



## West Coast seaports issue joint warning on tariff impacts

Last month, the six largest U.S. West Coast ports — Port of Long Beach, Port of Los Angeles, Port of Oakland, Port of Portland, Port of Seattle and Port of Tacoma — sent an open letter to President Donald Trump to warn of the long-term impact of the trade war between China and the United States. These six seaports handle about 38 percent of America's exports to China, and they noted declines in American cargo volumes bound for the Chinese market.

The ports in the group and their partners employ hundreds of thousands of workers, and they handle cargo to and from every American state. Together, they warned of "irredeemable economic harm to employers, workers,

residents and international partnerships along the entire coast and throughout the country" from bilateral tariff hikes.

The impact on exporters is already being felt, the ports said. Wheat exports to China from the Columbia River basin have effectively stopped. Soybean and grain exports to China from California have all but ceased. Many food and agricultural commodities exported to China from the ports of Seattle and Tacoma have fallen by half.

It is not the first time that the ports included in this group have warned of the negative effects of tariffs. The American Association of Port Authorities has also expressed concern with each increasing round of threats from Washington.

## CMA CGM top U.S. container carrier in first half 2019

France-based ocean carrier CMA CGM and subsidiary line APL handled the largest combined share of U.S. containerized imports in the first half of 2019, with Geneva-based Mediterranean Shipping Co. closely following, according to PIERIS. The top five carriers and common-owned companies maintained approximately the same share of U.S. imports they had in the same 2018 period, at 62 percent, even as year-over-year volume growth slowed to 3.4 percent, from 7.8 percent last year.

MSC was the fastest growing of the five largest carriers of U.S. imports in the first half, increasing its volume 9.1 percent from the same 2018 period. Chinese state-run carrier Cosco Shipping and subsidiary OOCL were the only lines to report a decline in volume during the period, as its total U.S. imports slid 4.9 percent year over year.

Maersk Line led all carriers in terms of U.S. exports, moving 14 percent of all outbound containers in the first half despite a four percent decline in volume from the first half of 2018, followed by MSC (13.4 percent), and CMA CGM and APL (12.3 percent). The top five carriers and common-owned companies increased their share of U.S. exports in the first six months by 1.6 percentage points, to 60.3 percent.

Among the top five carriers of U.S. container exports, Ocean Network Express (ONE) — the merged container

operations of Japan's NYK Line, Mitsui O.S.K. Lines, and "K" Line — saw the biggest gains, with first-half volume growth rebounding to 27.2 percent after a 9.8 percent loss the previous year. CMA CGM and APL saw the largest decline, with combined U.S. export volume dropping 5.3 percent compared with a 3.4 percent increase in the first half of 2018.

Rising global competition and Chinese retaliatory tariffs on U.S. exports continued to drag on total outbound U.S. volume, pulling the overall year-over-year growth rate down to 1.6 percent. By comparison, U.S. export volumes increased 8.2 percent year over year in the first six months of 2016, before decelerating to a seven percent growth rate in 2017 and a 2.9 percent rate in 2018.

On the global stage, Maersk still leads the way in total capacity with an 18.9 percent share of the top-50 carrier fleet, according to maritime researcher Alphaliner, followed by MSC (16.3 percent), Cosco Shipping (13.3 percent), CMA CGM Group (12.3 percent), and Hapag-Lloyd (7.6 percent). Over the last few years, carrier consolidation via mergers and acquisitions has increased the total market share of the 10 largest fleet operators to 87.9 percent, with the top five operators now controlling 68.4 percent of deployed capacity.

## Coast Guard releases Merchant Mariner Medical Manual

The U.S. Coast Guard in September released the Merchant Mariner Medical Manual that it expects will result in less subjective and more efficient medical evaluations that are so crucial to mariners' jobs. The final version comes after several years' work clarifying and consolidating guidance from a variety of documents. Consequently, the Coast Guard said it does not expect the manual to result in higher rates of disqualification or increased processing time for applications.

The manual is "a positive step forward that allows operators and mariners to better understand the medical evaluation process," the American Waterways Operators (AWO) said. "That transparency will hopefully lead to increased efficiency in applying for, and obtaining, medical certificates."

In addition, AWO said, the Coast Guard "clearly states that the manual does not impose any new reporting requirements on employers and the manual has incorporated feedback obtained from industry advisory committees."

Both AWO and the Passenger Vessel Association had questions about new certificate cancellation procedures if a mariner is no longer fit, and AWO said the Coast Guard has worked to address its concerns. The trade groups also said they were still reviewing the manual's details.

Among the document's major changes: the Coast Guard will no longer require medical certificates for en-

try-level mariners on vessels not subject to STCW who do not serve as food handlers; and the addition of detailed rules for the National Maritime Center to deal with a number of regularly recurring situations.

In addition to the cancellation policy, those areas included issues such as fitness for credentials versus fitness for duty. Fitness for certification is a "snapshot of the mariner's medical and physical condition at a single point in time," the Coast Guard said. Fitness for duty is determined by an employer and "can change suddenly due to an acute illness, injury or incident." Operators can establish more rigorous medical or physical ability guidelines, but additional laws and regulations apply.

The manual also mentions the long-awaited Designated Medical Examiner (DME) program designed to speed medical reviews. Mariners would have a choice of using a DME, a Coast Guard-certified local doctor, or the current system — their personal doctor whose report is reviewed by the Coast Guard.

The Coast Guard acknowledged significant interest in the program and said it would publish additional information "as and when appropriate." The agency also said it would consider for a future version of the manual a suggestion that the medical exam include an evaluation of a mariner's dental health to make sure no untreated infections or other problems could be troublesome while at sea.

### San Francisco Labor Council Endorsements for November 5, 2019 Consolidated Municipal Election

- Mayor — London Breed
- City Attorney — Dennis Herrera
- District Attorney — Open
- Public Defender — Manohar Raju
- Sheriff — Paul Miyamoto
- Treasurer — Jose Cisneros
- Board of Education — Jenny Lam
- CCSF Board of Trustees — Ivy Lee
- Supervisor District 5 — Open

#### San Francisco Ballot Measures

- |   |             |
|---|-------------|
| Prop A: Affordable Housing Bond                   | VOTE YES    |
| Prop B: Department of Disability & Aging Services | VOTE YES    |
| Prop C: Vapor Products                            | NO POSITION |
| Prop D: Traffic Congestion Mitigation Tax         | VOTE YES    |
| Prop E: Affordable Housing & Educator Housing     | VOTE YES    |
| Prop F: Campaign Contributions & Campaign Ads     | VOTE YES    |



### Joel E. McCrum, Book No. 1126/P-2536

September 29, 1925 – October 2, 2019



Joel E. McCrum passed away on October 2, 2019, in Fowler, Colorado at the age of 94. He was born in Colorado in 1925 and first shipped out with the Marine Firemen's Union in 1944. He was elected to Union office as Treasurer in 1975 and remained in that office until 1991. Afterwards, he continued to perform clerical work for the Union until his retirement in 1993. Joel was well-known for his eye for detail and diligent work habits, and for his dedication and loyalty to the Union

# The Marine Fireman

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## APL MARINE SERVICES WAGE RATES Effective October 1, 2019

### Maritime Security Program Vessels

Rating	Base Wage		Supplemental	Supplemental	Supplemental
	Monthly	Daily	Benefit Base Monthly	Benefit Monthly	Benefit Daily
Electrician/Reefer/Junior	\$5,609.34	\$186.98	\$6,071.44	\$3,440.69	\$114.69
Reefer/Electrician/Junior	\$5,339.39	\$177.98	\$5,902.87	\$3,345.16	\$111.51
Day Junior/Utility	\$4,846.84	\$161.56	\$5,255.97	\$2,978.56	\$99.29
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$3,276.61	\$109.22	\$3,783.30	\$2,144.00	\$71.47

  

Rating	ST Rate	OT Rate	MPPP
	Hourly	Hourly	Daily
Electrician/Reefer/Junior	\$33.09	\$49.64	\$27.00
Reefer/Electrician/Junior	\$31.53	\$47.30	\$27.00
Day Junior/Utility	\$28.69	\$43.04	\$27.00
Wiper	\$19.60	\$29.40	\$27.00

  

Dirty Work Rate:	\$20.54	\$33.88
Cargo Rate:	\$23.82	\$39.11

Watchmen assigned as Day Men, Section 13c: Additional Daily: \$10.00

### Maintenance — Fenix Marine Services Terminal

Rating	First Shift	Second Shift	Third Shift	MPPP		Daily
	ST	OT	ST	OT	ST	
Foreman	\$47.73	\$71.60				\$30.00
Leaderman	\$43.20	\$64.80	\$47.45	\$71.18	\$48.45	\$72.68
Mechanic	\$40.22	\$60.33	\$44.24	\$66.36	\$45.24	\$67.86

### Standby and Special Project Shipyard Personnel

Rating	ST	ST	Dirty Work	Dirty Work	OT	MPPP
	0800-1700	1700-0800	0800-1700	1700-0800	0800-0800	Daily
Standby Wiper	\$33.81	\$37.71	\$43.53	\$48.37	\$58.92	\$30.00

Rating	ST	OT	MPPP
	Hourly	Hourly	Daily
Standby Junior Engineer	\$35.50	\$53.25	\$30.00
Standby Electrician/Reefer	\$37.20	\$55.80	\$30.00

## Port of Los Angeles unveils world's first zero-emissions top handlers

Clean cargo handling operations at the Port of Los Angeles are taking a giant leap forward with the demonstration of the world's first zero-emissions top handlers. Joined by Los Angeles Mayor Eric Garcetti in celebration of California Clean Air Day, the port recently showcased two pre-commercial battery-electric top handlers that will be tested at the Everport Container Terminal.

The world's first battery-electric top handlers were designed and built in the U.S. by Taylor Machine Works, Inc., a heavy-duty equipment manufacturer and the largest supplier of top handlers in service at the port. Also known as top picks, top handlers are off-road vehicles with an overhead boom for loading containers weighing up to 75,000 pounds onto trucks and trains, unloading them, and stacking them on terminals between pickups and deliveries.

Taylor's zero-emissions top handlers run on a one-megawatt battery designed to operate for up to 18 hours between charges. Each top handler has a data logger for tracking hours of operation, charging frequency, energy usage and other performance indicators. The

data collection process also involves obtaining feedback from all demonstration participants, including the drivers and mechanics who will operate and maintain the top handlers. Workers will be able to provide valuable input on the maneuverability, noise level and safety of the equipment.

The top handlers will be tested over a 12-month period, expected to begin by the end of the year. The port and its partners will also evaluate the functionality of the connections and systems for charging the top handlers.

The battery-electric top handlers are a key component of the port's \$7.7 million Everport Advanced Cargo Handling Demonstration Project. The California Energy Commission is supporting the large-scale zero-emissions technology project with a \$4.5 million sustainability grant.

The Everport demonstration is one of 16 projects in which the port is either the lead agency or a participant working with multiple partners to test near-zero emissions and zero-emissions engines, emissions control technology, and alternative fueling and charging stations.

In addition to the battery-electric top handlers, the projects include testing hybrid natural gas and fully battery-electric fuel cell heavy-duty trucks; battery-electric forklifts, yard tractors, and rubber-tired gantry cranes; and emissions control equipment on large ships and harbor craft.

Taylor has decades of experience working with the port's marine container terminal operators to meet their equipment needs. Since the 2006 launch of the Clean Air Action Plan, the Mississippi-based manufacturer has played a key role in the port's air quality progress by helping terminal operators transition their top handlers to the cleanest available in today's market. Currently, more than 60 percent of the 213 top handlers in port service meet Tier 4 off-road diesel engine standards.

Eliminating tailpipe emissions from cargo handling equipment is essential to achieving the port's larger goal of reducing greenhouse gases from all port-related sources. Port targets call for reducing greenhouse gases 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

### Marine Firemen's Union Directory

[www.mfoww.org](http://www.mfoww.org)

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## Marine Firemen's Union Nominations for 2020-2022 Term Of Office Final Listing — October 1, 2019

Nominated by:	Seconded by:
<b>PRESIDENT/SECRETARY-TREASURER</b>	
<b>Anthony Poplawski, #3596</b>	Bobby Baca, #3776 Maurice Baptiste, JM-5175 Randy Flores, JM-5198 David Hooper, #3712 Cedric Joseph, #3913 Anthony LeFebre, #3750 Stuart Melendy, #3671 Walter Washington, #3548
	Gregg Cavan, #3891 Ethan Jankowski, JM-5334 Cedric Joseph, #3913 Cedric Joseph, #3913 Randy Flores, JM-5198 Mario Higa, #3738 Richard Domanski, #3795 Trumel Hampton, JM-5282
<b>VICE PRESIDENT</b>	
<b>Ira Bing, #3920</b>	Harold Gage, #3734 Colby Sims, JM-5254
	Alan Hudson, #3925 Cuyler Yogi, JM-5319
<b>I. "Cajun" Callais, #3592</b>	Bobby Baca, #3776 Maurice Baptiste, JM-5175 Vicente Cacacho, #3828 Vicente Cacacho, #3828 David Hooper, #3712 Stuart Melendy, #3671 Walter Washington, #3548
	Gregg Cavan, #3891 Ethan Jankowski, JM-5334 Cicero Lacaba, JM-5248 Walter Washington, #3548 Cedric Joseph, #3913 Richard Domanski, #3795 Trumel Hampton, JM-5282
<b>Deyne Umphress, #3899</b>	Randy Flores, JM-5198 Cedric Joseph, #3913 Samuel Levecque, #3895 Mark Umphress, #3730
	Cedric Joseph, #3913 Randy Flores, JM-5198 Yasin Berber, JM-5267 Michael Campbell, #3850
<b>SAN FRANCISCO BUSINESS AGENT</b>	
<b>Robert Baca, #3776</b>	Vicente Cacacho, #3828 I. "Cajun" Callais, #3592 David Hooper, #3712 Cedric Joseph, #3913 Stuart Melendy, #3671 Walter Washington, #3548
	Cicero Lacaba, JM-5248 Anthony Poplawski, #3596 Cedric Joseph, #3913 Randy Flores, JM-5198 Richard Domanski, #3795 Trumel Hampton, JM-5282
<b>Ira Bing, #3920</b>	Harold Gage, #3734 Colby Sims, JM-5254
	Brian Gibson, JM-5176 Cuyler Yogi, JM-5319
<b>Ernesto Salazar, #3842</b>	Samuel Levecque, #3895
	Yasin Berber, JM-5267
<b>WILMINGTON PORT AGENT</b>	
<b>H. "Sonny" Gage, #3734</b>	Randy Flores, M-5198 David Hooper, #3712 Ernesto Jacalan, JM-5335 Cedric Joseph, #3913 Francisco Lazzara, #3725 Anthony LeFebre, #3750 Stuart Melendy, #3671 Rick Raflores, #3839 Arvin Torre, JM-5194
	David Hooper, #3712 Cedric Joseph, #3913 Rick Raflores, #3839 David Hooper, #3712 Robert Mintz, JM-5327 Mario Higa, #3738 Richard Domanski, #3795 Marvin Macadaan, #3924 Samuel Levecque, #3895
<b>Deyne Umphress, #3899</b>	I. "Cajun" Callais, #3592
	Bobby Baca, #3776
<b>HONOLULU PORT AGENT</b>	
<b>Mario Higa, #3738</b>	Bobby Baca, #3776 Randy Flores, M-5198 Kevin Haymer, JM-5272 David Hooper, #3712 Cedric Joseph, #3913 Daniel Kushiyama, JM-5341 Anthony LeFebre, #3750 Rodel Marquez, #3877 Dominic Matthews, #3836 Stuart Melendy, #3671 Adam Picon, JM-5233 Rick Raflores, #3839 Colby Sims, JM-5254 Glen Walton, #3575 Brandon White, #3903 Wayne Young, JM-5328 Anthony Zarriello, JM-5329
	I. "Cajun" Callais, #3592 David Hooper, #3712 Shane Adriano, JM-5345 Cedric Joseph, #3913 David Hooper, #3712 Anthony LeFebre, #3750 Mario Higa, #3738 Don Ngo, #3826 Wendell Sugui, #3863 Richard Domanski, #3795 Anthony Zarriello, JM-5329 Marvin Macadaan, #3924 Cuyler Yogi, JM-5319 Errol Maquiso, #3894 Lopaka Mene, JM-5207 Shane Adriano, JM-5345 Daniel Kushiyama, JM-5341
<b>BOARD OF TRUSTEES</b>	
<b>Robert Baca, #3776</b>	Vicente Cacacho, #3828
	Walter Washington, #3548
<b>I. "Cajun" Callais, #3592</b>	Bobby Baca, #3776 Rodel Marquez, #3877
	Walter Washington, #3548 Don Ngo, #3826
<b>Russell Felicilda, #3798</b>	Rodel Marquez, #3877 Stuart Melendy, #3671 Colby Sims, JM-5254
	Don Ngo, #3826 Richard Domanski, #3795 Cuyler Yogi, JM-5319
<b>H. "Sonny" Gage, #3734</b>	Cedric Joseph, #3913 Arvin Torre, JM-5194
	Randy Flores, JM-5198 Yasin Berber, JM-5267
<b>Scanlon Henneberry, #3717</b>	Stuart Melendy, #3671
	Richard Domanski, #3795

Nominated by:	Seconded by:
<b>Mario Higa, #3738</b>	Shane Adriano, JM-5345 Bruce Chow, #3812 Kevin Haymer, JM-5272 Colby Sims, JM-5254 Glen Walton, #3575
	Wayne Young, JM-5328 Eric Hermano, JM-5253 Shane Adriano, JM-5345 Cuyler Yogi, JM-5319 Errol Maquiso, #3894
<b>Stuart Melendy, #3671</b>	Anthony LeFebre, #3750 Rodel Marquez, #3877
	Mario Higa, #3738 Don Ngo, #3826
<b>Deyne Umphress, #3899</b>	I. "Cajun" Callais, #3592 Cedric Joseph, #3913
	Walter Washington, #3548 Randy Flores, JM-5198
<b>SIUNA CONVENTION DELEGATE</b>	
<b>I. "Cajun" Callais, #3592</b>	Bobby Baca, #3776 Cedric Joseph, #3913
	Ethan Jankowski, JM-5334 Randy Flores, JM-5198
<b>H. "Sonny" Gage, #3734</b>	Arvin Torre, JM-5194
	Samuel Levecque, #3895
<b>Mario Higa, #3738</b>	Kevin Haymer, JM-5272 Stuart Melendy, #3671 Wayne Young, JM-5328
	Shane Adriano, JM-5345 Richard Domanski, #3795 Shane Adriano, JM-5345

### MARINE FIREMEN'S UNION HEADQUARTERS 240 Second Street

San Francisco, California 94105

#### REPORT OF CREDENTIALS COMMITTEE

TO: The Membership of the Marine Firemen's Union

October 10, 2019

We, the duly elected undersigned Credentials Committee, hereby submit the following report.

The Committee convened in the Headquarters Conference Room at **12:30 PM** on **October 10, 2019** and received from UniElect Election Management Services all communications, parcels, etc. that were addressed to the Credentials Committee, Marine Firemen's Union, from PO Box 3026, Danville, CA 94526.

In strict accordance with the provisions of the Union Constitution, we have carefully checked the eligibility requirements of all members who mailed in an acceptance in seeking to become a candidate for office in the current election being conducted for the 2020-2022 term of office.

We find the following members meet all Constitutional requirements and are qualified to become a candidate on the Union's referendum ballot:

#### PRESIDENT/SECRETARY-TREASURER

Anthony G. Poplawski, #3596

#### VICE PRESIDENT

I. "Cajun" Callais, #3592  
Deyne Umphress, #3899

#### SAN FRANCISCO BUSINESS AGENT

Robert Baca, #3776  
Ira Bing, #3920

#### WILMINGTON PORT AGENT

Harold "Sonny" Gage, #3734

#### HONOLULU PORT AGENT

Mario Higa, #3738

#### BOARD OF TRUSTEES

Robert Baca, #3776  
I. "Cajun" Callais, #3592  
Harold "Sonny" Gage, #3734  
Mario Higa, #3738  
Deyne Umphress, #3899

#### SIUNA CONVENTION DELEGATE

I. "Cajun" Callais, #3592  
Harold "Sonny" Gage, #3734

There was one disqualification: Ernesto Salazar, #3842

- This member did not accept nomination for a specific office. (Article V, Section VIII)
- This member did not submit a Statement of Candidacy. (Article V, Section I.F.)
- This member did not submit proof of 90 days' Covered Employment. (Article V, Section I.A. and I.C.)

Your Committee would like to emphasize to future candidates for office to familiarize themselves on qualifications to become a candidate for office. The Union published in "The Marine Fireman" and in a Special Newsletter posted at Headquarters and branches the full details in simple language as to how any member can qualify to become a candidate for office.

Respectfully submitted,

/s/ Kevin Mueller, #3698

/s/ Philip Ardagno, JM-4665

/s/ Jermaine Sheppard, JM-5143

sds  
opeiu29/ afl-cio

## Active MFOW members

Retain your Welfare Fund eligibility.

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

**MFOW Welfare Fund, 240 Second Street, San Francisco, CA 94105**



By Anthony Poplawski

## MFW ELECTION

Nominations to elect officers of the Marine Firemen's Union for the 2020-2022 term of office opened on September 1 and concluded on September 30. Nomination lists have been forwarded to all halls for posting (see page 3).

Under "New Business" at the Oct. 2 Headquarters meeting, the chairman called for the election of five members off the floor at Headquarters to serve as the Credentials Committee. The committee will convene after the 1000 job call on Thursday, October 10, 2019, to receive acceptances from the neutral depository. The committee will then determine the eligibility of the candidates. The report of the Credentials Committee is published on page 3 and will be presented to the membership at the November meetings for ratification. Balloting will commence on Saturday, December 7, 2019, and conclude on Friday, February 7, 2020.

As per past practice, candidates for office are entitled to submit a photograph and a statement of 100 words or less for publication in the November, December and January issues of *The Marine Fireman*. The photographs and statements should be sent to the editor of *The Marine Fireman* at 240 2nd Street, San Francisco, CA 94105, prior to November 15, for inclusion in the November issue. Candidates are also allowed to post campaign literature on bulletin boards at each Branch.

No photos of candidates or statements, other than described above, will be published in the November, December and January issues of *The Marine Fireman*.

## TRUST FUNDS

The trustees of the various MFW plans met on September 18 at MFW Headquarters. The trustees of the various SIU Pacific District plans met on September 19 at the plan offices on Harrison Street in San Francisco. These were routine meetings.

The trustees of the MFW Welfare Plan discussed some of the problems that occurred with dependent care eligibility due to the administrative services (ASO) turnover that took place on September 1. These items were resolved, and the plan appears to be on the right track moving forward.

## NVIC REVISION ON BASIC TRAINING

The U.S. Coast Guard's Office of Merchant Mariner Credentialing has published changes to three Navigation and Vessel Inspection Circulars (NVIC) regarding qualification for certain Merchant Mariner Credential STCW endorsements. Of particular concern to the Marine Firemen's Union, NVIC 08-14 has been revised to provide guidance on renewal of the STCW endorsements for proficiency in Basic Training (BT), for mariners serving on vessels in reduced operating status and on other vessels that are in operation that do not get underway. The revised NVIC is available online at the Merchant Mariner Credentialing website.

Every five years mariners must provide evidence of maintaining the standard of competence for BT. The Coast Guard will accept onboard training and experience for demonstrating continued competence for some of the components of BT. Mariners who have met the requirements for initial competency in BT will be considered as having demonstrated continuing competence for some of the BT components provided that they have obtained at least 360 days of service relevant to BT within the past five years. Some of the components required to maintain the standard of competence for BT cannot be performed safely onboard a ship; therefore, assessments conducted ashore for the following components must be successfully demonstrated in Coast Guard approved training:

### Personal Survival Techniques

- Don and use an immersion suit
- Safely jump from a height into the water
- Right an inverted life raft while wearing a lifejacket
- Swim while wearing a lifejacket
- Keep afloat without a lifejacket

### Fire Prevention and Firefighting

- Use various types of portable fire extinguishers
  - Extinguish smaller fires, e.g., electrical fires, oil fires and propane fires
  - Extinguish extensive fires with water, using jet and spray nozzles
  - Extinguish fires with foam, powder or any other suitable chemical agent
  - Fight fire in smoke-filled enclosed spaces wearing self-contained breathing apparatus
  - Extinguish fire with water fog or any other suitable firefighting agent in an accommodation room or simulated engine room with fire and heavy smoke
  - Extinguish oil fire with fog applicator and spray nozzles, dry chemical powder.
- For demonstrating continued competence in BT, the Coast Guard will accept service in any capacity aboard a vessel that is required to hold regular fire and emergency and abandon ship drills as being relevant to the qualification of BT. **Service on government vessels in reduced operating status will be accepted as these vessels are required to hold drills.**

Mariners may demonstrate that service on other vessels is relevant by providing evidence that their service included duties relevant to BT and/or that their service included ongoing participation in training and drills relevant to BT. For purposes of continued competence for BT, this service will be credited at day for day (one day of service equals one day of service credit). The Coast Guard may accept discharges, or

sea service letters prepared in accordance with current standards, as proof of seagoing service.

**Mariners who can provide evidence of 360 days of service within the past five years may complete revalidation training to maintain competency for BT. Mariners who cannot provide evidence of this service must complete Coast Guard-approved or accepted refresher training.** Refresher training must include assessment of all BT components.

## TURBO ACTIVATION

On September 30, the Union was notified by Douglas Harrington, MARAD Deputy Associate Administrator for Federal Sealift, that the U.S. Transportation Command's TURBO Activation (TA-19 Plus) had concluded. From MARAD's point of view, the activation was successful in both the scale of the exercise and in the results. Of the 27 ships activated, all were crewed and achieved full operating status (FOS). In addition, three other Ready Reserve Force ships were already activated in FOS for other exercises (*Cape Hudson*, *Cape Rise* and *Petersburg*). Only one ship suffered a failure. The exercise coincided with an additional six ships activated from the Military Sealift Command Surge Program for TA-19 Plus.

MARAD closed out fiscal year 2019 with over 600-days supporting Defense Department operations and exercises, over 350 days of TURBO activations, and over 250 days supporting the Defense Department's Missile Defense Agency. Only three of the 46 Ready Reserve Force ships were not activated in the fiscal year.

I would like to extend a hearty Bravo Zulu to all MFW members who participated in the past fiscal year MARAD activations.

## PATRIOT CONTRACT SERVICES

On October 1, the Union was notified that Patriot Contract Services (PCS) had been sold to a new owner and that changes were being implemented. The new owner is Rien Libhart, a California Maritime Academy graduate who has a strong background in the commercial maritime industry and deep technical knowledge, including a Master of Science degree in Electrical Engineering from RWTH Aachen Technical University, in Aachen, Germany. Libhart previously worked in various capacities at Eagle Bulk Shipping Inc., APL, BMW Group and Norwegian Cruise Line.

The new president of the company, since June 1, is Lance Bardo, a retired Coast Guard officer, who graduated from the U.S. Coast Guard Academy and Naval Postgraduate School.

Previous owners, Judy Collins and Tim Gill, will remain with the company as Chief Financial Officer and Corporate Counsel, respectively, to ensure a smooth transition. The company plans to modernize processes to become more efficient while remaining sensitive to the needs of both employees and customers.

The Marine Firemen's Union looks forward to working with the new leadership to ensure that PCS remains a leading maritime contractor to the U.S. Government, managing and operating vessels.

## Summary Annual Report for MFU Training Plan

This is a summary of the annual report of the MFU Training Plan, EIN 94-3058922, Plan 575 for the year end December 31, 2018. The annual report has been filed with the Department of Labor, 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 \$ 661,651 as of December 31, 2018, compared to \$ 817,104 as of January 1, 2018. During the plan year the plan experienced a decrease in its net assets of \$155,453. During the plan year, the plan had total income of \$563,549, including employer contributions of \$563,471 and earnings from investments of \$78.

Plan expenses were \$719,002. These expenses included \$34,198 in administrative expenses and \$684,804 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.

## VICE PRESIDENT'S REPORT

Congratulations to brother Donald Robinson, JM-5197, on his advancement in seniority from Class "C" to "B" and to brother Aaron McTaggart, JM-5004, on his advancement in seniority to Full Book.

**Jumping Over the Side** — As reported in *The Maritime Executive*, the Coast Guard has issued a reminder to passengers that intentionally jumping overboard may come at a steep price, even for those who survive. Coast Guard investigators fined two teenage passengers \$2,500 each for intentionally jumping over ferry railings this past summer. The vessel's crews performed a "man overboard" emergency recovery in accordance with their training and procedures. The Coast Guard considered the action by the passengers to be interfering with the safe operation of the vessel, which is a violation of federal law and can result in penalties up to \$35,000.

**CMA CGM** — The CMA CGM Group has announced two major decisions that impact the future of the maritime industry:

Its fleet will not use the Northern Sea Route;

The Group will give priority to liquefied natural gas to power its future ships.

It has made these decisions in an effort to reassert its role within the maritime industry as a leader in protecting the environment. CMA CGM has nine 23K TEU LNG vessels on order.

**Glad to be an American Mariner** — An article in *The Maritime Executive* reports that U.K.-based charity Human Rights at Sea (HRAS) has been contacted in desperation by an Indian seafarer who is owed over 30 months' salary. The seafarer spent 35 months and 13 days without pay onboard the UAE-flagged *MV Tamim Aldar* owned by Eliteway Marine Services. Since he has been ashore, he has received five months' salary and is still owed over \$71,000. HRAS states other seafarers have suffered significant human rights abuses by not being paid their hard-earned wages, being prevented from having personal contact with their families, becoming estranged from their children and having suffered

significant hardships in poor living conditions onboard vessels.

Here's a breakdown of Patriot Contract Services vessel activity in September:

**September 4** — The *Sisler* departed Jacksonville, Florida, for deep water to avoid the projected path of Hurricane Dorian. She returned to port four days later. San Francisco dispatched two Oiler reliefs for time-ups to the *Red Cloud* and *Soderman*.

**September 12** — The *Cape Victory* activated for post-drydock sea trials. Headquarters flew one open job Oiler to Mobile for a 13-day excursion, ending in Reduced Operating Status (ROS) at the golden triangle Ready Reserve Force (RRF) in Beaumont-Port Arthur.

**September 17** — The Pentagon's U.S. Transportation Command (TRANSCOM) started the largest turbo activation of the RRF fleet since 2003. In the afternoon, activation job orders came in from PCS for Full Operating Status (FOS) crews for the *Admiral Callaghan*, *Cape Texas* and *Cape Trinity*; and the fun began!

**September 18** — Headquarters crewed up the *Admiral Callaghan* at Alameda's RRF fleet, sending two Oilers and one Wiper. Honolulu flew in the third Oiler the following day. The vessel returned to ROS six days later.

Crewing up the *Cape Texas* and *Cape Trinity* in Beaumont-Port Arthur became a daunting challenge due to torrential rain and high winds caused by Tropical Storm Imelda. She came ashore east of Houston, Texas, causing flooding on I-10 and temporary closure of the Beaumont ship channel and Dallas airport, the transfer hub to the golden triangle. A lot of armchair quarterbacking resulted in both vessels crewing up and sailing in the allotted time and returning to ROS nine days later. I'll give a tip of the MFOV watch cap to all members for stepping up and making this stress test a success; especially brother Perry Taitano, JM-5314, who was dispatched from Seattle,

Fraternally,  
"Cajun" Callais

## Senate Bill 17 data shows how pharma is gouging California families

In 2017, California Labor backed Senate Bill 17 to expose excessive prescription drug increases. The bill required advance notice to purchasers of excessive drug price increases so they could negotiate better prices and look for alternatives. It also required drug companies report a justification for the price increase, along with other information to state regulators.

Big Pharma fought SB 17 tooth and nail, buying ads attacking the author, hiring armies of lobbyists and flying in representatives to try to undermine the legislation. But in the end, a coalition of over 100 organizations representing workers, unions, patients, consumer advocates, cities, local Chambers of Commerce, employers and many more got SB 17 signed into law. Particularly effective were worker and union member lobby days to put a human face on the cost of prescription drugs.

Last month, the first SB 17 report was released to the public. It is a massive database the public can explore to see what drugs have large price increases and what justifies those increases, if

anything. Some of the findings are:

- Generics had the widest range of three-year median percent price increases ranging from 31 percent to 156 percent increases.
- The three-year median percent increase in price for all drugs was 25.8 percent, approximately eight percent if compounded annually from 2017 to 2019, more than the inflation rate.
- More than two-thirds of the drug companies (697 of 1020) did not include any reasons for the cost increases or a description of any changes/improvements to the drugs that justified a price increase.

SB 17 points to the need for more policy to rein in the skyrocketing cost of drugs, and deserves scrutiny by researchers, advocates, unions and policy makers to figure out how this data can help develop next steps in California, other states and federally. Governor Newsom's executive order on prescription drugs acknowledges the need to do more on drug prices and this data can help drive that conversation so savings flow to workers, consumers and all Californians.



The MFOV Credentials Committee convened on October 10 to check acceptances from nominees for Union office. Pictured from left to right are Jermaine Sheppard, JM-5143; Philip Ardagno, JM-4665; and Kevin Mueller, #3698.

## BUSINESS AGENT'S REPORT

### Matson Navigation Company

**Mahimahi** — Nick Barroll, REJ/delegate. **Maunawili** — Glen Walton, REJ/delegate. No beefs. Both ships are on the Pacific Northwest triangle run.

**Lihue** — Ken Paddack, REJ/delegate. Activated September 4 to fill in on the Tacoma-Alaska run for the *Matson Tacoma*. Stores, provisions and pay beefs. Will lay up in Tacoma around October 4.

**Matsonia** — Richard Domanski, REJ/delegate. No beefs. On the Oakland-Honolulu pineapple run. Not calling for standbys.

**Daniel K. Inouye** — Baldev Singh, ERJ/delegate. No beefs. On the Pacific Southwest run. Shipped an REJ for a voluntary quit and a DJU for a time-up.

**Kaimana Hila** and **Manoa** — On the Long Beach-China run.

**Manulani** — Still in China drydock with two Special Project Standby Electrician/Reefers.

**Cape Horn** — In Portland for drydock repairs. Shipped an additional Electrician and two Wipers to assist.

**Cape Hudson** — On a mission. September 16 was at the Cajun Riviera in Gulfport, Mississippi.

**Cape Henry** — Pier side in San Francisco undergoing electrical repairs.

### APL Marine Services

All APL EX1 vessels are on or behind base schedules.

**President Roosevelt** — Cedric Joseph, DJU/delegate. No beefs. Reshipped an REJ. **President Eisenhower** — Ruben Rivera, REJ/delegate. No beefs.

**President Truman** — Eric White, REJ/delegate. No beefs.

**President Wilson** — Fred Cagler, Wiper/delegate. No beefs. Going to Dutch Harbor this trip for 210 reefer boxes of seafood.

**President Kennedy** — Ezra Dhillon, REJ/delegate. Some watchstanding necessary. No beefs. 26 hours behind base schedule.

**APL Guam** — Reynato Llona, REJ/delegate. No beefs. Shipped an ERJ for time-up.

**APL Saipan** — Deyne Umphress, REJ/delegate. No beefs. Shipped an ERJ for time-up.

**APL Gulf Express** — Marcos Almanzan, REJ/delegate. No beefs.

Fraternally,  
Bobby Baca

## CMA CGM launches world's largest LNG-powered containership

Last month, the CMA CGM Group announced the launching of the world's largest containership (23,000 TEU) powered by liquefied natural gas (LNG). The major milestone in the construction of the world's first LNG-powered ultra large containership occurred at the Shanghai Jiangnan-Changxing Shipyard, at an event attended by Rodolphe Saadé, Chairman and Chief Executive Officer of the CMA CGM Group, French and Chinese officials, business leaders and CMA CGM Group customers.

In 2017, Rodolphe Saadé announced his decision to order a series of nine 23,000-TEU containerships that would be the world's first ever to be powered by LNG. Through this strategic choice, the CMA CGM Group reaffirmed its commitment to safeguarding the environment and leading the industry's energy transition. A clean energy, LNG helps to reduce emissions of sulfur oxides and fine particles by 99 percent, nitrogen oxides emissions by up to 85 percent, and carbon dioxide emissions by around 20 percent.

The new vessels will join the group's fleet in 2020 on the French Asia Line and will be registered in the French International Register, confirming the group's commitment to operating under the French flag.

The nine new-builds will feature a state-of-the-art bridge design, the world's first to deliver four major inno-

vations to assist the Captain and crew, including:

- A tactical display offering enhanced map views for more dynamic navigation briefings
- A path prediction system optimized to display the ship's predicted position in the next three minutes
- A smart eye system projecting a bird's-eye view of the ship's surrounding area
- Augmented reality screens offering the crew precise information on the ship's rate of rotation, distance from the wharf and transverse speeds

The first vessel in this new class of 23,000 TEU LNG-powered containerships, the *CMA CGM Jacques Saadé* will also be equipped with a smart system to manage ventilation for the reefer containers carried in the hold.

To further improve the environmental performance of the ships, their hull forms have been hydro-dynamically optimized. The bulb has been seamlessly integrated into the hull profile and the bow is straight. The propeller and rudder blade have also been improved.

The exceptionally large vessels (400 meters long and 61 meters wide) will be distinguished from the rest of the fleet by a special livery proudly displaying an *LNG Powered* logo, attesting to the major worldwide innovation that LNG propulsion represents on ships of this size.

## MARINE FIREMEN'S UNION TRAINING PROGRAM — 2019

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

(a) Eligible participants are MFOW members who:

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

(b) Non-seniority applicants:

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

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

### Training Resources Maritime Institute (TRLMI)

Courses are conducted at Training Resources Maritime Institute in San Diego, California, contingent on enrollment levels. Tuition, lodging and transportation are pre-arranged by the MFU Training Plan.

#### MILITARY SEALIFT COMMAND (MSC) TRAINING

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

October 28-November 1

December 16-20

#### 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 11-15

December 16-20

#### ENDORSEMENT UPGRADING COURSES

##### QMED Fireman/Oiler/Watertender

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Oiler/Watertender 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 28-November 22

December 2-20

##### STCW Rating Forming Part of an Engineering Watch

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

December 2-6

##### 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.

More classes in 2020

##### 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.

November 11-15

##### 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.

#### 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 25; November 8; November 22; December 6; December 20

California Maritime Academy, Vallejo, CA: more classes in 2020

Compass Courses, Edmonds, WA: November 19-20; December 17-18

El Camino College, Hawthorne, CA (one day): November 17

MITAGS-PMI, Seattle, WA: November 14-15; December 19-20

Maritime License Center, Honolulu, HI: November 7-8

##### 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 20-22; December 11-13

California Maritime Academy, Vallejo, CA: November 13-15

Compass Courses, Edmonds, WA: November 19-21; December 17-19

El Camino College, Hawthorne, CA: pending

Maritime License Center, Honolulu, HI: as needed

## Marine Firemen's Union Training Plan Tuition Reimbursement Policy

The Marine Firemen's Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen's Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen's Union Training Plan will be denied.

## Pentagon looking for funds to accelerate used sealift ship purchases

The Pentagon's top officer overseeing military sealift capabilities said he is working with the Defense Department's number two civilian to find funding starting in fiscal year 2021 to accelerate the procurement of used sealift vessels. TRANSCOM Commander Army Gen. Steve Lyons told reporters at an October 2 Defense Writers Group breakfast there's "work right now at the department to fund the seven" ships authorized in the fiscal year 2018 and fiscal year 2019 National Defense Authorization Acts.

"The Navy's program right now would need to be plussed up to do what I'm asking them to do, but the deputy secretary and others are supportive of finding the money to do that," he said.

"We wouldn't do them all in one year, but starting next year — to be able to start that process," he added.

Buying used sealift vessels is one part of the military's three-pronged strategy to recapitalizing the surge sealift fleet, comprised of various auxiliary ships operated and maintained by the Maritime Administration and Military Sealift Command. Lyons earlier this year told lawmakers sealift is his top readiness concern.

"Due to the increased age of the sealift fleet, degraded fleet readiness, and wartime requirements, sealift is U.S. Transportation Command's No. 1 readiness concern," he said in written testimony.

During that same testimony, Lyons agreed with a comment by Rep. Joe Courtney (D-Connecticut), chairman of the House Armed Services seapower and projection forces subcommittee, that accelerating the purchase of used sealift vessels is the "most practical way ahead."

# TRANSCOM's massive sealift surge

U.S. Transportation Command recently conducted the largest simultaneous activation of sealift vessels in its history, a stress test of the aging logistics fleet that would be called upon to move up to 90 percent of Army and Marine Corps equipment in the event of a major conflict. The bulk of the ships activated are the Ready Reserve Force. That group of 46 ships is permanently kept in reduced operating status, to be activated on short notice. The Maritime Administration has repeatedly warned that the ships are aging and difficult to man due to obsolete equipment.

In total, 22 of the 28 ships activated for the exercise are from the Ready Reserve Force, which is about 48 percent of the fleet. Crewing those ships has been an increasing challenge in recent years due in part to the requirements on mariners to maintain licenses to operate steam-powered ships, which have all but disappeared from the commercial sector.

In a major war, the U.S. Navy would likely have its hands full with combat operations, forcing the nation's civilian mariners to confront the possibility of transporting weapons of war unescorted in contested waters.

"In the past they've been able to rob the other ships to sort of fill out those numbers," said Sal Mercogliano, a former mariner and maritime historian at Campbell University.

"They're not going to be able to do that activating 28 ships at the same time ... this is going to be a true stress test of the system, both on the maintenance of the vessels and the crewing of

the vessels."

Below is the list of all 28 of the ships that TRANSCOM activated for the exercise, displacing more than 1.25 million tons, according to Maritime Administration and Military Sealift Command fact sheets.

**USNS Benavidez** — Large medium-speed roll-on/roll-off from Norfolk, Virginia, displacing 62,644 tons.

**USNS Fisher** — Large medium-speed roll-on/roll-off from Bremerton, Washington, displacing 62,644 tons.

**USNS Gilliland** — Large medium-speed roll-on/roll-off from Baltimore, Maryland, displacing 62,644 tons.

**USNS Mendonca** — Large medium-speed roll-on/roll-off from Norfolk, Virginia, displacing 62,644 tons.

**USNS Sgt. Matej Kocak** — Container and roll-on/roll-off from Newport News, Virginia, displacing 51,162 tons.

**USNS Pfc. Eugene A. Obregon** — Container and roll-on/roll-off from Newport News, Virginia, displacing 51,162 tons.

**SS Bellatrix** — High-speed vehicle and cargo ship that tops out at 33 knots out of Marrero, Louisiana, displacing 54,895 tons.

**SS Capella** — High-speed vehicle and cargo ship that tops out at 33 knots out of San Francisco, California, displacing 54,895 tons.

**SS Regulus** — High-speed vehicle and cargo ship that tops out at 33 knots out of Beaumont, Texas, displacing 54,895 tons.

**SS Cape Mohican** — Heavy-lift barge carrier out of Oakland, Califor-

nia, displacing 57,290 tons.

**SS Cornhusker State** — Crane ship used for lifting heavy loads and for off-shore construction out of Newport News, Virginia, displacing 26,670 tons.

**SS Grand Canyon State** — Crane ship used for lifting heavy loads and for off-shore construction out of Alameda, California, displacing 26,670 tons.

**SS Curtiss** — Aviation maintenance support ship out of San Diego, California, displacing 27,980 tons.

**GTS MV Admiral W. M. Callaghan** — Roll-on/roll-off and lift-on/lift-off container ship out of Alameda, California, displacing 26,537 tons.

**SS Cape Island** — Roll-on/roll-off out of Tacoma, Washington, displacing 36,027 tons.

**SS Cape Inscription** — Roll-on/roll-off out of Long Beach, California, displacing 36,027 tons.

**MV Cape Decision** — Roll-on/roll-off out of Charleston, South Carolina, displacing 34,617 tons.

**MV Cape Douglas** — Roll-on/roll-off out of Charleston, South Carolina, displacing 34,617 tons.

**MV Cape Ducato** — Roll-on/roll-off out of Charleston, South Carolina, displacing 34,617 tons.

**MV Cape Edmont** — Roll-on/roll-off out of Charleston, South Carolina, displacing 34,617 tons.

**MV Cape Kennedy** — Roll-on/roll-off out of New Orleans, Louisiana, displacing 44,466 tons.

**MV Cape Knox** — Roll-on/roll-off out of New Orleans, Louisiana, displacing 44,466 tons.

**MV Cape Ray** — Roll-on/roll-off out of Portsmouth, Virginia, displacing 35,369 tons.

**MV Cape Race** — Roll-on/roll-off out of Portsmouth, Virginia, displacing 35,369 tons.

**MV Cape Texas** — Roll-on/roll-off out of Beaumont, Texas, displacing 46,868 tons.

**MV Cape Trinity** — Roll-on/roll-off out of Beaumont, Texas, displacing 46,868 tons.

**MV Cape Washington** — Roll-on/roll-off out of Baltimore, Maryland, displacing 53,500 tons.

**MV Cape Wrath** — Roll-on/roll-off out of Baltimore, Maryland, displacing 53,500 tons.

## Benefits paid during September

<b>Death Benefits</b>	
Salvador Chavez, P-2495	\$1,501.21
Glen W. Cook, P-2631	\$1,500.93
<b>Burial Benefits</b>	
None	
<b>Excess Medical</b>	\$839.32
<b>Glasses and Examinations</b>	\$400.00

## HOWZ SHIPPING?

September 2019  
San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Watch).....	2
Junior Engineer (Day).....	2
Oiler.....	6
Wiper.....	2
Standby Electrician/Reefer.....	12
Standby Wiper.....	19
<b>TOTAL</b> .....	<b>47</b>

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	5
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day).....	1
Oiler.....	4
Wiper.....	4
Shore Mechanic.....	5
Standby Electrician/Reefer.....	13
Standby Wiper.....	36
<b>TOTAL</b> .....	<b>72</b>

Seattle

Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician.....	1
Junior Engineer (Watch).....	1
Oiler.....	1
Wiper.....	2
Standby Electrician/Reefer.....	9
Standby Jr. Engineer.....	2
Standby Wiper.....	4
<b>TOTAL</b> .....	<b>24</b>

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Junior Engineer (Day).....	3
Oiler.....	2
Wiper.....	3
Shore Mechanic.....	1
Standby Electrician/Reefer.....	18
Standby Wiper.....	21
<b>TOTAL</b> .....	<b>50</b>

## 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 Federal law, 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 law 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:

- 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, co-insurance and/or co-payment provisions otherwise applicable under the Plan. If you have questions concerning your coverage, please call the Welfare Fund Office.

## HONOR ROLL

### Voluntary donations to General Treasury — September 2019:

Eric White, #3925 .....	\$100.00	Waymon Jackson Jr., #3917 .....	\$50.00
Cajun Callais, #3592.....	\$ 20.00		

### Dues Paying Pensioners — End of 3rd Quarter 2019:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Michael Carr, #3550 (P-2718)	Pensioned 5/1/11	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
John Daly, #3527 (P-2626)	Pensioned 1/1/99	San Francisco
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
Donald Feehan, #3344 (P-2589)	Pensioned 11/1/95	San Francisco
Daniel Fierro, #3336 (P-2653)	Pensioned 7/1/01	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Marvin Honig, #1765 (P-2582)	Pensioned 4/1/95	San Francisco
Joseph Lategano, #3470 (P-2749)	Pensioned 10/1/13	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	Wilmington
Joel E. McCrum, #1126 (P-2536)	Pensioned 3/1/93	San Francisco
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

## HONOLULU NOTES

Honolulu had 50 dispatches for the month of September, nine of them being steady jobs. I sent Electricians to the *Mahimahi* and the *Kaimana Hila*; Junior Engineers to the *Mokihana* and *Maunalei*; Oilers to the *Kamokuiki* and the *Admiral Callaghan*; Wipers to

the *Mahimahi*, *APL Gulf Express*, and *Cape Texas*. I also dispatched 18 Standby Electrician/Reefers and 21 Standby Wipers. The DKI continues to not call any standbys in Honolulu. The Honolulu registration list has 11 A-, 12 B-, and six C-seniority members.

I got a very nice visit from Leilani, granddaughter of the late Alex Jarrett, who was a former Honolulu Port Agent and Vice President of the MFOW. She brought in a beautiful wooden plaque. About a year ago Leilani, her mother, and Leilani's daughter all came into the hall for a visit. In the hall we have a very large framed picture of Alex Jarrett, but, to their dismay, no plaque of who he was and what he did for the Marine Firemen's Union. The family graciously had an engraved plaque made, and it is now mounted with the portrait of her grandfather in our Honolulu Hall.

Also, in September, I attended the Hawaii Port Council monthly meeting, which resumed after a summer break, and an AFL-CIO executive board meeting. I would like to welcome Unite-Here Local 5 to the AFL-CIO organization. Local 5 hotel workers just went through weeks of striking and walking the picket line. They prevailed and won a good contract. Their slogan is "one job should be enough" and we stand with them. Later this year, the Hawaii AFL-CIO will hold their biennial convention.

Aloha,  
Mario Higa, Port Agent



Picture and plaque of former MFOW Vice President Alex Jarrett.

## WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 72 jobs in September. We shipped nine APL, five Matson and six PCS shipboard billets, along with five Shore Mechanics. One applicant covered a government vessel breakout and five applicants worked standby jobs. The registration list numbers 32 A-, 21 B-, and 20 C-seniority members.

All ships reported back with no problems and were on time. Shipboard food has been good which is really appreciated by the members. Thank you to Stewards and Captains. Winter is around the corner so enjoy the smooth ride while the weather cooperates.

I had a couple of weeks off this month and I would like to thank Sam Levecque, #3895, for relieving me in my absence. I appreciated this very much.

The reefer count at GGS picked up but is still a little low. The terminal has been in transition for quite a while and is still changing the yard ops quite a bit.

Our gang has been keeping up with the demand like usual through this yard reorganization.

There have been a lot of union actions here and across the United States recently. Presently, the United Auto Workers are on strike and negotiating with General Motors. UAW members have a picket line in El Monte here in the Los Angeles Area. Hopefully, by the time this goes to print a fair and equitable agreement will come to pass. I also attended the MTD meeting at the Wilmington SIU hall this past month.

The *SS Lane Victory* is on hold. Work is still in progress and interested volunteers may turn-to on Wednesday and Saturday at 0900 and assist as needed with routine maintenance. Just ask for Chief Jim Gillen or Asst. Engineer Steve Silcock when you get onboard. As always, volunteers are very much appreciated. Take care and work safely.

Aloha,  
Sonny Gage, Port Agent

## SEATTLE NOTES

During the month of September, Seattle shipped one APL ERJ, two Navy Electricians, one Matson ER, one Matson RE, one Navy Oiler, two Wipers for ship activations, nine Standby Reefers, two Standby Junior Engineers and two Standby Wipers. Seattle currently has eight A-, nine B-, and six C-seniority members registered for shipping.

The *SS Lihue* called Tacoma and reported the usual hurdles of breaking out a tired old steamship. The port of Anchorage, Alaska also posed some unique challenges: from limited crane reach to riding the spreader at the top of the hour to go ashore. One sailor was transferred from shore to ship and dropped off on the stack with no way to get down. That would be no joke in the dead of an Alaska winter!

The Seattle SUP Branch hosted a table for maritime leaders at the Patty Murry Annual Golden Tennis Shoe Awards. Senator Murry continues to be a strong supporter of maritime and the Jones Act. She has always answered our calls for

support with a rapid response and a keen understanding of our industry.

I am currently working on a spreadsheet for Seattle sailors that will alert me when it is time to start the process for updating your documents. My plan is to email or phone you once one of your documents is flagged, giving you ample time to renew. I would appreciate a heads up when you renew something so I can revise your file.

Fraternally,  
Brendan Bohannon, Representative

### Halls to close

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

- Veterans' Day — Monday, November 11**
- Thanksgiving Day — Thursday, November 28**
- Both Veterans' Day and Thanksgiving Day are contract holidays.

## Oakland refrigerated exports up

The Port of Oakland, California said it handled 119,756 TEU of refrigerated exports from August 2018 through July 2019, up 20 percent from the 99,740 TEU handled in the same period a year previously. However, over the same period the number of full empty containers exported through Oakland actually declined, from 922,375 TEU over July 2017 to August 2018 to 915,857 TEU in the following 12 months.

The port pointed to Midwest beef (up 45 percent), and pork (up 38 percent) as driving the increase in its reefer business, which it added "could indicate that the port's strategic bet on temperature-controlled cargo is paying off".

U.S. producers have suffered from the trade war with China, but they continue to find other markets. Oakland's position as the last call out of the U.S. for Asia-bound container ships has enabled it to leverage intermodal connections to tap Midwest agricultural exporters, and the port has focused on growing its cold chain business.

Recent cold chain initiatives at Oakland include developing new distribution capabilities, extending operating hours to ease delivery of export containers to the port for overseas shipment, and installing hundreds of new reefer plugs. Last year Lineage Cool Port Oakland, a joint venture of Lineage Logistics and Dreisbach Enterprises, opened a 283,000-square-foot refrigerated distribution center at the port. It loads perishable cargo, mostly beef and pork, from refrigerated rail cars into reefer containers for export.

### Regular membership meeting dates 2019

Nov.	6	S.F. Headquarters
	13	Branches
Dec.	4	S.F. Headquarters
	11	Branches

**FINISHED WITH ENGINES**



**Thomas Palacios IV, JM-5279.** Born September 11, 1985, San Pedro, CA. Joined MFOW April 25, 2016. Died September 14, 2019, San Pedro, CA.

**Joel E. McCrum, Jr., #1126/P-2536.** Born September 29, 1925, Pueblo, CO. Joined MFOW September 20, 1944. Pensioned March 1, 1993. Died October 2, 2019, Fowler, CO.

## POLITICAL ACTION FUND

Voluntary donations for September 2019:

Brandon White, #3903.....	\$20.00
Francisco Lazarra, #3725.....	\$20.00
Cajun Callais, #3592.....	\$180.00
Mario Higa, #3738 .....	\$100.00
Waymon Jackson Jr., #3917 .....	\$50.00

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