevitably disrupting port functions.

Those of us whose work depends on the Port of Oakland have made clear that this is not just about a ballpark, but also the proposed commercial and residential developments that will accompany it, all of which are incompatible with the maritime industry at the working waterfront. The **Seaport Compatibility Measures** process recently completed by port stakeholders makes it clear that there is no achievable scenario where the A's project does not interfere with port operations, putting thousands of union jobs in danger. Turning valuable port land into an entertainment district will not only make it harder for our members to do their jobs, but it will also put their careers at risk by making the Port of Oakland less efficient and less competitive. That is why many major port employers, organizations, and unions – all part of the maritime community that has made the port an economic engine for Alameda County – have united in opposition to the A's Howard Terminal plan.

Unlike construction and service work jobs that can exist regardless of where a new baseball stadium might be built, the long-term jobs supported by the maritime industry are unique to the port's location at the waterfront and cannot be relocated. Once port land is lost to commercial development, it is gone forever, along with the jobs it supports and the opportunity for future growth.

We are asking you to do the right thing for the tens of thousands of workers in the maritime industry at the Oakland seaport, including members of our unions, and refuse to contribute county tax dollars to the A's Howard Terminal project.

Thank you for your consideration.

Sincerely,

Inlandboatmen's Union of the Pacific
International Longshore and Warehouse Union Local 10
The Marine Engineers' Beneficial Association
International Organization of Masters, Mates & Pilots
Marine Firemen's Union
Sailors' Union of the Pacific

Like us on
facebook



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

[Marine-Firemens-Union-121622254577986/](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).

November 8-12

December 13-17

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.**

November 4-5

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.

November 29-December 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.

October 25-November 19

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 29-December 3

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.

2022 – pending

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.

2022 – pending

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.

2022 – pending

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): October 29; November 5; November 19; December 3; December 17

Cal Maritime Academy, Vallejo, CA: November 8-9

Compass Courses, Edmonds, WA: November 16-17; December 14-15

MITAGS-PMI, Seattle, WA: October 25-26; November 17-18; December 6-7

Maritime License Center, Honolulu, HI: November 11-12

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 22-24

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: November 16-18; December 14-16

MITAGS-PMI, Seattle, WA: December 13-15

Maritime License Center, Honolulu, HI: November 10-12

Exemption from cabotage sought for Alaska bound cruises

Legislation introduced by Senator Lisa Murkowski (R-Alaska) would provide a permanent exemption for cruises transporting passengers to Alaska from the Lower 48 states from having to stop in Canada before proceeding to destinations in Alaska. The *Cruising for Alaska's Workforce Act* is an effort to provide waivers to foreign-flag cruise ships that would end once there is a U.S.-built ship that carries more than 1,000 passengers.

Murkowski previously introduced the Alaska Tourism Restoration Act, which was signed into law on May 24, to provide a temporary exemption from the Passenger Vessel Services Act (PVSA), under which vessels transporting passengers between the Lower 48 states and Alaska that were not U.S.-built were required to call in Canada before coming to Alaska.

PVSA legislation, which dates back to 1886, requires foreign-regis-

tered ships carrying passengers from one U.S. port to first call a foreign port before calling the next U.S. port. Prior to 2020, major cruise lines complied with cabotage restrictions by visiting Canadian ports, including Vancouver or Victoria, during northern and southern bound trips to Alaska.

In 2019 Alaska's tourism economy, particularly in Southeast Alaska, was buoyed by over 1.3 million cruise ship visitors. Then, in 2020, due to the global COVID-19 pandemic and Canada's decision to close its borders, including ports, Alaska suffered a serious blow to business revenues.

Murkowski noted that the tourism industry in Alaska typically generates over \$214 million in state and municipal revenue, more than \$1.4 billion in payroll, and \$2.2 billion in visitor spending, all of which declined significantly during the pandemic, which continues with rising case counts in Alaska.

Active MFOW members

Retain your Welfare Fund eligibility.

MAIL or TURN IN all your Unfit for Duty slips to:
MFOW Welfare Fund, 240 2nd Street, San Francisco, CA 94105

Make it a Union Halloween

Here's a handy list of union-made Halloween sweets for your festivities
(compiled by IBEW Local 1)



Annabelle Candy Company

- Abba-Zaba Peanut
- Big Hunk
- Rocky Road S'mores
- U-No

American Licorice

- Black and Red Vines
- Strawberry Ropes

Bachman

- Cheese Curls
- Corn Chips
- Jax Cheese Curls
- Keystone Snacks Party Mix
- Pretzels

Ghirardelli Chocolates

- All Filled and Non-Filled squares
- All Filled and Non-Filled bars
- Chocolate Chips
- Nonpareils

Hershey Products

- Cadbury Dairy Milk Bar
- Cadbury Fruit & Nut Bar
- Cadbury Roast Almond Bar
- Cadbury Royal Dark Bar
- Caramello Bar
- Hershey's Kissables
- Hershey's Kisses
- Hershey's Milk Chocolate Bar

- Hershey's Milk Chocolate with Almonds Bar
- Hershey's Nuggets
- Hershey's Special Dark Bars
- Hershey's Symphony Bar with Toffee
- Hershey's Syrups
- Jolly Ranchers
- Kit Kat Bars
- Rolo

Jelly Belly Candy Company

- Candy Corn
- Disney Mickey and Minnie Jelly Beans
- Fall Festival Mix
- Gummi Rats
- Gummi Tarantulas
- Halloween Jelly Belly
- Harry Potter Bertie Bott's Every Flavour Beans
- Harry Potter Jelly Slugs
- Hello Kitty Halloween Deluxe Mix
- Jelly Belly BeanBoozled
- Jelly Belly Disney Villains Bags
- Mellocreme Pumpkins
- Sour Gummi Pumpkins

Nestlé

- Baby Ruth
- Butterfinger
- Butterfinger Crisp
- Laffy Taffy
- Nestle Crunch
- Peanut Butter Cups
- Pearsons Nips

Pearson's Candy

- Bun Bars
- Mint Patties
- Nut Goodie
- Salted Nut Roll

Sconza Candies

- Boston Baked Beans
- Chocolate
- Chocolate Covered Cherries
- Chocolate/Yogurt Fruit and Raisins
- Jaw Breakers
- Jordon Almonds
- Lemoncello Almonds

See's Candies

- Brittles and Toffees
- Candy Bars
- Chocolate Assortment
- Lollipops
- Nuts & Chews
- Truffles

Tootsie Roll Industries

- Andes Mints
- Blow Pops
- Charleston Chew
- Junior Mints
- Sugar Daddy
- Tootsie Rolls
- Wack-O-Wax

MFOW Welfare Fund — Privacy Notice Reminder

This notice is to remind you that, as required by the Health Insurance Portability and Accountability Act of 1996 (HIPAA), the MFOW Welfare Fund (the "Plan") will only use or disclose your individual health information, known as protected health information, in accordance with the Plan's Notice of Privacy Practices. You can obtain a copy of the Plan's Notice of Privacy Practices by contacting the MFOW Welfare Fund at (415) 986-1028.

NEWBORNS AND MOTHERS HEALTH PROTECTION ACT

Special Rights Upon Childbirth

Group health plans generally may not, under federal law, restrict benefits for any hospital length of stay in connection with childbirth for the mother or newborn child to less than 48 hours following a vaginal delivery, or less than 96 hours following a cesarean section. However, federal law generally does not prohibit the mother's or her newborn's attending provider, after consulting with the mother, from discharging the mother or newborn earlier than 48 hours (or 96 hours if applicable). In any case, plans may not, under federal law, require that the provider obtain authorization from the Plan for prescribing a length of stay not in excess of 48 hours (or 96 hours).

Note: Under the terms of the Comprehensive Medical Expense Plan, no benefit will be payable with respect to any hospital admission of a Dependent child on account of pregnancy, childbirth, miscarriage, or abortion except for involuntary complications of pregnancy.

WOMEN'S HEALTH AND CANCER RIGHTS ACT

Special Rights Concerning Mastectomy Coverage

Under the Women's Health and Cancer Rights Act of 1998 (WHCRA), group health plans that provide coverage for mastectomies (as yours does) are also required to provide coverage for reconstructive surgery and prostheses following mastectomies. Specifically, the WHCRA mandates that a participant or eligible beneficiary who is receiving benefits for a covered mastectomy and who elects breast reconstruction in connection with a mastectomy, will also receive coverage for the following:

- All stages of reconstruction of the breast on which the mastectomy has been performed;
- Surgery and reconstruction of other breast to produce a symmetrical appearance; and
- Prostheses and treatment of physical complications of all stages of mastectomy, including lymphedemas.

This coverage will be provided in consultation with the patient and the patient's attending physician and is subject to the same annual deductible, coinsurance and/or co-payment provisions otherwise applicable under the Plan. If you have questions concerning your coverage, please call the Welfare Fund Office.

Summary Annual Report For MFU Training Plan

This is a summary of the annual report of MFU Training Plan, EIN 94-3058922, Plan 575 for the year ended December 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).

The Board of Trustees of the MFU Training Plan has committed itself to pay apprenticeship and training claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$418,933 as of December 31, 2020, compared to \$384,701 as of January 1, 2020. During the plan year the plan experienced an increase in its net assets of \$34,232. During the plan year, the plan had total income of \$488,249, including employer contributions of \$488,207 and earnings from investments of \$42.

Plan expenses were \$454,017. These expenses included \$35,105 in administrative expenses and \$418,912 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 MFU Training Plan at 240 Second Street, San Francisco, CA 94105, telephone (415) 362-4592. The charge to cover copying costs will be \$1.75 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.

You also have the legally protected right to examine the annual report at the main office of the plan at 240 Second Street, San Francisco, CA 94105, 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.

WILMINGTON NOTES

Wilmington shipped 102 jobs in the month of September: two ERJs, five REJs, one DJU, three Oilers, four Wipers, 17 Shore Mechanics, 20 Standby Reefers and 50 Standby Wipers. The registration list numbers 26 A-, 17 B- and 13 C-seniority members.

Not much to say this month ex-

cept that it has been extremely hectic. Make sure your documents are in order and ship out! There is plenty of work for those who wish to make a living and have all their ducks in a row.

Aloha,
Sonny Gage
Port Agent



The MFOW crew aboard the *USNS Watson* enroute from Diego Garcia to Wilmington, North Carolina is Oiler Katie Chelekis, JM-5155; Electrician Woyciech Gronowski, #3890; Electrician Rafael Trigo, JM-5298; Oiler Arvin Torre, JM-5194; Oiler Brandon Handley, non-seniority; and Wiper Jeremy Howard, non-seniority.



HOWZ SHIPPING?

September 2021
San Francisco

Electrician.....	4
Junior Engineer (Day)	1
Oiler	5
Wiper	1
Standby Electrician/Reefer	11
Standby Wiper	11
TOTAL	33

Wilmington

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	5
Junior Engineer (Day)	1
Oiler	3
Wiper	4
Shore Mechanic.....	17
Standby Electrician/Reefer	20
Standby Wiper	50
TOTAL	102

Seattle

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Oiler	1
Standby Electrician/Reefer	10
Standby Wiper	6
TOTAL	21

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Junior Engineer (Day)	2
Wiper	2
Shore Mechanic.....	1
Standby Electrician/Reefer	32
Standby Jr. Engineer	2
Standby Wiper	18
TOTAL	59

HONOLULU NOTES

September was a little slower month for the Honolulu Hall with 59 total jobs. Seven steady jobs were shipped, and three open board jobs were filled: *Mahi* Electrician, *Watson* Electrician and *Dahl* Wiper.

We dispatched *Saipan* and *DKI Jr.* Engineer jobs, along with a *Maunawili* APW and the 12-week shoreside mechanic job. For the standby jobs, we had a little slow-down with 18 Standby Wipers called; but the Standby Elect/Reefers stayed on average with 32 Standby Elect/Reefers called.

The Honolulu registration list is still shrinking with 14 "A"-, 4 "B"- and 6 "C"-seniority members.

With Honolulu covid numbers averaging just below 500 a day in September, there was no Labor Day celebration this year. But the State of Hawaii man-

dates, along with company mandates for vaccinated workers, seem to be working. By the end of the month, the numbers dropped down to under a 200-per-day case count, compared to the beginning of September when we hit 1,000 new cases in a day. While the numbers are looking a lot better, the governor will not remove the mandates until the hospital patient counts drop down to an acceptable level. That could happen in days.

I took a week off in September. My relief, Don Ngo, did a very good job of covering the office for me. He even partnered with Ronny Ting and had some MFOW stickers made. Ronny designed one of the stickers (black colored base sticker), and Don searched out printers to get the job done. Well done, guys!

Mario Higa
Port Agent

SEATTLE NOTES

During the month of September, Seattle shipped one ERJ, two REJs, one Electrician, one Oiler, 10 Standby Reefers and six Standby Wipers. Seattle currently has nine A-, eight B- and two C-seniority members registered for shipping.

Seattle is still coming up short for Standby Reefers and some have to work a double shift at times. On the other

hand, on behalf of the SUP, I thank the MFOW members that found the time to cover our standby work for us. You understand the importance of filling the billets.

If throwing in on Matson jobs, please remember to bring your vaccination cards to job call.

Faternally,
Brendan Bohannon, Representative

Regular membership meeting dates 2021

November 3	S.F. Headquarters
9	Honolulu
10	Wilmington
December 1	S.F. Headquarters
7	Honolulu
8	Wilmington

Benefits paid during September

Death Benefits
None

Burial Benefits
None

Excess Medical \$8,807.82
Glasses and Examinations \$537.98

POLITICAL ACTION FUND

Voluntary donations for September 2021:
Edgardo Guzman, #3905\$50.00
Stephen Villa, #3811\$150.00
Danilo Datuin, #3907 \$200.00
Sony Arandia, JM-5250.....\$25.00
Daniel Guzman, #3881 \$40.00

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND
Attention: Esther Hernandez
240 2nd Street
San Francisco, CA 94105
(415) 986-1028/
(415) 986-5720

Email:
EHernandez@mfoww.org

HONOR ROLL

Voluntary donation to General Treasury — September 2021:

Eric White, #3925\$100.00

Dues Paying Pensioners — End of 3rd 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
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
David Madrid, #3591 (P-2816)	Pensioned 12/1/20	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
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/09	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
Walter Washington, #3548 (P-2813)	Pensioned 5/1/20	San Francisco

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Paul Bentson	3648	SIU PD Basic L/T	21.62	9/1/2021

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 2nd Street, San Francisco, CA 94105