



Matson takes delivery of new *Lurline*

On December 26, Matson, Inc. took delivery of its newest vessel, the largest combination container roll-on/roll-off (con-ro) ship ever built in the United States, from General Dynamics NASSCO. Christened *Lurline*, the new ship is the first of two *Kanaloa*-class con-ro vessels being built for Matson by NASSCO at a total cost of \$500 million for the pair, and the third of four new vessels that Matson is putting into service between 2018 and 2020.

Named in honor of the ocean deity revered in the native Hawaiian culture, Matson's *Kanaloa*-class ships are built on a 3,500 TEU vessel platform. Main engine horsepower is 42,738. At 870 feet long, 114 feet wide, with a deep draft of 38 feet and weighing in at over 50,000 metric tons, *Lurline* is now Matson's largest ship and the largest con-ro vessel ever constructed in the U.S. It is also one of Matson's fastest vessels, with a top speed of 23 knots, helping ensure on-time deliveries in Hawaii from Matson's three West Coast terminals in Seattle, Oakland and Long Beach.

Both new *Kanaloa*-class vessels will have an enclosed garage with room for approximately 500 vehicles, plus ample space for rolling stock and breakbulk cargo. They will also feature state-of-the-art green technology, including a fuel-efficient hull design, environmentally safe double hull fuel tanks, fresh water ballast systems and the first Tier 3 dual fuel engines to be deployed in containerships serving West Coast ports.

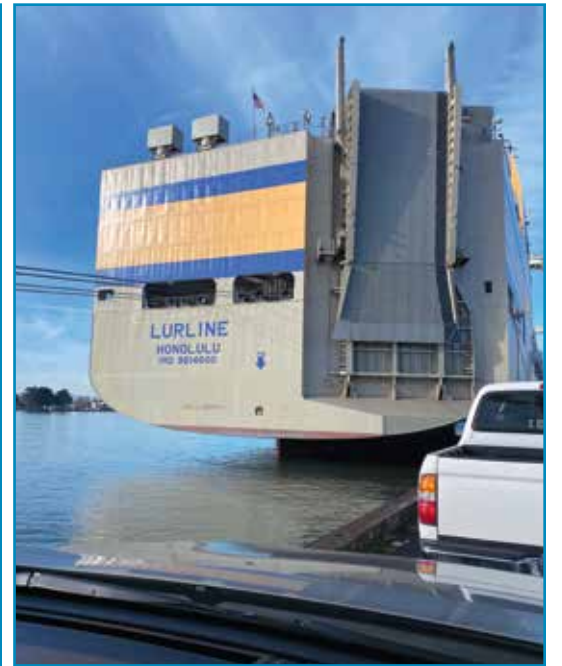
Both new vessels will enter service fully compliant with new International Maritime Organization (IMO) emission regulations going into effect 1 January 2020. Under the latest IMO requirements for engine manufacturers, Tier 3 engines reduce the levels of particulate emissions by 40 percent and NOx emissions by 20 percent, as compared to Tier 2 standards.

The two ships will replace three diesel powered vessels in active service, which will be moved to reserve status. With delivery of the *Kanaloa*-class ships, along with its two new *Aloha*-class ships, Matson will have completed the renewal of its Hawaii fleet, allowing it to retire its seven older steamship vessels that will no longer comply with environmental regulations in 2020 without substantial modification.

The first *Kanaloa*-class vessel will be the sixth Matson vessel to bear the iconic name *Lurline*. The original *Lurline* was Capt. William Matson's second vessel, a brigantine built by Matthew Turner, shipbuilder of Benicia, California in 1887.



A view of the *Lurline* main deck and hatch covers.



Looking at the stern of the *Lurline*, which has an enclosed garage with room for approximately 500 vehicles, plus ample space for rolling stock and breakbulk cargo.



MV Lurline Wiper Rocky Bacalla, JM-5284, pictured hooking up potable water in the Port of Oakland.



The *MV Lurline* plank owner unlicensed engine crew are (left to right) Junior Engineer Otto Garcia, #3784; Wiper Rocky Bacalla, JM-5284; Junior Engineer Abdulhameed Alsadem, #3886; ERJ Scanlon Henneberry, #3717; and Junior Engineer Carmen Fox, #3885. Not pictured is REJ Michael Snyder, #3918.

MARAD warns of Iranian maritime threats against U.S. ships in Middle East

The U.S. Maritime Administration has issued an advisory warning of the possibility of Iranian attacks on U.S. ships in Middle Eastern waters after a U.S. military strike in Baghdad on January 3 killed a top Iranian commander, Qassem Soleimani, fueling tensions in the region and heightening concerns about disruption to oil supplies.

"The Iranian response to this action, if any, is unknown, but there remains the possibility of Iranian action against U.S. maritime interests in the region," said the department.

"U.S. commercial vessels are advised to exercise caution and coordinate vessel voyage planning for transits of the Persian Gulf, Strait of Hormuz, Gulf of Oman, North Arabian Sea, Gulf of Aden, and Red Sea with NCAGS (U.S. Fifth Fleet Naval Cooperation and Guidance for Shipping) and follow NCAGS recommendations and guidance whenever possible."

The U.S. Fifth Fleet, which is based in Bahrain, polices the Strait of Hormuz and the other important waterways in the region.

Iran has reiterated its threat to retaliate after President Donald Trump vowed to hit 52 Iranian sites if Tehran strikes back.

The U.S. Fifth Fleet is responsible for about 2.5 million square miles of area including the Arabian Gulf, Gulf of Oman, North Arabian Sea, Gulf of Aden, and the Red Sea. The policed area spans 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.

"U.S. Naval Forces Central Com-

mand (NAVCENT) has and will continue to provide advice to merchant shipping as appropriate regarding recommended security precautions in light of the heightened tensions and threats in the region," a U.S. Fifth Fleet spokesperson said.

"NAVCENT routinely advises the merchant shipping community on threats and risks to the unrestricted flow of commerce across the region through our Naval Cooperation and Guidance for Shipping team."

The U.K. is also beefing up security around the Strait of Hormuz, which Iran had in the past threatened to close in case of war in the region. The U.K. has instructed preparations for *HMS Montrose* and *HMS Defender* to accompany British ships in the Strait of Hormuz. Shipping companies, including owners

Halls to close

Martin Luther King, Jr.'s Birthday — All MFOW hiring halls will be closed on Monday, January 20, 2020, in observance of Martin Luther King, Jr.'s Birthday, which is a contract holiday.

Lincoln's Birthday and Presidents' Day — The MFOW hiring halls will also be closed on Wednesday, February 12, 2020, in observance of Lincoln's Birthday, and on Monday, February 17, 2020, in observance of Presidents' Day. Both days are contract holidays under the APL and Matson Master Offshore Agreements.

and operators of tankers and LNG carriers, are on high alert following escalated tensions in the Middle East, with risks of freight rates rising sharply, higher war insurance premiums and other risk mitigation efforts being implemented.

Japan's Mitsui O.S.K. Lines, one of the country's largest ship-owners, also issued a new safety advisory for its vessels transiting the Strait of Hormuz.

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Electrician Ronny Ting, #3916, pictured aboard the MV Cape Horn in San Francisco.

Activation exercise reveals challenges facing sealift fleet

Last month, U.S. Transportation Command (TRANSCOM) released its after-action report for the large-scale turbo activation sealift exercise conducted in September. The results confirm longstanding warnings from the U.S. Maritime Administration (MARAD) about the challenges facing U.S. force projection capabilities in time of war. The no-notice exercise tested the ability of the MARAD Ready Reserve Force (RRF) and the Military Sealift Command (MSC) surge fleet to crew up large numbers of ships; break them out of layup and deploy them.

According to TRANSCOM, 27 out of the 33 ships activated for the exercise were ready for sea within five days, just barely clearing the target of 80 percent. Out of the 27 vessels which activated on time, six experienced mission impacting discrepancies that would delay an immediate mission tasking, bringing the ready-for-mission count down to 21. The casualties under way included both propulsion systems and auxiliary machinery. Notably, due to propulsion casualties, none of the four large, medium-speed roll-on/roll-off ships (LMSR)

in the test completed their operational speed runs at the target speed of 24 knots. One heavy lift vessel, the *Cape Mohican*, also failed her operational speed run due to a control automation casualty.

Other notable discrepancies (both at the dock and under way) revealed by the activation included:

- Aboard three Cape-class vessels, a “complete absence of the ability to communicate securely” due to communications equipment failures.
- Distilling plant failures on three Cape-class vessels, which could not be repaired while underway and would require a return to port
- Engine issues requiring in-port repairs for one Cape-class ship and one LMSR

TRANSCOM concluded that, “The relatively low qualitative mission success rate will challenge the immediate output of the organic surge fleet in executing the initial voyages of a large-scale inter-theater force deployment without delays.”

In addition to the challenges encountered by 11 of the vessels selected for activation, 12 more ships in the 61-vessel sealift fleet were excluded from initial exercise planning and selection due to pre-existing breakdowns. One other could not leave port due to air draft restrictions, and 10 were unavailable due to planned maintenance, bringing the number of vessels capable of immediate mission tasking down to less than half of the total fleet.

The nation relies on 46 RRF vessels along with 15 MSC ships for the initial surge of sealift capacity. The vessels in the RRF fleet are an average of almost 45 years old. TRANSCOM and MARAD have stressed the need for a recapitalization of the RRF for years and have repeatedly informed Congress that the military is dependent on the U.S. Merchant Marine to help project U.S. power overseas. Maritime Administrator Rear Adm. Mark Buzby said the current aging sealift fleet demands an inordinate amount of maintenance and repair costs to keep it going. TRANSCOM said the analysis “reinforced the need for recapitalization, appropriate levels of resourcing to correct material deficiencies, and continued emphasis on readiness improvements.”

Korean shipbuilders looking to cash in with LPG and LNG carriers

Liquefied petroleum gas (LPG) carriers, along with liquefied natural gas (LNG) vessels, are emerging as a new cash cow to feed Korean shipbuilders in 2020. Due to strengthened vessel fuel emission regulations by the International Maritime Organization (IMO) and a shale gas boom, demand for large LPG and LNG carriers, which are high value-added vessels, is expected to increase. Shipbuilding industry insiders forecast that global merchant vessel orders would reach 588 units in 2020. The figure is up 18.5 percent from 496 vessels recorded in 2019. Orders for LPG carriers are expected to total 40 vessels, up nine from 2019.

LPG ships, together with LNG ships, are representative eco-friendly vessels. However, due to their low building costs, which are half the level of LNG carriers, they have been shunned by Korean shipbuilders. Yet the size of LPG carriers has increase sharply as demand for LPG has surged. Out of the 40 LPG vessels likely to be ordered for 2020, 30 vessels will be very large gas carriers (VLGC) with a capacity of 65,000 DWT.

Growing demand for LPG carriers is fueled by the shale gas development in the United States. Since 2013, the United States has increased exports of LPG. The world LPG seaborne trade volume,

which stayed at an average of 66 million tons, grew to 110 million tons in the past five years. More than 100 million tons are estimated to be delivered by ship.

A large proportion of the increased LPG supply is shipped to Asia, which accounts for 70 percent of the world LPG market. Europe takes up 18.7 percent. By country, China imports the most with 22 million tons, followed by India with 16 million tons and Japan with 11 million tons. Asian countries, including Japan, are reducing LPG imports from the Middle East, while increasing the volume from the United States. The U.S. share of Japan’s total LPG imports rose sharply from about 10 percent in 2013 to 72 percent as of October 2019. The share of Middle Eastern LPG in Japan’s imports fell from 79 percent to 17 percent during the same period. The hike in freight rates stimulates the growth in LPG carrier orders.

As the IMO’s environment-related regulations have gone into effect, orders for LNG vessels are expected to increase. To properly get around the regulations, it is better to equip a vessel with an LNG-powered propeller than a scrubber from the beginning. So, analysts say Korean shipbuilders will be the beneficiary of the regulations as they are competitive in this field.

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Candidates for 2020-2022 Term of Office

President/Secretary-Treasurer

Anthony G. Poplawski



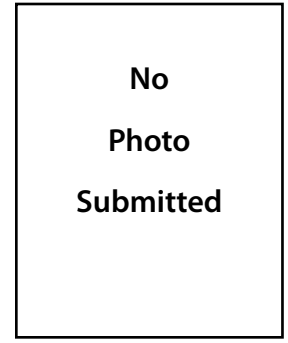
Vice President

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

MFWO PRESIDENT'S REPORT

MAHIMAH FUMES

On November 29, Headquarters received a complaint from the *MV Mahimahi* regarding noxious fumes in the hotel spaces. The ship was loaded in Seattle with 45-foot cured wooden utility poles that were producing fumes. The poles were loaded on Bay 2 just aft of the house and the fumes were coming through the supply ventilation ducts. Some crew members complained of headaches. The utility poles were discharged in Honolulu on November 30. The unlicensed crew requested an investigation to determine the type of chemical used and why the cargo was not on the hazardous cargo manifest.

On December 3, the SIU Pacific District Unions (MFWO, SIU-AGLIW and SUP) sent a request-for-information to Matson. On December 12, Matson completed their investigation and reverted back to the Unions. As a result, the Unions sent the following self-explanatory letter to the ship:

Date: December 16, 2019
 To: Unlicensed Crew of the *MV Mahimahi*
 From: Anthony Poplawski, MFWO
 Nick Marrone, SIU-AGLIW
 Dave Connolly, SUP
 Subject: Pressure-treated Utility Poles

In response to the grievance letter detailing 45-foot wooden utility poles that had been loaded aboard the *Mahimahi* and were producing unpleasant fumes:

The pressure-treated utility poles in question contained 90 percent wood, 5.6 percent creosote, 3.8 percent petroleum distillate 120, 0.5 percent coal tar and 0.1 percent water. The manufacturers are listed as Stella Jones Corporation, of Pittsburg, Pennsylvania and McFarland Cascade Holdings, Inc., of Tacoma, Washington.

The product is non-regulated from a hazardous material transport perspective. It is transported as standard non-hazmat cargo and the company has no visibility on the shipments when priced, booked or loaded to the vessels. The product's Material

Data Safety Sheet identifies hazards related to breathing 'dust' from the poles or related to skin contact.

The Unions made a demand that the company commit to stowing this type of cargo away from the house. The company has committed to work with the terminal operators and their customer service group to set up a system where customer service can insert a notification pop-up at the time of booking to alert the terminal operator. That will trigger a notice to the cargo planners to load the poles away from the house in order to avoid a similar situation in the future.

INOCULATION REQUIREMENT

The Republic of the Marshall Islands (RMI) Office of the Secretary - Ministry of Health & Human Services recently issued a travel advisory. Effective December 10, non-RMI citizens (six months of age up to adults born after 1957) must show an official and sealed up-to-date measles vaccination certificate from a health provider upon entry to RMI ports. This is an entry requirement for getting into the RMI. Failure to comply will result in entry refusal. There are no exceptions unless contraindicated by a doctor in writing.

Matson notified the Union that all current *MV Kamokuiki* crew who do not have a record of an MMR (measles, mumps, and rubella) in-

oculation will not be allowed to go ashore in the Marshall Islands. The ship will be allowed in port for cargo operations, but crew will be restricted to the ship based on the government mandate. Matson worked with the captain, the crew, their families at home and the union halls to try to get as many inoculation records as possible. In the meantime, restriction-to-ship will occur in the ports of Majuro, Ebeye and Kwajalein for those without inoculation records. All *MV Kamokuiki* job orders going forward will need to require proof of MMR inoculation as a job call requirement.

MFWO ELECTION

Balloting got underway on Saturday, December 7, 2019, for the election of MFWO officials to serve during the 2020-2022 term of office. Article V, Section XIV of the MFWO Constitution provides that one member from each Branch on the Pacific Coast shall be elected at a regular meeting of Headquarters and Branches so as to commence their duties as Balloting Committee on the first Monday of February following the conclusion of balloting. The first Monday of February following the conclusion of balloting is February 10, 2020.

It will be in order at the January 8, 2020, Wilmington Branch meeting to elect a Balloting Committee member. I also recommend that a Special Meeting be held on Thursday, January 23, 2020, at the Port Serviced in Seattle to elect a Balloting Committee member. One Balloting Committee member and two helpers will be elected at the February 5, 2020, Headquarters meeting. The Balloting Committee shall turn to at Headquarters at 1000 on Monday, February 10, 2020.

Counting of the ballots should be a much easier task this time around as we have retained the services of UniLect Election Management Services, of Danville, California. UniLect is the only direct federally certified election vendor working with unions in the Western United States. UniLect uses a paper ballot optical scan voting system which is federally certified; tested to meet the highest standards of integrity, accuracy and security; and had been used in federal elections since 1996.

CLF COPE CONVENTION

On December 11, I attended the California Labor Federation Pre-Primary Convention at the Westin Los Angeles Airport Hotel. This was a routine meeting to consider recommendations for the election of candidates and ballot measures in the California statewide primary election that will take place on March 3, 2020. The list of recommendations will be published in the February issue of *The Marine Fireman*.

NDA BILL

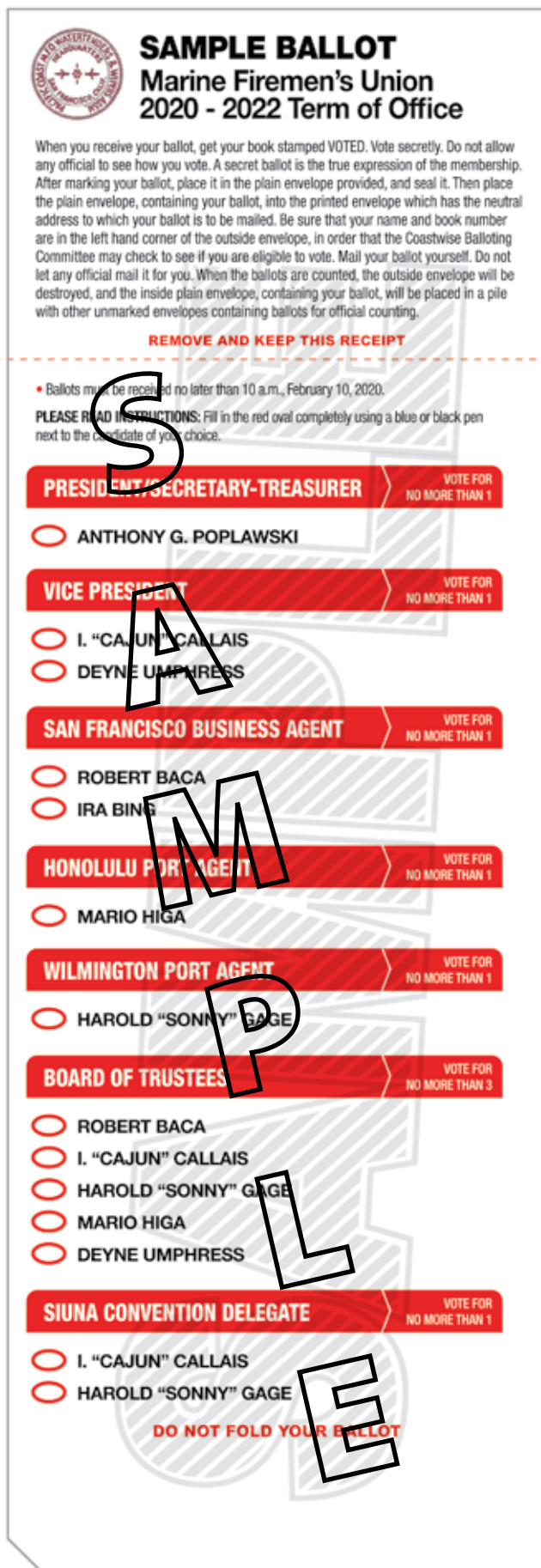
U.S. House of Representatives and U.S. Senate negotiators reached agreement on the National Defense Authorization Act (NDAA) for Fiscal Year 2020 (S. 1790) on December 9, and on December 20 the bill was signed into law by President Trump. The bill contains a number of significant changes to existing law affecting the maritime industry including changes relating to the Maritime Security Program (MSP). It reauthorizes the existing MSP, a program of 60 privately owned militarily-useful U.S.-flag commercial vessels which are required to trade in U.S. foreign commerce. MSP has been in existence since 1996 and started as a 47-vessel program.

As of April 2019, 34 container vessels, 18 roll-on/roll-off vessels, six heavy lift vessels, and two tank vessels were enrolled in MSP. Each vessel currently receives an annual stipend of \$5 million paid in monthly installments in return for making the vessel available to the U.S. Government in national emergencies. U.S. citizenship requirements apply to vessel owners and operators although enrolled vessels can be constructed outside the U.S.

The bill authorizes MSP for an additional ten years from fiscal year 2025 to fiscal year 2035 and increases the annual stipend to \$5.3 million a year starting in fiscal year 2022 and then increases it over time starting in fiscal year 2026 from \$5.8 million to \$6.8 million in fiscal year 2032. All of these payments and increases are subject to annual appropriation.

The bill also authorizes the following:

- An MSP-like program for two submarine cable installation and repair vessels called the Cable Security Fleet.
- Tanker program language.
- An amendment to the existing Title XI Program to focus on guarantees to be provided to construct vessels of national interest in U.S. shipyards.
- A requirement that the Government Accountability Office provides a report within six months of enactment of the bill on the need for U.S. flag vessels to install, operate, and maintain emerging offshore energy infrastructure, including offshore wind energy.
- Comprehensive legislation designed to combat the worldwide problem of illegal fishing and fish processing.



California Secretary of State Alex Padilla addressed the delegates at the California Labor Federation Pre-Primary Convention in Los Angeles on December 11.

VICE PRESIDENT'S REPORT

There were 53 registrants dispatched in the month of December 2019: 14 in Class "A"; 19 in Class "B"; 5 in Class "C"; and 15 Non-Seniority.

There are 40 members registered: 15 in Class "A"; 19 in Class "B"; and 6 in Class "C". There are approximately 162 members registered union-wide.

Kudos to the following members for advancement in seniority: Eddie Coloma, JM-5243 ("C" to "B"); Eliseo Ramiscal, JM-5077 ("B" to "A").

Members are reminded to check their documents, as it is a new calendar year.

On December 13, along with the President/Secretary-Treasurer, I attended the California Labor Federation Pre-Primary COPE Convention in Los Angeles. I remain a delegate to the Alameda Labor Council and attend all SF Maritime Trades Department meetings.

MATSON NAVIGATION COMPANY

RRF VESSELS

Cape Horn — shipped a one-year Electrician (Ronny Ting, #3916) for a "discharged for cause." *Cape Henry* — ongoing electrical repairs; Ahmed Mu-nassar, JM-5209, is the one-year tenure Electrician; shipped four Standby Wip-

ers to assist with clean up and painting. *Cape Hudson* — Jeff Mattarocci, #3898, is the one-year Electrician; shipped two Electricians (TAD) to re-lamp vessel. Also shipped three Wipers (FOS-TAD) for activation. On December 30, crewed up for a mission. Headquarters shipped two Oilers and one Wiper; Seattle shipped the remaining Oiler.

PATRIOT CONTRACT SERVICES

RRF VESSELS

The *Cape Vincent* was sent out for a mission to "nowhere" on October 28. The *Cape Trinity* called for a crew for DDX-sea trials-ROS, BPT. The *Capes Taylor, Texas* and *Victory* are ROS at BPT-RRF. The *GTS Callaghan* and *Cape Orlando* are ROS at Alameda-RRF.

Watson-class LMSR Vessels: *Charlton* — shipped one Oiler. *Dahl* — shipped two Oilers. *Pomeroy* — shipped one 2nd Electrician. *Sisler* — lost an Oiler job to Wilmington (open job). *Soderman* — shipped one Oiler. *Watkins* — shipped one Wiper; lost an Oiler job to Wilmington. *Watson* — shipped one Oiler and one 2nd Electrician.

Many reliefs were late due to the holidays, weather conditions and vessel mission assignments.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for the month of December 2019:

APL MARINE SERVICES

We continue to dispatch two to three Standby Wipers to APL vessels.

EX1 Route: *MV President Roosevelt* — delegate Ali Malahi, REJ...no beefs. *MV President Eisenhower* — delegate Steve Ondreako, REJ...no beefs. *MV President Wilson* — delegate Mark Geiler, REJ...no beefs. SF shipped a rotary Wiper for time up. *MV President Cleveland* — delegate Eric Nappier, ERJ...no beefs.

Shuttle Vessels — GSX Route: *APL Saipan* — Nick Ertl, JM-5277, delegate...running smoothly. *APL Guam* — Aris Delacruz, #3777, delegate...no problems.

JSX Route: *APL Gulf Express* — Alex Plaza, #3876, delegate...no beefs. Five days dockside in JBL for main engine repairs; back in service at reduced speed

and shall complete main engine follow-up repairs at the next two ports of call.

MATSON NAVIGATION COMPANY

MV Daniel K. Inouye — delegate Gregg Cavan...shipped a one-trip relief ERJ and a one-trip relief Day Jr. Engineer. One minor issue resolved, no beefs.

MV Mahimahi — delegate Patrick Gillette, REJ...requested an inquiry into cargo stowed above deck just aft of the vessel's house. On December 23 vessel was late approximately 16 hours, no beefs.

SS Matsonia — delegate Kenneth Paddock, R/E...vessel laid up on December 27 and crew members returned to the hall, no beefs. SF shipped a rotary Watch Jr. Engineer for time up.

MV Maunawili — delegate Andrew Peake, REJ...no beefs. This was the last vessel call for 2019.

U.S. yard to build four navy ships for Saudi Arabia

The U.S. Navy has awarded a Lockheed Martin-led team, which includes Fincantieri Marinette Marine, a multi-billion dollar order for the construction of four Multi-Mission Surface Combatants ships, as part of the country's Foreign Military Sales program. These ships will be for the Kingdom of Saudi Arabia. Fincantieri will build the ships at the Marinette yard in Wisconsin, and the contract is worth approximately \$1.3 billion dollars for Fincantieri Marinette Marine.

The Multi-Mission Surface Combatant is a lethal and highly-maneuverable, multi-mission surface combatant, which features the flexibility of the Freedom-variant Littoral Combat Ship (LCS) steel mono-hull, built by the same team for the U.S. Navy. The vessels will have an

increased range of 5,000 nautical miles and speeds in excess of 30 knots, making them capable of littoral and open ocean operation.

Nine LCS vessels have already been delivered to the U.S. Navy, and there are currently seven ships in various stages of construction.

Fincantieri Marine Group, which owns Fincantieri Marinette Marine and two more yards again in the Great Lakes region, Fincantieri Bay Shipbuilding and Fincantieri Ace Marine, has invested more than \$180 million to modernize the Wisconsin shipyards since 2008, hiring and training more than 1,000 people, with a total workforce in the three sites of about 2,500 people and more than 350 contractors.

Hawaii congressman renews crusade against Jones Act

U.S. Representative Ed Case (D – Hawaii) took to the House floor on December 19 to rail against the Merchant Marine Act of 1920, a century old law — commonly referred to as the Jones Act — that he and others blame for the high cost of living in the Hawaiian Islands. The Jones Act requires that any cargo shipped between U.S. ports be carried on U.S.-built, U.S.-owned and U.S.-crewed vessels.

Case delivered a speech that was nearly identical to one he gave in 2003, during his first stint in Washington when he represented Hawaii's 2nd Congressional District. Then, as now, he was seeking to exempt Hawaii from the Jones Act, saying that it was a protectionist law that only hurt consumers in faraway places such as Hawaii, Alaska and Puerto Rico that rely on sea transport for most goods. Matson Inc., which operates Jones Act-compliant vessels, argues the Jones Act protects 650,000 jobs nationwide, has already begun lobbying against Case's bills.

Case introduced three pieces of legislation last month to address his concerns with the Jones Act. One bill seeks a straight exemption from the law for Hawaii and other non-contiguous jurisdictions. Another would force domestic shippers to charge a "reasonable rate" that cannot be more than 10 percent above the fees charged by international competitors on similar routes. The third proposal would rescind the Jones Act in

places where there are fewer than three companies — all with separate ownership — competing for the same routes.

In an interview with *Honolulu Civil Beat*, Case said Jones Act reform is among his top priorities in Washington because it directly affects the cost of living in the islands. But he does not expect to get much help in his quest to reform the Jones Act. He has not secured a single co-sponsor for his legislation. He is also unlikely to get any backing from anyone within the state's federal delegation.

U.S. Senators Brian Schatz (D – Hawaii) and Mazie Hirono (D – Hawaii) both support maintaining the status quo, as does Congresswoman Tulsi Gabbard (D – Hawaii), who is currently running for President. This is no different than the last time Case served in Washington. At that time, he represented Hawaii's 2nd Congressional District, which includes rural Oahu and the neighbor islands. He had introduced three bills to exempt Hawaii and its industries, namely livestock and agriculture, from the Jones Act. He currently represents the 1st Congressional District, which includes the greater Honolulu area. Case did not secure a co-sponsor for his legislation then and the bills all died without so much as a committee hearing.

Less than 12 hours after Case announced his recent bills, Matson responded with a press release that sought to defend the Jones Act and undercut the intent of the proposals. Matson has said shipping is just one of many cost factors that goes into the price of consumer goods and that it represents "a small fraction" of the difference between the islands and the mainland. The company also said the Jones Act supports more than 650,000 jobs in the U.S., including thousands in Hawaii.

Jones Act modifications draw criticism

U.S. Customs and Border Protection (CBP) has revised key elements of its interpretation of how the Jones Act should be enforced going forward. The move has significant implications for the U.S. offshore sector.

In a bulletin published on October 23, 2019, CBP struck out or modified a longstanding set of "letter rulings" on how and when foreign-flagged ships may be used in offshore applications. The Merchant Marine Act of 1920 (the Jones Act), now in its 101st year, regulates cabotage in the U.S. The Act requires that all goods shipped between U.S. ports be transported on ships that are built, owned and operated by U.S. citizens. There is a general prohibition on foreign vessels engaging in any part of the transportation of merchandise between U.S. points.

The Jones Act affects the offshore sector because it extends beyond the U.S. territorial limits by virtue of the Outer Continental Shelf Lands Act (OCSLA) enacted in 1953 to deal with the business of offshore oil. OCSLA deals with any device, structure or installation permanently or temporarily attached to the seabed.

In rulings that go back decades, CBP has created a framework that determines which objects loaded aboard an offshore construction vessel are cargo and which objects are vessel equipment. Cargo must be transported by a

Jones Act-compliant vessel if the voyage is between a U.S. port and a U.S. offshore installation. Vessel equipment has been interpreted in a narrow way. It is not considered merchandise. Thus vessel equipment can be carried by a foreign-flagged vessel between two U.S. points.

CBP now intends to apply a wide interpretation to vessel equipment. The bulletin states that it will now include "all articles or physical resources serving to equip the vessel, including the implements used in the vessel's operation or activity." If these modifications come into play, clarity on what exactly constitutes vessel equipment would only become clear in future rulings as CBP has not given any examples of specific articles. Instead it has said it expects to receive requests for clarification on a case-by-case basis.

The changes have drawn criticism from vessel operators who fear that CBP rulings on what activities could be handled by non-Jones Act equipment could open the door to foreign vessels.

The Offshore Marine Services Association, which represents American offshore services operators said, "We are disappointed that CBP has decided to put America second by creating potential loopholes for foreign vessels and crews to unlawfully operate in American waters and take the jobs of American vessels and workers."

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

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.

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 31; February 14; February 28; March 6; March 20

California Maritime Academy, Vallejo, CA: February 11-12

Compass Courses, Edmonds, WA: 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: pending

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: March 9-11

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

El Camino College, Hawthorne, CA: pending

Maritime License Center, Honolulu, HI: pending

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.



Several MFOW and SUP members were enrolled by Matson into a qualified rigger class at CWR Hawaii, including Russell Felicilda, #3798; Guy Kepaa, #3739; Stuart Melendy, #3671 and Bruce Chow, #3812.

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.

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.

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.*

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.*

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

POLITICAL ACTION FUND DONATIONS 2019

Sony Arandia, JM-5250.....\$75.00	Anthony Lefebre, #3750..... \$50.00
Edward Auzin, P-1703..... \$50.00	Reynato Llona, #3901 \$50.00
Robert Baca, #3776.....\$200.00	Andrew Macadaan, #3908 \$20.00
Allan Badua, JM-5356.....\$5.00	Enrique Maiden, #3808..... \$50.00
Jefferson Basuel, #3829..... \$30.00	Rodel Marquez, #3877 \$100.00
Jeffrey Baumgarten, #3745 \$25.00	Dominic Matthews, #3836..... \$20.00
Vicente Cacacho, #3828..... \$40.00	Joel E. McCrum, P-2536..... \$100.00
I. "Cajun" Callais, #3592 \$970.00	Yehya Mohamed, JM-5234..... \$100.00
Denny Capley, P-1809..... \$45.00	Timothy Monk, #3902 \$88.00
Dadrian Caravallo, JM-5358.....\$5.00	Andreas Moreno, #3542 \$100.00
Andrew Church, JM-5259..... \$100.00	Shadow Moyer, #3822 \$50.00
Bonny Coloma, P-2763..... \$25.00	Kevin Mueller, #3698.....\$100.00
Dale Cunningham, #3597 \$90.00	Ahmed Munassar, JM-5209.....\$15.00
Daniel Daligcon, JM-5359 \$100.00	Benjamin O'Donnell, #3642 \$30.00
Anthony DeLaRosa, P-2685 \$25.00	Anthony Petrovich, P-2633 \$100.00
Henry Disley, P-2617..... \$100.00	Cynthia Philyaw, #3853..... \$50.00
Richard Domanski, #3793 \$230.00	Anthony Poplawski, #3596.....\$200.00
Mike Drummond, JM-5349 \$80.00	Frank Portanier, SUP \$50.00
Gregory Dziubinski, P-2675 \$25.00	Theo Price-Moku, JM-5299.....\$200.00
Arthur Galbreath, #3841 \$100.00	Harrison Quinanola, JM-5148... \$25.00
Patrick Gillette, #3880 \$100.00	Jonard Revocal, JM-5290 \$50.00
Beau Gouig, JM-4876 \$50.00	Artemio Rivera, #3804.....\$25.00
Rolando Gumanas, N/A..... \$50.00	Rogelio Rivera, JM-5171..... \$25.00
Edgardo Guzman, #3905 \$45.00	Joe Rubio, P-2757..... \$100.00
William Hanson, P-1933 \$25.00	Jermaine Sheppard, JM-5143 \$43.00
John Harlan, #3609..... \$50.00	Emilio Siguenza, JM-5212 \$200.00
Ely Hermano, #3873 \$40.00	Jacob Sperling, P-2640\$10.00
Mario Higa, #3738 \$100.00	Theodore Steffens, P-1655\$200.00
Waymon Jackson Jr., #3917 \$50.00	Wendelyn Sugui, #3863 \$45.00
Aaron Jones, JM-5226 \$200.00	Edward Tokarz, #3770.....\$250.00
William Keller, P-1996 \$20.00	James Upchurch, P-2666..... \$50.00
Jerry Kimball, P-2543\$1,000.00	Walter Washington, #3548 \$100.00
Cicero LaCaba, JM-5248..... \$100.00	William Watters, JM-4936.....\$200.00
Mikhail LaCaba, JM-5351 \$100.00	Brandon White, #3903.....\$120.00
Francisco Lazzara, #3725 \$70.00	Cuyler Yogi, JM-5319.....\$100.00

HONOR ROLL 2019

Bruce Botai, #3737\$5.00	Benjamin O'Donnell, #3642 \$30.00
I "Cajun" Callais, #3592 \$130.00	Steve Ondreako, #3815 \$100.00
Michael Carr, P-2718.....\$300.00	Anthony Petrovich, P-2633\$5.00
Bonny Coloma, P-2763..... \$50.00	Cynthia Philyaw, #3853..... \$50.00
Anthony DeLaRosa, P-2685 \$25.00	Theo Price-Moku, JM-5299.....\$75.00
Richard Domanski, #3793 \$70.00	Jonard Revocal, JM-5290 \$50.00
Mike Drummond, JM-5349 \$20.00	Rogelio Rivera, JM-5172..... \$25.00
Arthur Galbreath, #3841 \$100.00	Emilio Siguenza, JM-5212 \$100.00
John Harlan, #3609..... \$100.00	James Upchurch, P-2666..... \$50.00
Waymon Jackson Jr., #3917 \$50.00	Brandon White, #3903..... \$100.00
William Keller, P-1996 \$24.00	Eeric White, #3925 \$500.00
Anthony Lefebre, #3750..... \$50.00	Cuyler Yogi, JM-5319..... \$100.00
Patrick Morrison, P-2718..... \$50.00	

Matson joins forces with Swire in South Pacific

Pacific Ocean carrier Matson and Swire Shipping (a trading arm China Navigation) have entered into a vessel-sharing partnership to help serve the South Pacific islands. Swire Shipping will charter and deploy a vessel on the new service; meanwhile, Matson will deploy the *Imua II* and the *Olomana*. Both ships are 8,000 deadweight tons and the new service will begin this month. The service will depart Auckland, New Zealand, and serve Tonga, Samoa (Apia), the Cook Islands and Fiji with a departure from Auckland every 10 days.

"Today's launch will enable us to offer expanded global coverage into the Pacific Islands, as well as specifically providing New Zealand customers with a new direct service alternative... We will be working closely with customers... to explore opportunities for land-side delivery in the Pacific Islands as

well as offering innovative digital solutions," said a Swire spokesman.

Executives involved with the South Pacific Islands trade have previously confirmed to that there has traditionally been extensive and extremely hard fought competition between the carriers to and from the region. That is surprising as the trade is largely a low-margin, one-way grocery trade and there have, historically, sometimes been problems for shipping lines in getting their containers back post-delivery of cargo.

Matson originally entered the South Pacific trades in the 1920s. It re-entered the trades in 2012-2013 after it bought Auckland's Reef Shipping, which entered into receivership. Matson presently offers several services to the South Pacific Islands from Australia, New Zealand and the West Coast of the United States.

AFL-CIO endorses USMCA after successfully negotiating improvements

Labor Federation President Richard Trumka on the United States-Mexico-Canada Agreement (USMCA), provided final text accurately reflects changes:

Make no mistake, we demanded a trade deal that benefits workers and fought every single day to negotiate that deal; and now we have secured an agreement that working people can proudly support.

I am grateful to House Speaker Nancy Pelosi and her allies on the USMCA working group, along with Senate champions like Sherrod Brown and Ron Wyden, for standing strong with us throughout this process as we demanded a truly enforceable agreement. I also commend Ambassador Robert Lighthizer for being a straight shooter and an honest broker as we worked toward a resolution.

Working people are responsible for a deal that is a vast improvement over both the original NAFTA and the flawed proposal brought forward in 2017. For the first time, there truly will be enforceable labor standards—including a

process that allows for the inspections of factories and facilities that are not living up to their obligations.

The USMCA also eliminates special carve outs for corporations like the giveaway to Big Pharma in the administration's initial proposal and loopholes designed to make it harder to prosecute labor violations.

The USMCA is far from perfect. It alone is not a solution for outsourcing, inequality or climate change. Successfully tackling these issues requires a full-court press of economic policies that empower workers, including the repeal of tax cuts which reward companies for shipping our jobs overseas.

But there is no denying that the trade rules in America will now be fairer because of our hard work and perseverance. Working people have created a new standard for future trade negotiations.

President Trump may have opened this deal. But working people closed it. And for that, we should be very proud.

Thai port authorities consider third container terminal in Bangkok

The Port Authority of Thailand (PAT) has begun a feasibility study to develop another container terminal in Bangkok Port and will discuss investments over a period of 2-3 years. It is projected that having another container terminal will increase the annual throughput of Bangkok Port from 1.5 million TEU to 2.6 million TEU.

If the PAT decides to build a third container terminal, the construction and operation is likely to be in the form of public-private projects or a build-operate-transfer model. The latter method is a form of project financing in which a private entity receives a concession from the private or public sector to finance, design, construct, own, and operate a facility.

Bangkok Port is along the Chao Phraya River and its two current container terminals are already operated by the PAT. The port's inland location limits access to ships with individual capacities of up to about 1,800 TEU. Larger container ships, therefore, tend to call at Laem Chabang, which is two hours from Bangkok. The total length of the quay is 1,200 meters and the water depth is up to 8.5 meters.

Although located inland, Bangkok Port is near industrial complexes such as Ayutthaya. The PAT is reportedly considering converting a multipurpose terminal, which has a quay length of 360 meters, to the west of the existing container terminals, with the Phra Khanong canal between the facilities. The PAT plans for the terminal to continue to handle multipurpose cargoes, enabling it to enjoy higher cargo volumes.

Should the third container terminal be developed, the PAT aims to build a container warehouse on the terminal in order to encourage shippers to use the facility.

There are container terminals in Bangkok Port that are operated by the private sector, but these are not large facilities due to the limited space. Japanese shipping group Mitsui OSK Lines established the Bangkok Barge Terminal in 2015 with a local port logistics company, Sahathai Terminal, but this is purely a barge terminal. In January 2019, Sahathai Terminal signed a memorandum of understanding with APM Terminals and local sugar producer Mitr Phol Sugar to develop a greenfield container terminal in Bangkok.

Finished With Engines — 2019

A total of 18 deaths were reported in 2019, one active members and 17 pensioners.

Name	Date of Death	Location
John M. Andersen, P-2721	February 19	Port Townsend, WA
Edward G. Barden, P-2599	February 1	Port Angeles, WA
John L. Cagle, P-2572	January 10	Las Vegas, NV
Thomas D. Capley, P-991	April 17	Oklahoma City, OK
Salvador Chavez, P-2495	May 2	San Pedro, CA
Glen W. Cook, P-2631	May 30	Walnut Creek, CA
Joseph Costa, P-1934	March 26	Upland, CA
Clifford P. Dugan, P-2590	October 31	Brooklyn, NY
Louis G. Gonzales, P-805	May 26	Livermore, CA
Leroy T. Koehler, P-1908	August 21	
Robert E. Lee, P-1333	October 13	Calistoga, CA
Craig A. Luoto, P-2733	January 16	Chico, CA
Rodolfo M. Magtalas, P-2408	October 27	Sacramento, CA
James E. McClendon, P-2797	June 3	Las Vegas, NV
Joel E. McCrum, P-2536	October 2	Fowler, CO
Thomas Palacios IV, JM-5279	September 14	San Pedro, CA
Harry A. Reynolds, P-2314	August 4	Fremont, CA
James A. Soto, P-1756	April 14	San Pedro, CA

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 85 jobs in the month of December. We shipped eight APL, 11 Matson, and six Patriot Contract Services shipboard billets along with 10 Shore Mechanics. Eleven applicants worked standby jobs. Members registered here number 28 A-, 10 B-, and 11 C-seniority registrants.

We had a pretty busy end of the year here. Shipping was good and the registration list was short. We had a few clarifications this month. Shipboard food was a problem. Some beefs are still open at this time, but at least most ships were on schedule and avoided some of the winter weather. I took a few weeks off and I would like to thank my relief for holding down the fort here through the holiday season.

Some good news came our way in the form of HR550. The *Merchant Mariners of World War II Congressional Gold Medal Act of 2019* gained approved by

the U.S. House and Senate on December 19, 2019. The next step in this process of final approval is for the Act to be submitted for approval and signature by the President of the United States. This Act provides for one gold medal to be struck recognizing the vital service provided by U.S. Merchant Mariners during WWII. This in turn will be given to the American Merchant Marine Museum at the United States Merchant Marine Academy in Kings Point, New York. Bronze numismatic collectables of the original will be provided for purchase for personal possession once finally approved. Recognition has been long awaited for U.S. Merchant Mariners who manned ships and lost their lives in WWII. It is my sincere hope that this Act is finalized.

The engine room on the *SS Lane Victory* has not had any good news yet and remains on hold pending Coast Guard approval. Work smart and safely.

Benefits paid during December

Death Benefits	None
Burial Benefits	None
Excess Medical	\$3008.06
Glasses and Examinations	\$400.00

Regular membership meeting dates 2020

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)

HOWZ SHIPPING?

December 2019

San Francisco

Electrician.....	5
Electrician/Reefer/Jr. Engineer.....	2
Junior Engineer (Watch).....	2
Junior Engineer (Day).....	1
Oiler.....	6
Wiper.....	3
Standby Electrician/Reefer.....	11
Standby Wiper.....	23
TOTAL.....	53

Wilmington

Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Watch).....	5
Junior Engineer (Day).....	3
Oiler.....	2
Wiper.....	4
Shore Mechanic.....	10
Standby Electrician/Reefer.....	18
Standby Wiper.....	34
TOTAL.....	85

Seattle

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	1
Oiler.....	5
Wiper.....	1
Standby Electrician/Reefer.....	8
TOTAL.....	17

Honolulu

Junior Engineer (Watch).....	2
Junior Engineer (Day).....	5
Oiler.....	1
Wiper.....	5
Standby Electrician/Reefer.....	18
Standby Wiper.....	26
TOTAL.....	57



Honolulu MFOW members, families and friends enjoyed the annual joint holiday benefit sponsored by the MFOW and SUP Welfare Plans.

HONOLULU NOTES

Honolulu dispatched 57 jobs in December, 44 of them being standby jobs. For the shipboard jobs, the *Mahimahi* called for a one-trip Wiper. A *Matsonia* Watch Junior switched out twice during December. The *Mahimahi* and *Mokihana* both called twice for a Junior Engineer. Honolulu gained an open board Oiler job from the *Sisler*. Both the *Mahimahi* and *Matsonia* called for rotating Wipers. Both the Junior Engineer and Wiper on the *Kaimana Hila* returned from their trip off.

I made it to the Masters, Mates and Pilots Christmas party, but missed the ILWU and *Mokihana* Christmas party

in order to help my wife with Christmas shopping. Our own joint MFOW / SUP Welfare Plan Christmas party went well, with a visit from Santa Claus.

A good friend and shipmate crossed the bar suddenly. SUP member Vern Johansen was that real likable guy who had a wealth of knowledge and experience and didn't mind sharing with everyone. He had a good sense of humor, too, always with a smile. I'm sure all of us who knew him will truly miss our shipmate. Godspeed, Brother Vern.

I wish all MFOW brothers and sisters and their families a Happy New Year.

SEATTLE NOTES

During the month of December Seattle shipped the following: five Navy Oilers all to activations, one Wiper to activation, one ERJ, two Patriot Electricians and eight Standby Reefers. Seattle currently has eight A-, 16 B-, and four C-seniority members registered for shipping.

This month the Port of Seattle Commission voted five to zero to keep the cranes at T-46. Also, on that day the Puget Sound Clean Air Agency voted to issue a clean air permit for the Tacoma LNG facility. These are two big wins for the Puget Sound maritime industry, and in both matters the SUP was a prominent driving force in achieving these goals.

2019 also saw a myriad of other challenges presented to our trade. At the forefront, shoring the bulwarks of our interests, was former SUP Branch Agent and dues-paying pensioner Vince O'Halloran. Brother O'Halloran serves as an example to us all as to what being a union member is. He has dedicated countless pro bono hours to the seaman's cause and to waterfront labor; and he knows that although the pension checks start coming in, the struggle to preserve our way of life continues. Many

thanks to Brother O'Halloran for your continued work and dedication on behalf of your Union family!

The holiday party was held at a new venue this year and an enjoyable time was had by all. If there are any ideas for next year's location, tell me now so I can start planning. It was great to see and visit with the "old timers", and I appreciate all the help from the members and their families with the setup, bartending, and clean up.

Thank you to Ziggy Kaczor, who manned the desk for the membership while I took a holiday break. He left it better than he found it and did a spot-on job with the dispatching.

Faternally,
Brendan Bohannon, Representative

HONOR ROLL

Voluntary donations to General Treasury — December 2019:
 Brandon White, #3903.....\$50.00
 Eric White, #3925.....\$100.00
 I "Cajun" Callais, #3592.....\$20.00
 Cynthia Philyaw, #3853.....\$50.00

POLITICAL ACTION FUND

Voluntary donations for December 2019:	Jerry Kimball, P-2543.....\$1,000.00
Edward Tokarz, #3770.....	\$150.00
Frank Portanier, SUP.....	\$25.00
Walter Washington, #3548.....	\$100.00
Anthony Poplawski, #3596.....	\$200.00
Theodore Steffens, P-1655.....	\$200.00
Jeffrey Baumgarten, #3745.....	\$25.00
Brandon White, #3903.....	\$50.00
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