



THE MARINE FIREMAN

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



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No. 12

MFOW election underway

Balloting is underway in the current election of MFOW officials for the 2020-2022 term of office. Balloting commenced on Saturday, December 7, 2019, and will continue through Thursday, February 6, 2020. As per Article IV, Section IX of the MFOW Constitution, the following members are eligible to vote:

- Each Full Book dues-paying member in good standing;
- Each Junior member who is a dues-paying member in good standing, and:
 - (a) had 180 or more days of Covered Employment and
 - (b) holds the ratings of Oiler and Rating Forming Part of an Engineering Watch and
 - (c) had 90 days of Covered Employment within the preceding 12 months.

Ballots have been distributed to all Branches to be available to the membership. Any member desiring a ballot shall present his membership book and, upon written verification of the fact that the member is in good standing, a ballot shall be issued to the member and his book shall be stamped to evidence the fact that a ballot has been issued.

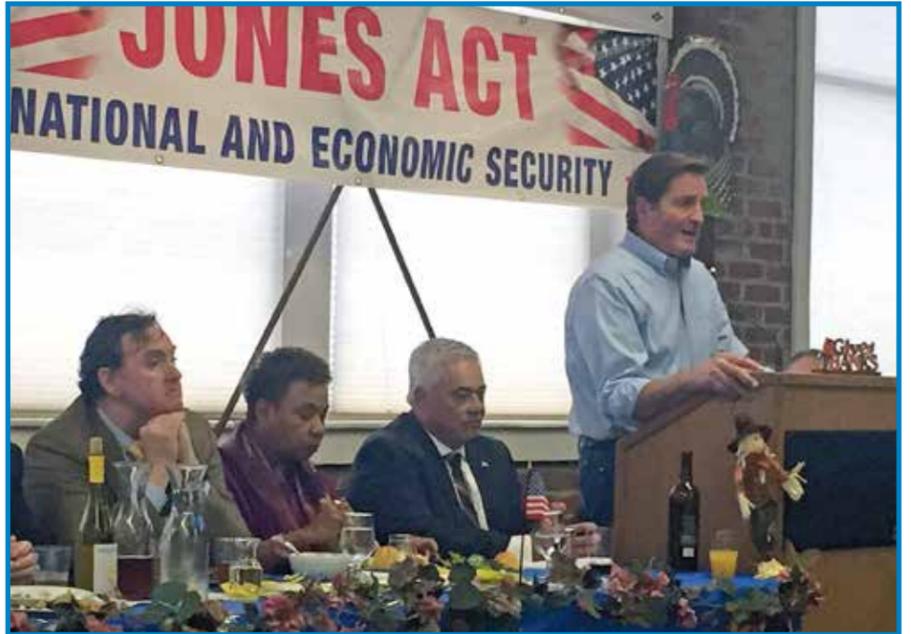
Upon written request to Headquarters or at any Branch, a member may have a ballot forwarded to his home or other address. Such request must be accompanied by submission of the membership book of the member to verify the fact that the member is in good standing and to permit stamping of his membership book to evidence the fact that a ballot has been issued to him.

In the event a member is at sea during the balloting period and does not anticipate returning to port during the remaining balloting period, he may request the Ship Delegate to ask the Union to mail an absentee ballot to the ship. The Ship Delegate, upon receipt of any such absentee ballot addressed to a member, shall make entry in the member's membership book to evidence the fact that a ballot has been issued to him.

Ballots have been sent from Headquarters to the Delegates of the following ships for distribution to qualified members: *APL Guam, APL Saipan, APL Gulf Express, SLNC Pax, Charlton, Dahl, Pomeroy, Sisler, Soderman, Watkins, Watson, Cape Taylor, Cape Texas, Cape Vincent* and *Cape Victory*.

Names of members and their numbers shall be written on each return envelope and mailed to the neutral address on the ballot envelope. There will be a second envelope inside the ballot envelope in which the member shall insert his ballot, and such interior envelope shall bear no identifying mark or sign.

Ballots must be returned in time to reach the address specified on the exterior ballot envelope prior to the counting of the ballots on Monday, February 10, 2020. The address shall be a neutral address such a bank, safety deposit vault, company or post office box or drawer as the Board of Trustees may determine. Such depository shall be notified by the President that ballots are to be released only to the Balloting Committee.



From left to right: California Labor Federation President Art Pulaski, Congresswoman Barbara Lee (D – California), and SIU-AGLIW West Coast Vice President Nick Marrone listen in as Congressman John Garamendi (D – California) discusses the importance of the Jones Act at the annual Seafarers Thanksgiving luncheon in Oakland, California.



*The officials,
Headquarters*

and Welfare Office staff

wish

Season's Greetings

and

Happy Holidays

to all MFOW members,



families and friends



REJ Travis Kehoe, #3922, and ERJ Jason Medeiros, JM-5285, are pictured during a lighting installation in the engine room of the *MV Kaimana Hila*.

Halls to close — Holiday Schedule

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

Christmas Day — Wednesday, December 25
New Year's Day — Wednesday, January 1, 2020

The MFOW hiring halls in San Francisco, Wilmington and Seattle will also be closed in observance of the following ILWU holidays on the West Coast, which are therefore recognized MFOW holidays aboard APLMS and Matson vessels in Pacific Coast ports:

Christmas Eve — Tuesday, December 24
New Year's Eve — Tuesday, December 31

For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice. The Honolulu hall will close at noon on Christmas Eve and New Year's Eve.

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

Jack Hall Day — Jack Hall Day is an ILWU Local 142 holiday in Hawaii and will be observed by the Honolulu hall on **Thursday, January 2, 2020**.

The Marine Fireman

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Foreign ships threatening U.S. maritime sector

Many of the laws governing American ships — considered some of the most stringent in the world — are not being applied to foreign vessels operating in U.S. waters, a spokesman for the U.S.-flag shipping sector has alleged. Last month, testifying before a congressional committee in Washington, D.C., Aaron Smith, president and CEO of the Offshore Marine Service Association (OMSA), asserted U.S. Customs and Border Protection (CBP), which regulates cargo shipped to the United States, has “created an unlevel playing field” that favors foreign vessels and foreign ship crews that work in the U.S. offshore oil and gas industry.

“Foreign vessels are not required to report the same level of incident data that we have to report to the U.S. Coast Guard,” Smith told the Coast Guard subcommittee of the U.S. House Transportation and Infrastructure Committee. “Additionally, foreign vessels employ foreign nationals who may not follow the same safety standards as U.S. mariners and are paid a fraction of what OMSA members pay their U.S. mariners, creating a lucrative cost advantage for these vessels.”

Smith’s testimony addressed in large part a recent proposal by the Trump administration to revoke past guidance on how the Jones Act is interpreted, which could potentially further expose the U.S. offshore industry to foreign shipping. The Jones Act requires that commercial ships moving between two points in the U.S. be owned, flagged and built in the United States and crewed by American citizens.

Smith explained during the hearing that starting in 1976, CBP began issuing private correspondence to foreign vessel owners requesting a determination on whether a certain offshore activity violated the Jones Act. Over the years, CBP issued roughly 160 letter rulings, he said, which essentially opened loopholes to the Jones Act. However, “none of these exceptions are found in the law,” he contended.

He pointed out that CBP subsequently acknowledged this and twice attempted to revoke the letter rulings and close the loopholes that they caused, in 2009 and in 2017, but did not follow through. “In 2017, they said they received a lot of emails (against revoking the letter rulings) and said, ‘We need to study this.’ I didn’t know you could not enforce the law because you got a lot of emails.”

Energy companies participating in the offshore oil and gas industry — and, more frequently, offshore wind off the U.S. East Coast — are against efforts to protect the Jones Act, claiming that the law raises shipping costs by locking out foreign competition and ultimately harming consumers. The Cato Institute, which has campaigned against the law for years, recently published a white paper arguing that it also undermines national security. But Smith pointed out that foreign crews working on foreign vessels are a security risk.

“Many come from non-allied countries such as Russia and China, and are issued five-year visas with little oversight,” he said. “Without proper enforcement of the Jones Act, we cede offshore work to foreign vessels which do not comply with the same safety standards as U.S. vessels or the same standards we have for environmental or security laws.”

Lawmakers at the hearing did not address Smith’s concerns regarding the risk foreign vessels pose to the U.S. maritime sector. Instead, Bob Gibbs, the subcommittee’s ranking Republican from Ohio, asked how Congress could “fix” the problem of foreign ships importing liquefied natural gas into U.S. markets, as opposed to domestically produced LNG transported on U.S.-flagged ships.

“It’s my understanding...there is no extra capacity in the U.S. export terminals,” Smith responded. “Once there is, we will have the vessels capable of carrying that.”

Source: *FreightWaves*

Dredging to make Virginia deepest East Coast port

The Port of Virginia’s journey to becoming the deepest port on the U.S. East Coast is underway as dredges took to the water December 1 to begin digging, nearly two-and-a-half years ahead of schedule. The work will deepen the western side of Thimble Shoal Channel, which leads into the Norfolk Harbor, to 56 feet. When dredging is complete in 2024, the commercial channels serving the Norfolk Harbor will be able to simultaneously accommodate two, ultra-large container vessels.

The port’s preparation for the project, its collaboration with the U.S. Army Corps of Engineers and the support of the elected officials on the state and federal levels were factors in securing final, early approval. Safe, two-way flow of ultra-large container vessels, unrestricted by tide or channel width, is a significant competitive advantage for Virginia.

In October, the port and New Jersey-based Weeks Marine finalized the contract for the first phase of work. The contract for the first phase is \$78 million and the total cost of the project, including the preliminary engineering and design work, is \$350 million.

In 2015, the deepening effort got underway when the U.S. Army Corps of Engineers and the port agreed to share the cost of evaluating the benefits of dredging the Norfolk Harbor to a depth beyond 50 feet.

Marine Firemen’s Union Directory

www.mfoww.org

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Brendan Bohannon, Representative

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SAMPLE BALLOT
Marine Firemen’s Union
2020 - 2022 Term of Office

When you receive your ballot, get your book stamped VOTED. Vote secretly. Do not allow any official to see how you vote. A secret ballot is the true expression of the membership. After marking your ballot, place it in the plain envelope provided, and seal it. Then place the plain envelope, containing your ballot, into the printed envelope which has the neutral address to which your ballot is to be mailed. Be sure that your name and book number are in the left hand corner of the outside envelope, in order that the Coastwise Balloting Committee may check to see if you are eligible to vote. Mail your ballot yourself. Do not let any official mail it for you. When the ballots are counted, the outside envelope will be destroyed, and the inside plain envelope, containing your ballot, will be placed in a pile with other unmarked envelopes containing ballots for official counting.

REMOVE AND KEEP THIS RECEIPT

• Ballots must be received no later than 10 a.m., February 10, 2020.

PLEASE READ INSTRUCTIONS: Fill in the red oval completely using a blue or black pen next to the candidate of your choice.

PRESIDENT/SECRETARY-TREASURER VOTE FOR NO MORE THAN 1

ANTHONY G. POPLAWSKI

VICE PRESIDENT VOTE FOR NO MORE THAN 1

I. "CAJUN" CALLAIS
 DEYNE UMPHRESS

SAN FRANCISCO BUSINESS AGENT VOTE FOR NO MORE THAN 1

ROBERT BACA
 IRA BING

HONOLULU PORT AGENT VOTE FOR NO MORE THAN 1

MARIO HIGA

WILMINGTON PORT AGENT VOTE FOR NO MORE THAN 1

HAROLD "SONNY" GAGE

BOARD OF TRUSTEES VOTE FOR NO MORE THAN 3

ROBERT BACA
 I. "CAJUN" CALLAIS
 HAROLD "SONNY" GAGE
 MARIO HIGA
 DEYNE UMPHRESS

SIUNA CONVENTION DELEGATE VOTE FOR NO MORE THAN 1

I. "CAJUN" CALLAIS
 HAROLD "SONNY" GAGE

DO NOT FOLD YOUR BALLOT

Candidates for 2020-2022 Term of Office

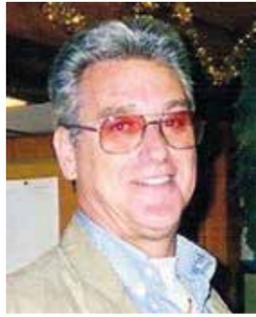
President/Secretary-Treasurer

Anthony G. Poplawski



Vice President

I. "Cajun" Callais Deyne Umphress



San Francisco Business Agent

Robert "Bobby" Baca Ira Bing



Wilmington Port Agent

Harold "Sonny" Gage



Honolulu Port Agent

Mario Higa



SIUNA Convention Delegate

I. "Cajun" Callais Harold "Sonny" Gage



BOARD OF TRUSTEES

Robert "Bobby" Baca



I. "Cajun" Callais



Harold "Sonny" Gage



Mario Higa



Deyne Umphress



CANDIDATE STATEMENT — H. SONNY GAGE

I would like to thank the membership for your continued support during my tenure as Wilmington Branch Port Agent. I will continue to work to my best ability for the membership. Remember, the Union is only as strong as each member. Work smartly and safely.

CANDIDATE STATEMENT — DEYNE UMPHRESS

The Marine Firemen's Union has given me the opportunity for a great quality of life with experiences to match. I feel that it's time to give back. It would be both an honor and privilege to serve as an MFOW official. If elected, I promise you my best effort and will work to exceed the expectations placed upon me.

To all Officials and Elected Employees of the Marine Firemen's Union Notice Regarding Election

Pursuant to the provisions of Article III, Section VIII, sub-paragraph D of the Constitution, which provides:

"The Board of Trustees shall issue such regulations for the conduct of elections as may be required to comply with any Federal law not otherwise provided for in any lawful provision of this Constitution and By-Laws."

The Board of Trustees hereby issues the following regulations to be applicable to all officials of this Union.

No official of this Union shall on Union time, campaign, distribute literature, or hold meetings of supporters. Further, whether on Union or not on Union time, no official of this Union shall use Union facilities to further his own candidacy. This shall be interpreted to preclude the use of a Union automobile to visit vessels or potential voters and solicit their support for or on behalf of any candidate and shall also preclude the use of the official offices of the Union not accessible to any and all candidates to campaign or hold meetings of supporters. The use of the Union telephone for the purpose of furthering the candidacy of any official is similarly prohibited.

The above regulations shall not be interpreted to preclude a candidate, whether an official or not, from campaigning on his own time, either on vacations, non-work days, after working hours or on unpaid official leave of absence, provided a Union automobile is not used. Nor shall the above regulations be interpreted to preclude an incumbent official while not on Union time from meeting with his supporters in public portions of Union buildings where the same opportunities are available to any

candidate, whether an official or not. Further, the above regulations shall not be interpreted to preclude any official candidate from answering any inquiry initiated by any member as to his position on the election substantially as follows:

"I am not permitted by the Landrum-Griffin law to engage in political activities on Union time or with Union facilities. I may wish to talk to you or you may contact any of my supporters for my position on any matter, but if you wish to contact me you should contact me during non-working hours."

Any member who has knowledge of a violation of the above rules and regulations should promptly communicate the same to Headquarters so that corrective action may be taken.

The above rules and regulations should be posted in each Branch so that they may be read by all members.

No candidate shall be permitted to use the Union for campaign purposes. This shall not preclude factual notices on matters of interest to the membership not relating to the election or the candidacy of any person. These regulations are effective immediately.

The regulations are required by the Landrum-Griffin law and their issuance is prompted by a desire to avoid any challenges to a conducted election and to comply with the provisions of the Constitution regulating campaigning by Union officials.

MFOW BOARD OF TRUSTEES

MFOW PRESIDENT'S REPORT

2019 proved to be another lively and eventful year, but the Union pulled through due to the hard work and dedication of the officials and staff, along with the support of the rank-and-file. As we wind down to the end of the calendar year, MFOW Headquarters officials and staff are busy with the extra administrative duties that are inherent to this part of the season.

The key component to the organization's success is jobs under contract that pay good wages and generate man day contributions to the pension, health and welfare and training funds. The following is a short summary of where the organization stands moving into 2020:

Commercial Vessels — Notwithstanding several waterfront rumors about changes in fleet composition and trade routes, APL Marine Services continues to operate nine Maritime Security Program vessels (six in the trans-Pacific trade, two Western Pacific shuttles and one Persian Gulf shuttle). All indications are that this configuration will continue as is. The collective bargaining agreements with APL Marine Services will expire at midnight on September 30, 2020.

Matson Navigation Company continues to operate 10 ships in the West Coast-Hawaii and Guam-China trades and one ship in the Hawaii-Marshall Islands trade. However, when the two new *Kanaloa*-class vessels are both in service, Matson plans to reduce the fleet composition by one ship. The collective bargaining agreements with Matson will expire at midnight on June 30, 2021.

APL Shoregang — The MFOW headcount at the former Global Gateway South was reduced from 35 to 27 mechanics this past summer, the result of declining imports and exports partially due to the U.S.-China trade and tariff wars. The membership may recall, a couple of years ago, the MFOW headcount averaged 46 mechanics at Pier 300 on Terminal Island. Cargo means jobs; let's hope that the two countries can get the trade problems resolved so that shoreside headcount can get boosted back

up to antecedent levels.

Government Vessels — As previously reported, the five-year contract between the SIU-Pacific District Unions and Patriot Contract Services (PCS) covering the eight *Watson*-class LMSR vessels had been extended from October 2018 to the end of March 2020. Bids were placed in 2019 to in order to retain this important work. Contract award is still pending.

In July 2019, the Union retained work aboard the shallow draft tanker *SLNC Pax* operated in the Western Pacific by PCS for Schuyler Line Navigation Company. This was a one-year contract with four option periods.

The Pacific District Unions also submitted option year pricing for the continued operation of 10 Ready Reserve Force vessels to Matson (*Cape Henry*, *Cape Horn* and *Cape Hudson*) and Patriot Contract Services (*Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Victory* and *Cape Vincent*). In October, the Unions were notified that the U.S. Maritime Administration (MARAD) was protesting total labor cost increases in the three percent range as not "fair and reasonable." After discussion, maritime labor (AMO, ARA, MEBA, MFOW, MM&P, SIU and SUP) agreed to object to what appears to be a MARAD misinterpretation of the Service Contract Act of 1964 and its codification in the Federal Acquisition Regulations. This is an ongoing matter.

Several activations of Ready Reserve Force vessels kept MFOW officials and members engaged over the past year. I would like to repeat my praise for those members who rose to answer the call of duty on short notice and get the ships crewed and underway.

* * * * *

On behalf of the MFOW officials and staff, I wish to take this opportunity to extend Season's Greetings to all members of the Union and their families.

Shipping gets ready as IMO 2020 looms

Beginning January 1, 2020, the International Maritime Organization (IMO) will enforce a new 0.5 per cent global sulfur cap on fuel content and has announced a 50 percent reduction in green-house gas emissions from ships by 2050. This new cap is in response to environmental concerns, specifically the emissions generated by the shipping industry. The cap was originally announced at the October 2016 session of the IMO's Marine Environmental Protection Committee.

New regulation likely brings unprecedented change to the maritime fuels supply landscape, while simultaneously posing a significant challenge to ship owners. However, it seems that concerns over fuel shortage with respect to low sulfur fuel oil (LSFO) are largely unfounded.

Another major issue is a technical concern that ship engines and machinery will be adversely affected by the lower viscosity of the lighter fuel oil, which could mean leaks in the engine room. The industry has moved to deal with this potential issue by working with lubricant oil suppliers to manage the switch. However, when any major switch is made there are bound to be some uncertainties, whether that is with recently installed scrubber technology which removes sulfur dioxide from exhaust fumes or a switch to new fuels.

While European ports such as Rotterdam and Aberdeen have invested heavily in ensuring adequate supplies of LSFO, it is Asia that has the refining ca-

pability to ensure adequate supplies for shipping according to one report. The shift of bunker fuels to LFSO from HFO by shipping lines means there is huge change at refineries where three million barrels a day of HFO will be replaced by lower sulfur fuel, marine gasoil and other blends that meet the 0.5 per cent sulfur emission mandate.

In order to make those changes, relatively expensive steps are required throughout the refining industry to rebalance products. However, Asia already has a surplus of IMO 2020 compliant fuels available and is set to benefit from the regulations more than other regions as it is producing more than enough gasoil at its highly complex refineries. Oil refiners in Asia have spent 2019 upgrading their facilities to produce higher yielding lighter fuel products that strip out sulfur. In terms of being able to meet demand to LFSO by January 2020, Asia is well set.

China and India are both able to produce lower sulfur fuels and have the technical capability to take advantage of the bunker specification changes. Japan is also a major LSFO producing and consuming country, while South Korea is a major exporter of gasoil. Asia's rising surplus of gasoil will help to ease the region's transition. The Middle East also has extensive refining capabilities that will meet demand for LFSO.

The IMO has not set any fines or sanctions for non-compliance to its 2020 mandate and they will leave enforcement and penalties to port state

control. The Marine Pollution (MARPOL) convention does say, however, that penalties should be sufficient to discourage violation, irrespective of where the violations occur. The United States has played a historically significant role in MARPOL enforcement, with the U.S. Coast Guard and Department of Justice having a reputation for exacting major fines and criminal sanctions for past violations.

Regions that have existing emission control areas (ECA), that already enforce use of lower sulfur fuels in their coastal waters include the Baltic Sea, the North Sea, the North American ECA, including most of the U.S. and Canadian coast and the U.S. Caribbean ECA. It is likely that port state control will be most active in the existing ECAs, while it is unknown whether other areas including Asia, under the IMO's Tokyo MOU region, will have the resources to inspect and implement fines, detentions and arrests from January 2020.

The Indonesian government has decided to opt out of IMO 2020 in its territorial waters, as most ships are between 15 and 30 years old, making it difficult to upgrade engines and machinery to be compliant with the new rules. In many cases, the engines and other equipment were manufactured by firms now out of business, which makes it difficult to get information on the upgrades needed to switch to low sulfur fuel. Indonesian ship owners are also moving to implement a 2019 government rule which requires ships to use a diesel blend that contains 20 percent biodiesel (FAME).

The switch to FAME provides a market for renewable fuel produced in Indonesia. Another reason to overlook the new regulations is that most vessels in the local fleet do not leave Indonesian waters. Latest estimates are that 560 active oil tankers are moving product around the country.

There are some sectors of the industry delaying preparations to ships for the LSFO as it is far more expensive than HFO. The potential cost impact of the new LSFO is also an unknown for many shippers, so they are waiting to find out how much they will have to pay carriers through the Bunker Adjustment Factor (BAF). The cost differential between HFO and the new LSFO is significant, and several major shipping companies are responding by imposing new BAF.

According to a survey asking about shippers about the cost impact of the IMO 2020, 16 percent of the respondents believe the cost impact will be significant, and six percent say it will be extremely significant. Some 23 percent of the respondents were uncertain what the cost impact will be.

There are also concerns from shippers that BAF charges will vary from port-to-port and make it difficult for them to budget for the increases. The British International Freight Association (BIFA) has also expressed frustration with the sulfur surcharge, according to a BIFA press release. BIFA reported the increase to a 40-foot container being anywhere from \$480 to \$840 with the new surcharges.

China's first electric ferry in operation

The *Junlyu*, China's first electric ferry, was launched last month and is now carrying passengers and running sight-seeing trips on the Yangtze River in Wuhan, a city of 11 million people about 800 kilometers inland from Shanghai. The ferry was made by the Wuhan Institute of Marine Electric Propulsion, which is a subsidiary of the state-owned China State Shipbuilding Corporation (CSSC), which claims to be the largest shipbuilding conglomerate in the world. The CSSC said that the *Junlyu* (which

translates roughly as "makes good use of everything") is the first fully battery-powered passenger ship in China. The *Junlyu* is 175 feet long with a beam of 49 feet, carries up to 300 passengers and can sail at speeds of up to 10 knots. It can travel for eight hours.

Outside of a few small electric boats used by visitors in parks, the only other known Chinese electric vessel is a cargo ship built in 2017. Ironically, the role of that ship is to transport coal to a power plant.

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

- 1) Current contact and beneficiary information
- 2) Insurance Enrollment Card
- 3) Medical Coverage selection

Contact: MFOW Welfare Fund
240 Second St., San Francisco, CA 94105
(415) 986-1028/(415) 986-5720
Email: welfare@mfoww.org

VICE PRESIDENT'S REPORT

MATSON NAVIGATION COMPANY — RRF VESSELS

Cape Hudson — At Pier 51, San Francisco; dispatched two Standby Electricians to re-lamp vessel. *Cape Horn* — dispatched an Electrician for one-year job on November 15. *Cape Henry* — ongoing electrical repairs; Standby Wipers and Standby Electricians assist when necessary.

PATRIOT CONTRACT SERVICES

RRF Vessels — The *GTS Callaghan* and *Cape Orlando* are ROS at Alameda RRF fleet. The *Capes Taylor, Texas, Trinity* and *Victory* are ROS at BPT RRF fleet. The *Cape Vincent* was sent out for a mission on October 28.

Watson-class LMSR Vessels — The *Red Cloud* went to modified RAV status in Baltimore and laid off the crew; 2nd Electrician was transferred to the *Watkins* and is awaiting fly-out.

As a result of weather, mission ops and holiday travel congestion, the following vessels have FOS reliefs awaiting fly-outs from Headquarters:

Charlton — Oiler waiting on orders (WOO), fly to SPN/YOK. *Dahl* — Electrician WOO, fly to SPN/YOK. *Pomeroy* — 2nd Electrician WOO, fly to Diego Garcia. *Sisler* — Oiler WOO, fly to Diego Garcia. *Soderman* — Oiler WOO, fly SPN/YOK. *Watkins* — Oiler and Wiper WOO, RAV-FOS in Bayonne. *Watson* — 2nd Electrician, Oiler and Wiper WOO, fly to Diego Garcia.

MT SLNC Pax — Flew out Pumpman on November 16 to YOK.

INDUSTRY HIGHLIGHTS

Industry highlights from *The Maritime Executive*:

- A clean-up operation was ordered in Honolulu harbor on November 7, after heavy fuel oil spilled during bunker operations at Pier 19 between the containership *Kamokuiki* and a bunker barge. The crew activated their Vessel Response Plan, which involved deployment of 25 bales of absorbent material and 1,600 feet of hard boom surrounding the spilled oil. At least 84 gallons of oil were recovered in the absorbent material and another 40 gallons were cleaned up by skimmers in the area.

- The International Transport Workers' Federation has called for urgent global and regional cooperation to fight piracy off West Africa. While piracy has decreased worldwide, the International Maritime Bureau reports that West Africa's Gulf of Guinea is a high-risk area for abductions and armed robbery. On November 4, pirates attacked a Greek oil tanker off the coast of Togo and fled af-

ter taking four crew members as hostages. According to the Togo Navy, armed guards were present on the Greek boat and tried to fight off the attackers, but one was wounded. The attack follows the abduction by pirates of nine Filipino crew members from a Norwegian-flagged boat off the coast of Benin just two days before.

In another piracy incident, on November 13, it was reported that pirates had attacked an Italy-flagged offshore supply vessel in the southern Gulf of Mexico injuring two crew members. One crew member of the vessel *Remas* received a bullet wound and the other suffered a concussion. About eight armed pirates arrived in two small vessels and boarded the vessel, robbing the crew of 35. Most registered attacks have been in the southern rim of the Gulf, where dozens of oil platforms produce thousands of barrels of crude oil per day. Sophisticated equipment has been stolen and resold, and the crews robbed.

- New research by Cardiff University urges shipping companies to provide more amenities for seafarers, specifically internet access; activities onboard (such as basketball, squash, swimming); gaming activities (such as table tennis, darts, barbecues, karaoke, bingo, card/board games); a gym; a sauna; comfortable mattresses and cabin furnishings; shore leave; varied and good-quality food. The study cites evidence that psychological disorders are increasing among seafarers, and their remoteness allows for abuse to go undetected. Sometimes, seafarers are subjected to bullying and harassment by superiors and colleagues on board, yet more than 55 percent of employers said they had not introduced any policies or practices to address mental health for a decade.

- The Panamanian-flagged vessel *Betty K VI* went aground last month in the north side of Fishers Island, a Miami residential district, which happens to be the most expensive zip code in the state of Florida. The U.S. Coast Guard received notification that the vessel had run aground after losing propulsion, causing damage to a small concrete dock. She was refloated with assistance of two tugs, then towed to a pier on the Miami River.

- The U.S. Navy has officially confirmed the discovery of the WWII submarine *USS Grayback*, found in Japanese waters on June 5, 2019, at a depth of 435 meters by the Tiburon Subsea Lost 52 Project team. This is the first U.S. submarine discovered in Japanese waters. Post-war Japanese records indicate the *Grayback* was damaged and

then sunk after being attacked by land-based Japanese naval aircraft in the East China Sea on February 26, 1944. She is the final resting place of 80 sailors.

- Continuing to report on the increase of cargo shipments on the Northern Sea Route, over 26 million tons of cargo have been transported this year, up from 15.9 million tons last year. According to a report in TME, the main increase in cargo flow resulted from the Yamal LNS progress and an increase in the oil shipped from the Yamal Peninsula oil terminal.

- A passenger aboard the Carnival Horizon fell to his death last month during a cruise. The Miami-Dade Police Department confirmed a man died from injuries sustained from a fall from the 9th deck balcony onto a 5th-deck promenade. Medical staff who responded to the scene reported the ship called for a medevac airlift, but the victim died before the helicopter could arrive.

- French ocean carrier CMA CGM has announced a major asset sale program in order to underwrite its acquisition of freight forwarder CEVA Logistics. It plans to raise \$970 million by

selling stakes in 10 terminal facilities to a controlled venture with Terminal Link, which is 49 percent owned by China Merchant Port Holdings.

- China has established what is described as the world's largest shipbuilding group. China Shipbuilding Group consists of 147 research institute, business units and listed firms, with total assets of \$112 billion US and 310,000 workers. The group was established Beijing approved the merger of China's two largest shipbuilders, China State Shipbuilding Corp. and China Shipbuilding Industry Co. China's shipbuilding industry competes with that of South Korea and Japan.

- A wrap-up of 2019's Atlantic hurricane season reports a total of 18 tropical storms, including six hurricanes, of which three were considered "major" (Category 3, 4 or 5: Dorian, Humberto and Lorenzo). The average season has 12 named storms, six hurricanes and three major hurricanes. The NOAA outlook accurately predicted the overall activity of the season.

I would like to wish all members and their families a happy and safe holiday season.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for the month of November:

MV President Eisenhower — delegate Ruben Rivera (REJ), no beefs.

MV President Wilson — delegate Fred Cagler (Wiper) reported the unlicensed crew members submitted a lodging claim because the laundry room was locked up for three days while at the port of Long Beach; no other beefs.

MV President Cleveland — delegate Erik Nappier (ERJ), no beefs.

MV President Kennedy — delegate Stephen Anobil (DJU), no beefs; crew change in Wilmington.

MV President Truman — delegate Danilo Datuin (ERJ), no beefs; crew change in Wilmington.

MV Maunawili — previous delegate Glen Walton (ERJ), no beefs. Current delegate Andy Peake (REJ), no beefs.

MV Mahimahi — delegate Patrick Gillette (REJ), no beefs. Vessel arrived approximately eight hours late.

MV Daniel K. Inouye — delegate Gregg Cavan (REJ) reported a harassment complaint was lodged by MFOW crew members against another crew member. The matter is currently being investigated by Matson's Labor Relations department.

SS Matsonia — delegate Kenneth Paddock, no beefs.

Matson shoreside mechanic Erick Anglo reported no beefs.

Have a safe and happy holiday season!

Guidelines released to help cut risks of fire onboard box ships

A risk-based approach to stowing dangerous goods on container vessels to mitigate risk of fires is at the heart of new guidelines produced by the Cargo Incident Notification System (CINS) and class society ABS. The new guidelines come at a time where major fires on box ships are at record highs and have seen plenty of high profile casualties in recent months.

The CINS Safety Considerations for Ship Operators Related to Risk-Based Stowage of Dangerous Goods on Containerships, available via the CINS website, is the product of collaboration between CINS members, facilitated by ABS, to develop operational guidance for the safe carriage of dangerous goods.

"This guidance is developed from key lessons learned provided by CINS members from past incidents. This experience informs the risk-based approach which frames goals, functional requirements, and strategies associated with dangerous goods stowage," said an ABS spokesperson. "Dangerous goods not properly identified or accounted for can be detrimental to the safety of

the ship and more importantly the people onboard that ship. This guidance is practical advice that will advance safety on container vessels."

The guidelines have undergone an infield trial and provide safety considerations designed to improve stowage planning and hazard mitigation for dangerous goods transport. CINS is a container shipping line initiative to increase safety in the supply chain, reduce the number of cargo incidents on-board ships and highlight the risks caused by certain cargoes and/or packing failures.

Major containership fires are on the up this year, averaging one a month in 2019, bucking this century's already alarming average of one every 60 days.

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**

U.K. defies deadline to hand over Chagos Islands/Diego Garcia to Mauritius

The United Kingdom has ignored a United Nations General Assembly deadline to withdraw from the Chagos Islands, part of the British Indian Ocean Territory (BIOT). The U.K. refuses to allow the islands to be reunified with Mauritius or the islanders to return to their homeland; the British government evicted them in the 1970s. The Foreign Office insisted on Britain's sovereignty over the islands, which it said "has been under continuous British sovereignty since 1814. Mauritius has never held sovereignty over the BIOT and the U.K. does not recognize its claim."

The Chagos Islands are of geostrategic significance. Britain leases Diego

Garcia, the largest island in the Indian Ocean archipelago, to the United States. The U.S. uses the site to house one of its largest airbases, with 4,000 U.S. as well as British troops, as a launching pad for its operations in the Middle East.

The UN meeting last May condemned Britain's occupation of the Chagos Islands and endorsed a non-binding ruling by the International Court of Justice (ICJ), calling on the U.K. to relinquish its hold on the territory within six months to complete the process of decolonization. The ICJ's ruling implied that the U.K. lease of Diego Garcia to the U.S. is also illegal.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2020

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfoww.org 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.

January 20-24

February 17-21

March 23-27

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.

January 20-24

February 24-28

March 9-13

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.

January 6-31

March 2-27

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.

February 3-7

March 30-April 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.

January 6-February 14

March 2-April 10

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.

February 17-21

April 20-24

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.

March 9-April 17

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): January 17; January 31; February 14; February 28; March 6; March 20

California Maritime Academy, Vallejo, CA: January 6-7

Compass Courses, Edmonds, WA: January 21-22; February 25-26; March 24-25

El Camino College, Hawthorne, CA (one day): pending

MITAGS-PMI, Seattle, WA: January 27-28; February 18-19; March 23-24

Maritime License Center, Honolulu, HI: January 9-10

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: January 22-24; February 19-21; March 25-27

California Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: January 21-23; February 25-27; March 24-26

El Camino College, Hawthorne, CA: pending

Maritime License Center, Honolulu, HI: January 8-10

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.

Port of Long Beach awards \$376,000 to community groups

The Long Beach Board of Harbor Commissioners awarded 124 sponsorships last month, totaling \$376,000 to promote local groups advancing causes such as the arts, environment, social justice and historic preservation. Since 2007, the Port of Long Beach has given more than \$9 million to the community through its sponsorship program, supporting community group events and projects that make Long Beach a better place to live and work, while also helping the port communicate about its projects and programs with local residents and other audiences.

Requests for sponsorship funding are open twice each year, in March and September. For the 2020 fiscal year, the board approved a \$1 million budget for the program.

"Long Beach has an abundance of wonderful organizations that produce impressive events and programs. We're

honored to be able to support them through our sponsorship program," said Long Beach Harbor Commission President Bonnie Lowenthal.

"It's a way for us to strengthen our commitment to the community while bringing awareness to the Port's important role in the region."

Events sponsored for this call include the Cambodia Town Culture Parade and Festival, the Shared Science 2020 Tech Girls Workshop, Long Beach Homeless Coalition's LB Homelessness Ally Program and the Community Action Team's 30-Minute Beach Cleanups.

Port staff members attend select sponsored events to provide information about the port. As part of a sponsorship agreement, recipients also give the port promotional opportunities at events to spread awareness about its mission.

Lake Carriers' Association has concerns about icebreaking

With temperatures falling and significant ice formation imminent on the Great Lakes, the U.S. economy is facing potential job losses and serious financial implications with binational icebreaking assets that continue to age and seem frozen in time.

"The nation's economy depends on reliable and predictable icebreaking on the Great Lakes. Last year when cargoes carried on U.S.-flag Great Lakes ships were delayed or cancelled because of inadequate icebreaking 5,000 jobs were lost and the economy took a \$1 billion hit," said Jim Weakley, President of the U.S.-based Lake Carriers' Association (LCA).

The reliability and number of U.S. and Canadian icebreaking assets on the Great Lakes is critical for the flow of cargoes to freshwater ports during the winter and spring commercial shipping seasons.

"Compounding the recurring severe ice conditions are record high water levels across the Great Lakes and connecting channels. Annual ice jams at places like Algonac, East China and Marine City in the St. Clair River, cause flooding of properties and damage to sea walls. Icebreaking is essential to minimizing damaging impacts to shoreline communities from ice," stated Justin Westmiller, Director of Homeland Security and Emergency Management for St. Clair County, Michigan.

Unfortunately the outlook is not good for reliable icebreaking on the Great Lakes. In fact, the number of U.S. and Canadian Coast Guard icebreakers today is just 60 percent of what they were in the 1980s and 1990s for a system that has more shoreline than the entire

U.S. East Coast.

The U.S. Coast Guard has only 11 icebreakers in service, down from 19. During the ice season, as many as five have been sidelined with engine failures and other age-related problems. The Canadian Coast Guard has only two icebreakers, down from seven. Six of the U.S. Great Lakes icebreakers are 40 years-old and the Canadian's two icebreakers are 50 and 35 years-old.

"We continue to voice our concerns that both the U.S. and Canadian Coast Guards need to take this seriously and put more icebreaking resources in the Great Lakes and repower the current aging assets to ensure they can continue to break ice. However, the response has been slow as molasses in winter and insufficient for the decrepit fleet of icebreakers. We are at a critical juncture, just to keep the small number of icebreaking ships operating is an ongoing challenge," said Weakley.

Last year, three U.S. icebreakers were out of action during the ice season with significant engine problems. The Canadians also suffered engine failures that kept them from joining the effort in eastern Lake Superior and the St. Mary's River, where dozens of idled commercial ships were stranded for days. Icebreaking assets were stretched thin with boats stuck in Lake Erie, Lake Superior and the St. Mary's River.

This lack of adequate icebreaking on the Great Lakes continues to have far-reaching national implications. Jobs across the country are being lost as Great Lakes shipping companies struggle to move the vital building blocks of America during the ice season.

CMA CGM launches alternative propulsion research initiative

At a recent French Maritime Economy Conference, CMA CGM CEO Rodolphe Saade stressed his firm's commitment to LNG as a marine fuel but left the door open to new propulsion technology.

"With the choice of liquefied natural gas, the CMA CGM Group is a pioneer in the energy transition of the maritime industry. To meet the challenges ahead, we must go even further and work together: maritime, air and land carriers, logisticians, energy companies and motorists, in Europe and around the world," Saade said.

To illustrate its position, CMA CGM released a new promotional video on the relative merits of LNG as a marine fuel. LNG virtually eliminates SOx and PM emissions and reduces NOx by 85 percent, with valuable compliance and health benefits. It also reduces local CO2 emissions from the ship by up to 30 percent, and it typically reduces lifecycle greenhouse gas emissions (including methane) by a margin of six to 20 percent, depending upon the source of the estimate and the specif-

ics of the vessel. At worst, according to a recent study by Imperial College London and the Sustainable Gas Institute, certain LNG-fueled ships may generate more well-to-wake greenhouse gas emissions than comparable HFO-fueled ships.

CMA CGM is the first ocean carrier to use LNG to power ultra-large container vessels. In order to supply LNG to a future fleet of 15,000 TEU ships on the Asia-Med route beginning in 2021, the company will use bunkering infrastructure at the port of Marseille-Fos, supporting more jobs in the French LNG sector. CMA CGM's first LNG-fueled megamax vessel, the 23,000 TEU *Jacques Saade*, is due to make her debut port call at the port this coming June.

Saade also called for a French research initiative focused on future marine fuels. A new partnership announced between the French Maritime Cluster, the ADEME (French Environment & Energy Management Agency), Bureau Veritas and CMA CGM will evaluate available technologies and new developments in vessel propulsion.



MV Cape Henry Chief Engineer Christian Yuhas sent this picture of MFOW Standby Wipers Edgar Jackson, non-seniority; Errick Williams, non-seniority; and Jogene Cerezo, JM-5350, who did a great job getting the engine room cleaned up last month.



Census Q&A

What is the Census?

Every 10 years, every resident in the United States is counted, providing valuable statistics and information about the status of our communities, and our country. The census counts our population and households, distributing more than \$700 billion in federal funds annually to support states, counties and communities' vital programs.

Why does it matter for unions and workers?

The funds the federal government allocates based on the Census results provide critical services to our communities and support thousands of good union jobs. For example, based on population, California will get a share of the federal government dollars for infrastructure projects. That means better roads for commuters, safer bridges for drivers and upgrades to our electrical grid to help prevent wildfires and blackouts.

How does it affect our union?

The federal funds based on the Census results support hundreds of thousands of jobs in the public and private sector. Because those jobs are mostly union, it has a huge effect on our union's membership. If California is undercounted in the Census that could mean the loss of funding that support's many of our members' jobs. California is a large and diverse state. We need those funds to effectively provide services in our communities and to support good union jobs that build our middle class.

What happens if we lose congressional seats because we're undercounted?

Congressional seats are allocated based on population. Currently California has 53 congressional seats. That gives us strong representation in Washington, DC. If we lose congressional seats because we're undercounted, we lose political power. That means states with anti-worker congressional delegations will have more power to pass laws that hurt working people. Laws like Right-to-Work, health care takeaways and other measures that hurt our union. It also means pro-worker measurers like increasing the minimum wage, strengthening prevailing wage, expanding health care access and reforming labor law so that it's easier to join a union will be more difficult to pass.

How do we make sure immigrants are counted?

There's been a lot of fear-mongering by the Trump Administration that makes it more difficult for immigrants to participate in the Census. Families are scared they'll be targeted if they provide information to the government. While this isn't an unfounded fear, we've made sure that there are multiple layers of protection to keep sensitive information out of the hands of those who would target immigrants. If immigrant families fill out the Census online, they're less likely to have Census enumerators show up at the door. Participating also gives immigrants a voice to ensure they are counted as members of the communities in which they live and work. In California, it's absolutely critical to have the participation of immigrant families. Our union is working with immigrant rights' groups to ensure that the process is easy and safe, leading to more opportunities for immigrant families.

What can our union do to help?

Get the word out! The Census is a huge opportunity for our union to talk to members about the importance of making our voice heard and having a seat at the table. Between now and March, we're going to be educating members on the importance of participating in the Census and how that participation is vital to our community services, our safety and our jobs.

Like us on
facebook



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

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

WILMINGTON NOTES

Wilmington members and applicants were dispatched to 73 jobs in November: 13 APL, five Matson, three PCS shipboard billets, and five Shore Mechanics. Two applicants made ships and 10 applicants worked standby jobs. Members registered number 28 A-, 17 B-, and 17 C-seniority members.

Most of our ships were on time this past month and made up the time here in Los Angeles. Food has been satisfactory on almost all ships, but we had few food complaints. Night lunches and contracted menu items were lacking, reheated/recycled food also came up.

There have been a few reliefs called here this past month and expect a few more if anyone is looking. Overall, we have been a little busy here as a lot of members have been upgrading as they should. One of our REJs was hurt pretty bad and was flown back and is re-cooperating at home. We wish him a speedy recovery.

The 2019 holiday luncheon was held on December 7. SUP hosted this year along with a little help from MFOW members and applicants. I am not sure who the caterer was, but I heard no complaints on the quality of the food or drink. I also attended the MTD meeting at the Wilmington SIU hall this past month.

Work on the *SS Lane Victory* engine

room is off limits for now. However, topside was open to the public for a small donation on December 7 and served as one of the judging stations for the Los Angeles Harbor Annual Boat Parade. Work in the engine room will be on hold through the holidays.

I wish all members a happy holiday season. And a big thanks to all the delegates and members for all your hard work. Take care and remember to work safely.

HOWZ SHIPPING?

November 2019 San Francisco

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Oiler.....	4
Wiper.....	3
Standby Electrician/Reefer.....	19
Standby Wiper.....	20
TOTAL.....	50

Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	5
Reefer/Electrician/Jr. Engineer.....	6
Junior Engineer (Day).....	4
Oiler.....	4
Wiper.....	2
Shore Mechanic.....	5
Standby Electrician/Reefer.....	13
Standby Wiper.....	33
TOTAL.....	73

Seattle

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Oiler.....	7
Standby Electrician/Reefer.....	8
Wiper.....	1
TOTAL.....	22

Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day).....	4
Wiper.....	5
Shore Mechanic.....	3
Standby Electrician/Reefer.....	25
Standby Wiper.....	41
TOTAL.....	84

HONOLULU NOTES

Honolulu dispatched 84 jobs in November. There was an increase in standby wiping jobs (41) and members wanting a trip off or returning from a trip off (9). Everyone here is happy for the increase, as they all know that we will soon lose five shipboard jobs due to the *Mokihana* and *Matsonia* laying up. Honolulu hall won't have a two-to-one ratio anymore; it'll jump up to 2.5 members to every job here in Honolulu.

On our registration list we have 16 A-, 13 B- and eight C-seniority members, along with three applicants, allowed to work on standby jobs and nine more applicants waiting for my call.

In support of our union brothers and sisters: Honolulu members supported the Hawaiian Airlines flight

attendants at their five-day protest, the nurses at Straub hospital picket line, and the American Airlines catering workers at their one-day protest demonstration.

I also attended the 28th Biennial Hawaii State AFL-CIO Convention. I'm glad to announce that I, along with a majority of the Honolulu Port Council members, will again be on the Hawaii State Federation executive board. Also attending the convention was Sharlette Poe, a representative from the U.S. Census Bureau, who informed the attendees about how important participating in the upcoming 2020 census is for our state's federal funding of over 55 programs in Hawaii alone. I encourage all to fill out your census report.

SEATTLE NOTES

During the month of November Seattle shipped the following: seven Navy Oilers (four steady and three activations), one Wiper (activation), three REJs, three ERJs, and eight Standby Reefers. Seattle currently has seven A-, 11 B-, and four C-seniority members registered for shipping.

The new Seattle Document Reminder program that was started last month has been met with positive reviews from all members that have received it. Thank you to all that have responded with new expiration dates or renewal inquiries. If your documents in the Seattle files are flagged, you can expect an email reminding you the first week of the month. However, I have a disclaimer in the email that reads: **This is a courtesy and does not in any way supersede your own responsibility for maintain-**

ing your qualifications. I cannot stress this enough.

While I am happy to do this for the membership it is not in our rules and you should not expect this extended courtesy if you register in another port or fall off the registration list for a prolonged period. If you are not a Seattle mariner and would like to participate in this program, I will need a scan of all relevant current documents to PDF, a good email address, and a phone number emailed to the Seattle hall, at seattle@sailors.org.

Happy Holidays,
Brendan Bohannon, Representative

Benefits paid during November

Death Benefits	
Joel E. McCrum, P-2536	\$1,500.00
Burial Benefits	
Clifford P. Dugan, P-2590	\$1,000.00
Robert E. Lee, P-1333	\$1,000.00
Excess Medical	\$1,781.95
Glasses and Examinations	\$200.00

HONOR ROLL

Voluntary donations to General Treasury — November 2019:
Eric White, #3925\$100.00
John Harlan, #3609\$100.00

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Keith Miller	JM-4945	SIU Basic	29.805	11/1/2019

POLITICAL ACTION FUND

Voluntary donations for November 2019:
Daniel Daligcon, JM-5359\$100.00
John Harlan, #3609\$50.00
Vicente Cacacho, #3828\$40.00
Reynato Llona, #3901\$50.00
Sony Arandia, JM-5250\$25.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

MARINE FIREMEN'S UNION
240 Second Street, San Francisco, CA 94105

Regular membership meeting dates 2020

January	2*	S.F. Headquarters
	8	Branches
February	5	S.F. Headquarters
	13*	Branches
March	4	S.F. Headquarters
	11	Branches
April	1	S.F. Headquarters
	8	Branches
May	6	S.F. Headquarters
	13	Branches
June	3	S.F. Headquarters
	10	Branches
July	1	S.F. Headquarters
	8	Branches
August	5	S.F. Headquarters
	12	Branches
Sept.	2	S.F. Headquarters
	9	Branches
October	7	S.F. Headquarters
	14	Branches
Nov.	4	S.F. Headquarters
	12*	Branches
Dec.	2	S.F. Headquarters
	9	Branches

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

FINISHED WITH ENGINES



Rodolfo M. Magtalas, #3395/P-2408. Born September 8, 1946, Philippines. Joined MFOW November 4, 1970. Pensioned September 1, 1988. Died October 27, 2019, Sacramento, CA.

Your Right to Union Representation

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

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