

THE MARINE FIREMAN

Container ports around the globe report increased traffic

Los Angeles — The port of Los Angeles, which ranks first in U.S. cargo container traffic, moved 7.8 million containers during 2010, up 16 percent from 6.7 million a year earlier. That included a record year for exports at the port, totaling 1.84 million containers, up slightly more than 10 percent from 1.67 million in 2009 and surpassing the previous best of 1.78 million in 2008. Imports rose 13 percent to nearly 4 million containers, up from 3.5 million a year earlier.

Long Beach — The port of Long Beach, which ranks second in U.S. container traffic, moved a total of 6.3 million TEU last year. The jump represented a nearly 25 percent gain over 2009, when the port moved fewer than 5.1 million containers. It was the largest one-year increase in port history, and the biggest gain from 2009 among the nation's major seaports.

Oakland — Cargo shipments at the port of Oakland rose to 2.33 million containers last year, the first yearly increase since 2006. The rise, equal to about 14 percent, is in line with the port's expectations as the economy regained some of its footing last year. Driving much of that cargo shipping growth is imported goods from China, the port's biggest trading partner by volume. While cargo shipments are on the rise, they remain below previous highs. Oakland's one-year record of containers was 2.392 million in 2006.

Savannah — For the first time, the port of Savannah's annual volume exceeded 2.8 million TEUs — or twenty-foot equivalent units — 8 percent higher than in 2008, the previous record year. Strong export volume outpaced imports with a record 1.48 million TEU exports comprising nearly 53 percent of Savannah's total throughput. Much of that export was poultry. Moving approximately 1,000 loads of frozen poultry each week, the port of Savannah handles more containerized poultry than any other port in the nation and the most refrigerated containerized exports on the East Coast of the United States.

Charleston — The port of Charleston, South Carolina closed 2010 on a positive note, with a nearly 17 percent increase in container volume.

Gulfport — The Mississippi State Port Authority handled more than 2.15 million tons of cargo in 2010—a six percent increase over 2009. The port saw a five percent increase in the number of containers handled. The port is the third busiest container port on the U.S. Gulf of Mexico.

Hamburg — The port of Hamburg increased container traffic almost 13 percent in 2010 from the previous year, driven by booming German exports, rising imports from Asia and strong growth on feeder services to the Baltic region. Germany's biggest port handled 7.9 million twenty-foot equivalent units (TEU) last year, a 12.7 percent year-on-year increase that outpaced a near 10 percent growth in total traffic to 212 million tons from 210.4 million tons in 2009.

Marseilles — The port of Marseilles recorded impressive 2010 cargo handling figures, despite being subject to a series of strikes throughout the year. Records show that container traffic increased by 9 percent to a total of 950,000 TEU. The port authority stated that strikes at the location had cost the port approximately 107,000 TEU in lost cargo.

Melbourne — The port of Melbourne stated that it registered record trade for fiscal year 2010. The growth is a result of stronger than expected gains in its container and car trades. According to port statistics, Melbourne saw a 12.6 percent increase in container throughput in 2010.

Shenzhen — The port of Shenzhen, one of China's busiest ports, saw its container throughput hit a record high in 2010. Total throughput was 22.51 million TEU. This was a 23.3 percent increase over 2009 container throughput. The figure, 770,000 TEU higher than the highest record in history reflected the eighth consecutive year for the port to maintain its position as the world fourth busiest port.

As of the end of 2010, the port of Shenzhen owned more than 230 international container routes, 46 more than in 2009. It opened eight domestic routes to offer services to more than 300 ports in over 100 countries and regions. Shenzhen expected that it will achieve the annual target of 230 million tons in cargo

Continued on page 7

MFOW election results

All four incumbent Headquarters and branch officials were reelected to a new term of office by the MFOW rank-and-file membership, according to a report of the Coastwise Balloting Committee that convened at the Marine Fireman's Union administrative offices in San Francisco on February 8. The report was issued as a result of a two-month referendum ballot that was conducted from December 2, 2010 through February 1, 2011.

Incumbent Vice President William O'Brien prevailed over challenger Patrick Bateman, #3569, by a wide margin. In the port of Honolulu, incumbent Bonny Coloma narrowly defeated Stuart "Stu" Melendy, #3671.

President/Secretary-Treasurer Anthony Poplawski and Wilmington Port Agent Robert Bugarin were unopposed.

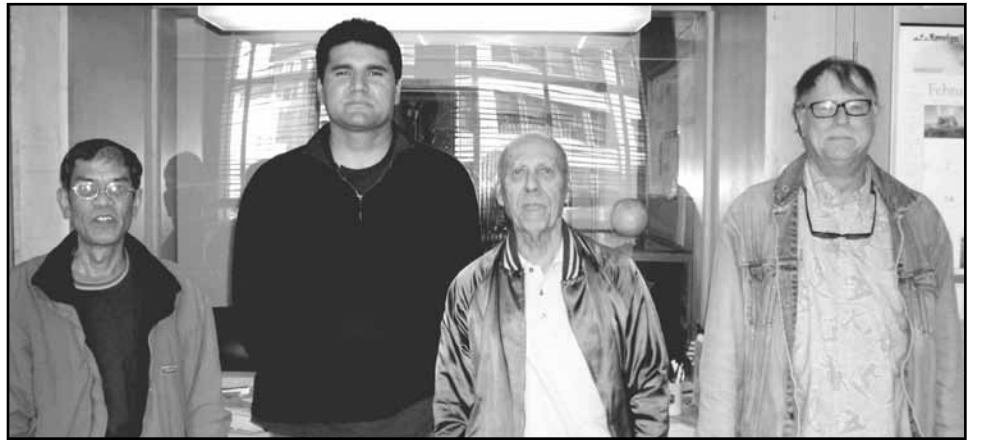
Incumbent Trustees Patrick Bateman, Ivy "Cajun" Callais and Anthony De La Rosa will continue to serve on the Board of Trustees, warding off bids from five other contenders. Poplawski and O'Brien will remain Trustees by virtue of the elected offices of President and Vice President.

Vice President O'Brien held off a challenge by Ivy "Cajun" Callais to be seated as a delegate to the SIUNA Convention, along with Poplawski, who is a delegate by virtue of the office of President.

The proposed Constitutional Amendment on the ballot, which lengthens the term of office from two years to three years, starting with the 2011-2013 term of office, passed by almost a two-thirds margin.

The Coastwise Balloting Committee consisted of Chairman Robert Iwata, Sr., #1994/P-2669; Henry Trejo, JM-4709; Marion Kirby, #3690 (assistant); and Raymundo Villanueva, JM-5003 (assistant). The Committee convened at Headquarters and, following the provisions of Article V, Section XV of the MFOW Constitution, removed from the neutral address ballots mailed in by the membership. At Headquarters, the Committee checked the eligibility of all members who exercised their right to vote and concluded the count in one day.

The members of the Committee conducted themselves in an orderly and professional manner. The full report of the Balloting Committee will be posted at Headquarters and branches and is subject to membership ratification at the membership meetings in March.



The 2011 Coastwise Balloting Committee (left to right): Raymundo Villanueva, JM-5003; Henry Trejo, JM-4709; Chairman Robert Iwata, Sr., #1994/P-2669 and Marion Kirby, #3690.



Halls to close

Washington's Birthday — The MFOW hiring halls will be closed on Monday, February 21, in observance of Washington's Birthday (Presidents' Day).

Under the APLMS Maintenance Agreement, MFOW shore-side employees at the APL-GGC Terminal will observe Washington's Birthday on Tuesday, February 22, 2011.

Teddy Gleason's Birthday — March 17 is an ILA holiday in honor of former ILA President Teddy Gleason. Therefore, it is also a holiday for MFOW members aboard all master contract vessels in East Coast ports on that day.



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MFOW members at work



Shore mechanics Bert Voto-Bernales, #3723, and Ezra Dillon, #3751, at the APL Global Gateway Central facility in Oakland.



Unlicensed Junior Engineer Frank Kirby, #3690, wrestling with a burner aboard the SS KAUI.



Reefer/Electrician/Junior Dennis Collins, #3788, making cargo rounds aboard the MV APL KOREA.



Shore mechanic Bruce Botai, #3737, splicing a reefer container power cord at the APL Global Gateway Central facility in Oakland.

Non-profit buys USS UNITED STATES

The historic ocean liner that once transported presidents, celebrities, and immigrants across the Atlantic during the 1950s and 1960s has been saved from the scrap yard.

The USS UNITED STATES Conservancy announced that they have purchased the USS UNITED STATES from its owners Norwegian Cruise Line and Star Cruises. With the help of a \$5.8 million grant from the Lanfest Foundation, the conservancy group has acquired the title to the ship and the funds to maintain it for up to 20 months.

The ship, completed in 1952, was

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built to beat the record for the fastest trans-Atlantic voyage. The United States was designed by renowned naval architect, William Francis Gibbs, and was built at the Newport News Shipbuilding and Drydock Company in Virginia. Her construction was partially subsidized by the U.S. government in the event that she may be needed to transport troops; in fact, the government paid for \$50 million of the \$78 million construction bill. The vessel was never need to transport troop and operated as a trans-Atlantic passenger vessel until 1969. Since 1996 she has been docked at Pier 83 on the Delaware River in Philadelphia.

On her maiden voyage, July 4, 1952, she broke the trans Atlantic speed record, held by the Queen Mary for the previous 14 years, by more than 10 hours. The ship sailed from New York Harbor to Bishop Rock off Cornwall, UK in 3 days, 10

hours and 40 minutes. She also broke the westbound crossing record on her return voyage, earning her the Blue Riband. It was the first time in more than a century that a U.S.-flag ship had held the speed record.

The USS UNITED STATES lost the speed record in 1990, however she still holds the Blue Riband because none of the record breakers that followed were in passenger service.

The ship has transferred ownership several times over the years and has come close to being scrap a few times, but for now she remains safe with the conservancy. The conservancy's president, and granddaughter of the ship's architect, Susan Gibbs, says the group has begun talks with developers in Philadelphia, Miami and New York and hopes to see the ship refurbished into a floating museum with restaurants and retail.

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U.S. to give TWIC to foreign maritime workers

The Department of Homeland Security and Department of State recently announced the creation of an annotated version of the B-1 visa. The B-1 visa is issued to foreign citizens visiting the United States for business purposes.

The change will make foreign maritime workers eligible to apply for a Transportation Worker Identification Credential (TWIC). The TWIC is a tamper-resistant biometric identification card that maritime workers must obtain in order to gain unrestricted access to secure areas of maritime facilities.

"Strengthening the security of our maritime global supply chain is critical to protecting our nation from evolving threats," said Secretary of Homeland Security Janet Napolitano. "This new TWIC process is a critical step toward ensuring that foreign maritime workers can quickly and efficiently obtain the necessary credentials to do their jobs and help grow the American economy."

Under this process, foreign maritime workers who need to acquire a TWIC for the performance of their official duties must provide notice of their need for a TWIC upon application for a B-1 visa, as well as a let-

ter from their employer indicating that the individual will be required to perform service in secure port areas. Upon receipt of the new TWIC-annotated B-1 visa, each individual will apply separately for a TWIC.

As is the case for all visa and TWIC applicants, these foreign maritime workers will undergo rigorous background checks, including checks against the terrorist watch list, criminal history, and immigration records. This new process will apply to the approximately 4,000 to 6,000 foreign workers in U.S. ports who are required to have a TWIC for the performance of their official duties.

The Transportation Security Administration published a TWIC final rule on January 25, 2007, allowing non-citizens to apply for a TWIC provided that they meet one of the eligible immigration categories. Following input from maritime industry stakeholders, DHS and DOS collaborated to create a process allowing essential maritime personnel who fall within the B-1 visa category and require a TWIC to acquire one — designing an annotated B-1 visa to meet the needs of the TWIC program as well as the maritime community.

Dietz appointed chief negotiator in Hawaii

Hawaii governor Neil Abercrombie has appointed Neil Dietz to the position of Chief Negotiator. Dietz has 30 years of labor experience and will be leaving his post as a port agent for the Seafarers' International Union in Honolulu. As chief labor negotiator, he will represent the state of Hawaii in contract talks with public sector labor unions.

Dietz implemented regular labor-management meetings between workers and management at NCL America and implemented the first

comprehensive grassroots political program in Hawaii's maritime community. He is also the current vice president of the Hawaii State AFL-CIO. He is a former chairman of the State Apprenticeship Council, and former member of Oahu Workforce Investment Board.

Dietz attended St. Henry's Preparatory Seminary, Creighton University, and Parkland College. In 1985, he was the recipient of the Regina K. Polk Scholarship for Labor Leadership.

Maritime interests plan second congressional "sail-in"

The U.S. Maritime Coalition has announced plans for its second annual Congressional "Sail-In," an effort to educate members of Congress on the importance of the American maritime industry. The event is scheduled to be conducted on Capitol Hill on May 4, 2011. A broad range of maritime interests is expected to participate, including international and domestic carriers, terminal operators and maritime labor unions.

Vice Admiral Albert J. Herberger, a former U.S. Maritime Administrator and current head of the volunteer organizing group, said that for

last year's event, "We had folks from 20 states, 48 congressional districts, 28 companies, nine unions and labor organizations, and 10 related associations. That's a powerful message to Congress."

According to the coalition, at this year's event, the stakes have been raised by a changing political climate. A large class of freshman congressional representatives, as well as the loss of several longtime friends of the maritime industry, means that it's now more important than ever to mobilize and stand up for a strong maritime industry.

Mariner loses seaman's papers over hunting trip

A New York man pleaded guilty last month to violating the Migratory Bird Treaty Act in connection with his hunting and fishing guide service on the Niagara River.

Joseph Cinelli, of Grand Island, New York, was fined \$5,000 on January 1 and his U.S. Coast Guard Merchant Mariner's license was revoked for three years as a result of the incident. Cinelli pleaded guilty to the same offense in 2007.

Cinelli operated the hunting and fishing guide service to paying clients on the lower Niagara River. In January 2010, a U.S. Fish and Wildlife Service special agent observed

Cinelli as he guided three clients on a waterfowl hunting trip. During that trip, Cinelli allowed and encouraged his clients to hunt flying long-tailed ducks from the boat while it was operated under the power of its engine in violation of the Migratory Bird Treaty Act. The three clients were charged with similar violations and have since pleaded guilty to the offenses.

The Migratory Bird Treaty Act makes it a crime to hunt migratory birds from a vehicle under power. Misdemeanor violations carry a maximum \$15,000 fine and six months in prison.

MFOW joins Freedom Banner and Cobra Gold exercises

MFOW members were aboard one of two Military Sealift Command ships which offloaded hundreds of pieces of U.S. Marine Corps equipment, containerized supplies and personnel in support of exercises Freedom Banner and Cobra Gold at Chuk Samet, Thailand, in late January.

Freedom Banner 2011 brought multiple military commands together to offload Maritime Prepositioning Force ships USNS 1ST LT. HARRY L. MARTIN (T-AK 3015) and USNS 1ST LT. JACK LUMMUS (T-AK 3011) while both ships were anchored three miles off the coast. The two ships are assigned to the Military Sealift Command's Maritime Prepositioning Ship Squadron Three. The unlicensed engine department crew of the MARTIN is comprised of MFOW members.

Both ships arrived off Thailand's coast on January 19. The first phase of Freedom Banner included the offload and assembly of the Improved Navy Lighterage System (INLS). INLS includes various causeway sections and tugs used to offload combat equipment and supplies where conventional port facilities may be damaged, inadequate or non-existent. The INLS assembles at sea and connects together like building blocks to form ferries, causeway piers or a large staging area for cargo called a Roll-on/Roll-off Discharge Facility (RRDF).

Sailors from Navy Cargo Handling Battalion One (NCHB-1), based in Williamsburg, Virginia, went to work January 20, aboard the LUMMUS, offloading warping tugs, utility boats, and powered and non-powered modules that make up the INLS. Working around the clock, all cargo was offloaded by January 21.

Nine interconnected modules forming the RRDF were offloaded from the MARTIN on January 21-22. Fully assembled, the RRDF is equal in size to two basketball courts. NCHB-1 sailors operated the ship's heavy-lift cranes and placed each 80-ton module safely into the water.

Sailors from San Diego-based Assault Craft Unit One operated warping tugs to carefully position each module. Next, sailors from San Diego-based Amphibious Construction Battalion One connected the modules until the platform was fully assembled. Tug boats pushed the RRDF behind the stern of the LUMMUS and the ship's ramp was lowered onto the RRDF. Three inter-connected barges, one of which is powered by a water jet propulsion system, then attached itself to the RRDF.

Marines from Okinawa-based Combat Logistics Group Three then began driving wheeled and tracked vehicles onto the causeway sections on January 23. In total, 176 pieces of cargo, including Humvees, trucks, amphibious assault vehicles, were

delivered ashore.

The offload included the use of an Amphibious Assault Vehicle Platoon attached to Combat Assault Battalion, 3rd Marine Division, III Marine Expeditionary Force. The platoon, from Charlie Company, 2nd Amphibious Assault Battalion, 2nd Marine Division, II Marine Expeditionary Force, is based out of Camp Lejeune, North Carolina.

The platoon is currently on the Unit Deployment Program (UDP) to Okinawa, Japan which provides trained and cohesive units for six-month rotations. The program rotates infantry battalions, artillery battalions, assault amphibious and light armored vehicle companies and some aircraft squadrons from the U.S. to Okinawa for six or seven-month training cycles. UDP units are sent from I MEF, Camp Pendleton, California, and II MEF, Camp Lejeune, to temporarily augment III MEF on Okinawa.

RRDF was back-loaded to the MARTIN on January 29-31. The vessel then got underway for Guam. The LUMMUS remained off the coast of Thailand to backload equipment following the completion of Cobra Gold. Also supporting Cobra Gold was MSC-chartered high speed vessel HSV WESTPAC EXPRESS, which delivered 246 Marines from the Okinawa-based 3rd Marine Expeditionary Force to Chuk Samet on January 22. The ship will return to Okinawa in early February.

MSC reservists also played an important role. Members from Expeditionary Port Unit 113 from Fort Worth, Texas, and Expeditionary Port Unit 102 from New York City deployed in support of the exercises. Reservists crewed up a mobile sealift operations command center, which is a portable communications facility designed to operate and manage port operations, even if port infrastructure is damaged or destroyed. An EPU can quickly deploy to a contingency operation and manage the arrival and departures of cargo ships in port.

U.S. Marines will deploy cargo offloaded from LUMMUS to the field for their participation in the 30th annual Cobra Gold exercise, which includes more than 11,000 personnel from Thailand, Singapore, Japan, Indonesia, Republic of Korea, Malaysia and the United States. Cobra Gold is a regularly scheduled exercise and is the latest in the continuing series of U.S. and Thailand military exercises designed to ensure readiness among the participating services. The purpose of the exercise is to improve partner nation interoperability and capacity to conduct joint and multinational planning and operations. The training enables countries to better respond to a regional contingency or natural disaster.

Suisun Bay ship to be recycled at former Mare Island Vallejo facility

The former steam freighter SS SOLON TURMAN was towed from the Suisun Bay Reserve Fleet (SBRF) on February 2. It is the 17th ship to leave the National Defense Reserve Fleet in Suisun Bay, California since October 2009, when the Obama Administration announced an effort to clean up the site and improve the surrounding environment.

The vessel was towed from Suisun Bay to the former Mare Island Naval Shipyard in Vallejo for recycling by Allied Defense Recycling

Company.

The departure of the ship puts the U.S. Maritime Administration well ahead of schedule in removing obsolete U.S. ships from the Bay area. The disposal schedule called for 20 ships to be removed from SBRF by September 30, 2011.

The SS SOLON TURMAN was a breakbulk cargo vessel built in 1961 by Bethlehem Steel in San Francisco. The vessel entered the reserve fleet at the end of its active service in 1988.

MFOW President's Report



By ANTHONY POPLAWSKI

POLITICS

America's Cup — I attended a ceremony at City Hall on January 5, at the invitation of Kyri McClellan, Project Manager from the San Francisco Mayor's Office of Economic and Workforce Development. The ceremony celebrated the selection of San Francisco to host the 2013 America's Cup event. With the 160-year-old America's Cup standing tall under the rotunda, software mogul and sailing enthusiast Larry Ellison, and outgoing Mayor Gavin Newsom, talked about the tough negotiations that placed the event in San Francisco and future challenges in making the event a success.

On February 2, I joined a discussion at City Hall with Martha Cohen, San Francisco Mayor's Office Special Events Director; Sailors' Union of the Pacific (SUP) President Gunnar Lundeberg; Michael J. Martin, America's Cup Project Director; and Niccolo Porzio di Camporotondo, America's Cup Event Authority Super Yacht Program Director. The meeting gave representatives of maritime labor a chance to weigh-in on issues related to venue locations, super yacht and small craft logistics, anchorages and berthing.

San Francisco officials estimate hosting the America's Cup could create over 8,000 jobs and be worth well over \$1 billion in economic benefits to the region.

Previous meetings between the America's Cup Event Authority, BMW Oracle Racing, and organized labor, facilitated by City Attorney Dennis Herrera, resulted in revised maritime cabotage language in the *Term Sheet and Host City Agreement*. This led to full event support by maritime labor.

Jane Kim — On January 7, I attended a labor breakfast at the Sir Francis Drake Hotel with Jane Kim, newly-elected supervisor of San Francisco's Sixth District. The event was co-hosted by the Bay Area Union Labor Party and the San Francisco Labor Council.

Early indications suggest that Supervisor Kim is aligned with the Marine Firemen's Union (MFOW) on issues such as land use, development and historic preservation. The MFOW Headquarters property is located in the Sixth District.

Delancey Street — On January 8, I attended the annual charitable event hosted by House Minority Leader Nancy Pelosi at the Delancey Street Foundation in San Francisco. Delancey Street is the country's leading residential self-help organization for former substance abusers, ex-convicts, homeless and others who have hit rock bottom. It started in 1971 with four people in a San Francisco apartment and has served thousands of residents in five locations throughout the United States.

San Francisco Ports Council — On January 12, I attended a meeting of the San Francisco Ports Council, Maritime Trades Department, AFL-CIO, aboard the SS JEREMIAH O'BRIEN at Pier 45. The guest speaker was Sharon Cornu, Executive Secretary-Treasurer of the Alameda Labor Council.

In 2010, Cornu performed temporary duties as AFL-CIO National Field Director for the 2010 elections. From May to November, she worked full time in Washington, D.C. mobilizing union members to support labor's agenda. Her efforts led to very successful results in California and several other states.

Sister Cornu reported to the delegates that she was leaving her job with the Alameda Labor Council to join the administration of Oakland Mayor Jean Quan as Senior Political Advisor for Intergovernmental Affairs.

Yerba Buena Alliance — On February 3, I attended the monthly Yerba Buena Alliance meeting in the One Hawthorne tower at Howard and Hawthorne streets. The meeting gave representatives of the alliance a chance to meet San Francisco Police Department Captain Charlie Orkes, who is now in charge of the area bounded by the Embarcadero to Valencia Street, and Market Street to AT&T Park.

FLEET NOTES

APL Marine Services — The MV APL TURQUOISE recently reflagged foreign in Singapore. The U.S.-flag crew was terminated and repatriated. The MV APL CORAL will be reflagged under the United States and will replace the TURQUOISE on or about April 12 at Charleston, South Carolina.

The MV PRESIDENT ADAMS will enter drydock in Singapore on or about February 28. The drydock period will be approximately 60 days. The MV PRESIDENT JACKSON, MV PRESIDENT POLK and MV PRESIDENT TRUMAN will rotate through the drydock following the ADAMS. The MV APL SPINEL, a foreign-flag containership, will relieve the drydocked vessels.

In regards to the civil unrest in Egypt, APL Marine Services has stated its ships are still transiting the Suez Canal, but are not calling Port Said. Cargo destined for Egypt will be offloaded at Colombo, Sri Lanka or Salalah, Oman.

Matson Navigation Company — The SS KAUI went into lay-up on February 5 in Seattle. The SS MAUI was activated and took over the KAUI triangle (Seattle-Oakland-Honolulu) run.

The MV MAUNALEI is scheduled to drydock in China on March 2, following the vessel port call in Shanghai. The SS LIHUE took over the MAUNALEI run.

The Ready Reserve Force vessel SS CAPE JACOB, which has been assigned to the Military Sealift Command's Maritime Prepositioning Ship Squadron Three for many years, steamed eastbound for California, where she will be deactivated.

Patriot Contract Services — The USNS 1ST LT. HARRY L. MARTIN was one of two Military Sealift Command ships which recently offloaded hundreds of pieces of U.S. Marine Corps equipment, containerized supplies and personnel in support of exercises Freedom Banner and Cobra Gold at Chuk Samet, Thailand. The MARTIN, homeported in Saipan, is assigned to the Military Sealift Command's Maritime Prepositioning Ship Squadron Three.

A&B WEBCAST

Alexander & Baldwin, parent company of Matson Navigation Company, held its 2010 Fourth Quarter and Full Year Earnings Conference Call on February 3. A&B reported 2010 net income of \$92.1 million, up from \$44.2 million the year before. The gain came on revenue of \$1.6 billion, compared with \$1.4 billion in the same comparable period.

Fourth-quarter net income was \$20.2 million, barely up from \$20.1 million in the 2009 fourth quarter. Revenue for the same period totaled \$461.4 million, up from \$362.9 million. Profits for the quarter and year were driven by ocean cargo service from China by Matson, real estate sales and a turnaround in Maui sugar cane operations.

At Matson, fourth-quarter operating profit was \$11.6 million, down from \$13.5 million a year earlier. The decrease was largely due to \$19 million in start-up losses for the new China-California cargo service using leased foreign-flag vessels. Higher fuel costs also contributed to the reduced operating profit.

Matson container volume to Hawaii was up 8 percent to 37,100 in the fourth quarter from 34,200 a year earlier, but the gain reflected an extra week in their 2010 fiscal year. Hawaii automobile shipments slipped in the quarter to 19,800 from 20,600 a year earlier, which was principally due to the timing of rental car replacements.

A big expense for Matson this year could be the replacement of two inter-island barges. The company has budgeted \$45 million as a potential partial payment for the barges this year. Noticeably absent from the presentation was mention of a U.S.-flag, line-haul vessel fleet replacement program.

A&B expects its China service to be the main driver of Matson returns this year, given that Hawaii's economy and construction industry are forecast to modestly improve.

SUPPLEMENTAL BENEFITS

Prior to 1958, the three SIU Pacific District Unions (MFOW in the engine department, SUP in the deck department, and MC&S in the steward department) each controlled a separate vacation fund. The Sailors' Vacation Fund and the Firemen's Vacation Fund were established by the Sailors' and Firemen's Vacation Plan Agreement of 1953. The Steward's Vacation Fund was established by the MCS-AFL/PMA Vacation Plan Agreement.

In 1958, the Unions merged the three separate funds into one fund to create the SIU Pacific District-PMA Supplemental Wage Fund. The October 1, 1958, book value of assets transferred from the three separate funds to the merged fund was as follows:

- MFOW Vacation Fund..... \$213,447.70
- MCS Vacation Fund..... \$254,118.65
- SUP Vacation Fund..... \$379,016.35

On July 1, 1959, the fund maintained an excess of receipts over benefit payments and administrative expenses in the amount of \$125,690.

Since the beginning, the administrative expenses of the fund have been financed with surplus monies generated by interest income and participant forfeitures of benefit payments. However, the surplus monies have dwindled to next-to-nothing over the past several years.

On January 24, the plan trustees held a subcommittee meeting to discuss issues related to plan administration expenses. The position of the union trustees is that the companies are required to fund the administrative expenses of the plan. The position of the company trustees is unclear. Another subcommittee meeting was scheduled for February 17.

DEPENDENT HEALTH CARE

In October 2010, I reported that the trustees of the MFOW Welfare Plan were notified by Principal, administrator of the MFOW dependent health care program, that they would be leaving the insured and self-funded medical market. Principal will continue to serve the plan until the next renewal date of September 1, 2011.

The trustees have begun the process of finding a replacement provider and third party administrator. A Request for Proposal (RFP) has been written, reviewed and sent to several firms interested in competing for the work. The due date for proposals from competing firms is February 25. The trustees will discuss the proposals at the regularly scheduled plan meeting on March 15.

PARKING WARS

The Headquarters property parking garage and lot has 63 defined parking spaces. 35 spaces are rented out on a monthly basis to building tenants and nearby radio station employees.

The City and County of San Francisco requires parking operators to obtain a parking permit and pay an effective 25% tax on all parking revenues. The MFOW takes in about \$60,000 in parking receipts annually, which breaks down to \$48,000 in parking revenue and \$12,000 in parking taxes. The MFOW has faithfully submitted these taxes to the tax collector in past years.

In order to collect the taxes from the renters, the city requires operators to obtain a Certificate of Authority (COA) to Collect Parking Taxes, as well as a parking bond.

Up until this year, maintaining compliance with parking operator regulations was a routine matter. On December 27, 2010, the MFOW was notified that the Board of Supervisors and Mayor of San Francisco had approved amendments to the San Francisco Business and Tax Regulations Code which became effective on December 18, 2010. In order to comply with the new regulations, the MFOW was required to do the following:

- Submit a parking permit application and parking plan to the San Francisco Police Department; submit person-in-charge photos and fingerprints to the police department for a criminal background check; and submit a check for \$982.40 to the police department for the above services.
- Submit a COA application and parking bond to the Treasurer and Tax Collector. Because the renewal date for the existing bond was June 1 instead of January 1, the Union had to cancel the existing bond and acquire a new bond with new dates. The bond company refused to issue a new bond unless the Union provided a CPA-audited financial statement for the year ending December 31, 2010. Since the MFOW does not receive a CPA-audited financial statement until March of each year, the Union had to negotiate with the bond company to accept an audited 2009 financial report supplemented by an un-audited 2010 income and expense document, which they finally agreed to.
- Submit a Revenue Control Equipment (RCE) compliance fee of \$500. Surprisingly, the RCE compliance fee is required even though the

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Vice President's Report

By William O'Brien

Happy Chinese New Year.

I've been making the ships and the shoregang, handling the beefs as they come in.

An issue came up concerning the offshore observance of a holiday. It may differ from the shoregang observance of the same holiday. The general rule is you cannot observe the same holiday more than once.

Shipping has been good for Electricians. Last month we shipped six Electricians at Headquarters. The MFOW recruits members from three sources: we grow our own, we recruit candidates with military experience and we get seamen who immigrate.

Two of the Electricians we shipped were home grown; that is, they came in as Wipers and worked their way up to Chief Electrician. It takes time, dedication, and hard work, but it's been done.

We currently have nine members in MSC training, which includes Damage Control, CBRD, Environmental Programs, Food Handling Safety, Helo Firefighting and Anti-Terrorism training. This training is required for positions on government vessels operated by Patriot and Matson. Members interested in shipping on these vessels should be aware of the extensive employment applications that must be filled out prior to and during dispatch. Application packets are available at the hall.

The APL Turquoise was re-flagged foreign and the crew was laid off in Singapore; brother Alex Plaza was delegate. Minor beefs and clarifications were taken up with the company. We're sorry to lose this ship. While it sailed under Old Glory, the all-union crew turned this broken down, neglected, part-less leaker into a sharp looking, on-time workhorse for the company. You can be sure we left it a lot better than when we found it. It will be replaced by the reflagged APL Coral. Strong rumors report the Coral's in good shape.

The APL Korea came in, with brother Dennis Collins as Chief Reefer and delegate, and Steven Villa as Electrician. The crew says they have a great cook; it's a feeder and a speeder.

This month I attended the monthly meeting of the Maritime Trades Dept. aboard the SS Jeremiah O'Brien. The guest speaker was a representative from the Port of San Francisco. She provided a slide presentation concerning the America's Cup race. The race will be coming to SF starting this year, although the actual race

week is in 2014. She outlined major waterfront construction and renovation projects costing millions. The America's Cup race is the 3rd largest money making production in the world. That's right, in the world. (The Olympics is the largest.)

This is a massive event for San Francisco and California. President Poplawski was instrumental in ensuring all maritime work shall be done by American workers and according to the Jones Act. The membership's support for our friends in politics has paid off big time. Over the years, I've heard a quote by our cherished old timers, "The Firemen's Union is small, but loved by many."

The Lucky Lihue crewed up on Friday, February 4. Brother Kevin York landed the Chief Juicing job and got the delegate's job along with it. The SS Lihue, formerly the President Hoover, is a C-8, a remnant of the LASH boat program of the 1970's. They're U.S.-built and originally came with two large cranes that ran up and down the deck on railroad tracks. Most of these vessels were built in Avondale, Louisiana.

I enjoyed sailing on these steamboats. They are well built. They have real nice down fired boilers with lots of room around all the machinery. The crew lives in the house up front, so it ain't the nicest of rides in rough weather. I'll tell ya this: If the SS Lihue is shorthanded when they sail for paradise, I'm locking up the hall and jumping aboard. I can pack a sea bag, grab a cab and be at the gangway in an hour.

The SS Maui got crewed up in Seattle. The stellar all-Seattle crew is relieving the SS Kauai. Brother Ken Paddock landed the 8 by 12 Watch Jr.'s billet, which by the way came with the delegate's job. The Maui's been laid up awhile and is a little dusty, but I've seen what those professional SUP sailors can do when they take over a ship and smarten it up.

I toured the engine room and it looked pretty good. Matson's engineering dept. told me they never would have got the ship away from the dock if not for the efforts of Seattle MFOW Shoreside Maintenance Mechanic Cliff Harris. The crew says they have an excellent steward dept. I had lunch and it was real nice.

I brought the ashes of pensioner Bob Grafton to the MV Mahimahi. Our good friend Captain B. J. Diggins and the crew will perform the burial at sea. I sailed with Bob on the Mahimahi. He was a good shipmate. I believe he would approve.

Cal Maritime to offer first masters degree program

The California Maritime Academy announced last month that it will launch its first Masters Degree program this fall — a Master of Science in Transportation and Engineering Management. Cal Maritime Provost Dr. Gerald Jakubowski said the new program is designed to serve mid-career professionals interested in gaining greater leadership and managerial skills. Applications for the program will be accepted beginning March 1, 2011 and first-year admittance will be limited to the first 22 qualified applicants.

"Our new Masters program will provide advanced instruction in business and management fundamentals, coupled with specialized preparation for career advancement in the participant's chosen specialization — Engineering, Transportation or Humanitarian/Crisis Management. This new endeavor was developed jointly by the University's Departments of Engineering Technology and Marine Transportation and the ABS School of Maritime Policy and Management and was devel-

oped with detailed input from well over two-dozen businesses, agencies and professional organizations. We believe it will be particularly attractive to individuals wanting to make a career transition from positions at sea to those ashore."

Jakubowski said the 10-course degree program (30 credit hours) will be offered completely online with accepted students proceeding through the learning process as a cohort. "Our research indicates that giving students 24/7 online instructional access is a big attraction for those juggling careers and families with a desire to advance educationally and professionally."

All students take five core courses in basic management and then each will take four courses focusing on their chosen degree track of Transportation, Engineering Management or Humanitarian Disaster Management. Finally, each student will complete a Capstone course designed to help them demonstrate their learning through an extensive project in their work setting.

National Labor College launches new bachelor's degree programs

The National Labor College announced it has launched three new fully online bachelor's degree programs in Business Administration, Construction Management, and Emergency Readiness and Response Management.

The new online bachelor's degree programs are designed to help union members and members of their families advance in their current jobs or move into growth areas for good, new jobs. The new degree-completion programs offer union members the convenience and flexibility of online study. With special union member rates and scholarships, NLC students can complete their degree for less than \$10,000 in two years. Learning from work experience and apprenticeships can earn union members credits towards completing their degree.

Bachelor of Arts in Business Administration — NLC's bachelor's degree in Business Administration is based upon the ethical treatment of all members of society, sustainable business practices, and the idea that all organizations should contribute to the health of the community. The program is unique in that it has required courses that explore the labor movement's contributions to American society and economic prosperity. The program is designed to support the needs of all members of the labor movement interested in contributing to the health of their families, their unions, their organizations, and their communities.

Bachelor of Arts in Construction Management — The NLC offers the only bachelor's degree in Construction Management with required

courses that explore the labor movement's preeminent role in the construction industry. The degree is geared for members of the Building and Construction Trades unions who are interested in combining their experience in the industry with the knowledge and credentials gained in this program to become effective construction managers.

Bachelor of Science in Emergency Readiness and Response Management — The Bachelor of Science degree in Emergency Readiness and Response Management includes required courses examining the nation's safety and security from a labor perspective. The program is specifically designed for rank and file union members in fire services, law enforcement, public safety, homeland security, and other related unions. Areas of study include the rise of modern terrorism, domestic terrorism, the Homeland Security organization, and labor and civil liberties issues.

The National Labor College was established as a training center by the AFL-CIO in 1969 to strengthen union member education and organizing skills. It is the nation's only accredited higher education institution devoted exclusively to educating union leaders, members and activists. The NLC became a degree granting college in 1997 and first earned accreditation in 2004. The college is accredited by the Middle States Commission on Higher Education, an independent, regional accrediting body recognized by the U.S. Department of Education. Information on the National Labor College can be found at <http://www.nlc.edu>.

Korea Line goes belly-up

Bulk ship operator Korea Line has filed for court receivership to avoid bankruptcy. Bulk ships transport timber, iron ore, grains and other large-volume cargo. The company had been in financial difficulties due to dwindling vessel charter rates.

During the bulk shipping boom in 2007-2008, Korea Line drastically expanded charter services by borrowing ships from other companies. But charter rates, which were

around \$100,000 a day, dropped to around \$20,000 after the 2008 financial crisis. Korea Line signed long-term contracts for the borrowed vessels, and 80 percent of its revenues went to paying for charter fees.

With 2.28 trillion Korean won (\$1 = 1,118 won) in sales in 2009, Korea Line is the country's fourth-largest shipping company after Hanjin Shipping, Hyundai Merchant Marine and STX Pan Ocean.

More President's Report

Continued from page 4

MFOW parking garage is not open to the public and does not require the installation of revenue control equipment.

- Submit proof of general liability insurance, including an endorsement certificate stating the City and County of San Francisco, its officers, employees and agents are endorsed, and add a \$1 million garage-keeper liability rider to the policy. Apparently, the City is concerned for the safety of their parking garage inspectors. The insurance company has stated that the garage-keeper rider is highly unusual for the MFOW situation, as we are not open to the public and do not provide valet services.

Seven weeks have passed since the application process began, with countless hours on the telephone, several trips to City Hall and the police station, and the destruction of a small forest due to paperwork. The Union is not quite finished with the process, but it is close.

The new regulations were supposedly enacted to crack down on illegal parking operators. However, like most new laws coming out of local, state and federal government, only the persons who abide by the law are affected; the law breakers will find new ways to skirt the law. The new regulations are nothing more than a bunch of bureaucratic nonsense, the results of poorly executed local government.

No new shipyard at port of Los Angeles

The Los Angeles City Council has rejected a plan to build a new shipyard near the Port of Los Angeles, saying it would complicate a more urgent project to widen the channel to accommodate super-sized container vessels. The council voted to nix a development plan to revive the site of the Southwest Marine yard.

Gambol Industries of Long Beach lined up support from politicians, conservationists and labor unions for a \$50 million proposal to rebuild the historic site and create 1,000 jobs. Port officials argued that deepening the main channel is a higher priority. The Board of Harbor Commissioners says a new shipyard would delay channel-widening at a time when the port needs to stay competitive.

California Labor Federation "Do Not Patronize" List

The following firms have been identified as unfair employers and adversaries of the labor movement. All trade unionists and friends of organized labor are urged not to patronize businesses listed here.

RESTAURANTS AND HOTELS

Manchester Grand Hyatt
1 Market Place, San Diego

Mariani's Inn and Restaurant
2500 El Camino Real
Santa Clara

De Anza Hotel
233 W. Santa Clara Street,
San Jose

LAW FIRMS AND CONSULTANTS

Jude Barry
Catapult Strategies, San Jose

Bradley G. Booth, Attorney
Sacramento

PR Consultant
John H. Hamilton

Marchese and Associates
Reputation, LLC
1375 Sutter Street, Suite 330
San Francisco

Michael P. White, Attorney
Sacramento

Ziegler and Associates
1215 K Street, Suite 1170,
Sacramento

RETAILERS

Farmer Joe's Marketplace
3501 MacArthur Blvd.,
Oakland

Future Ford
2285 Diamond Blvd, Concord

K-Mart

All locations Statewide

Wal-Mart and Sam's Club
All Locations Statewide

OTHER VENDORS

10News, KGTV
Channel 10, San Diego
(Owned by McGraw-Hill)

Hornblower Cruises
San Francisco, Los Angeles
and San Diego

ABC Security
1840 Embarcadero, Oakland

Alta Dena Foods
17637 Valley Rd.,
City of Industry

Valley Power, Inc.
1755 Adams Avenue,
San Leandro

TSA administrator says he will fire employees who strike

The head of the Transportation Security Administration said he will fire employees who strike or stage a work slowdown due to disagreements over labor issues.

In a House Homeland Security Transportation Security Subcommittee hearing, TSA Administrator John Pistole defended his earlier decision to grant airport screeners limited collective bargaining privileges. The agency administrator ultimately decides which issues can be bargained, and employees are not allowed to appeal or strike over those topics, he said.

Created in 2001 after the September 11 terrorist attacks, TSA was excluded from federal regulations giving workers bargaining privileges. Agency leaders have the authority to grant those rights but until now chose not to act. Employees will be able to negotiate over performance management, awards and attendance management guidelines processes, along with shift bids. They will not be able to bargain over security policies, procedures or the deployment of security personnel and

equipment; pay, pensions and compensation; proficiency testing; job qualifications; and discipline standards. Talks will occur only at the national level.

TSA employees also will have union representation in April following an election set to begin March 9. The American Federation of Government Employees and the National Treasury Employees Union have been vying for exclusive representation of 40,000 TSA workers, including transportation security officers, behavior detection officers, security training instructors and equipment maintenance technicians.

Though some lawmakers have expressed support for collective bargaining at TSA, others have said those rights will hinder the agency's ability to act quickly during a crisis. Several Senate Republicans are proposing to grant TSA employees limited workplace protections while blocking collective bargaining privileges, and members of the House Oversight and Government Reform Committee requested information from Pistole about the decision.

DOL announces grant competition to help former offenders gain career skills

The U.S. Department of Labor announced the availability of approximately \$11.7 million in grant funds to serve adult offenders who are returning from incarceration to high-poverty, high-crime communities. The purpose of the grants is to provide an employment-centered approach to reintegration that improves long-term labor market prospects for ex-offenders.

"The Labor Department is committed to getting all Americans back to work and to expanding opportunities for everyone who wants a job," said Secretary of Labor Hilda L. Solis. "Stable employment helps ex-offenders stay out of the legal system. Focusing on that end is the right thing to do for these individuals, and it makes sense for local communities and our economy as a whole."

Authorized by the Workforce Investment Act, the grants will be awarded through a competitive process open to nonprofit, faith-based and community organizations. Participants will be individuals ages 18 and older who have been convicted as adults under federal or state law,

but who have never been convicted of a sex-related offense, with the exception of prostitution. Complete eligibility criteria are included in the solicitation for grant applications.

In order to successfully reintegrate into a community, it is essential that ex-offenders possess the skills and support necessary to enter and compete for jobs in the labor market. The grant will rely heavily on faith-based and community organizations to develop necessary relationships and facilitate connections to rehabilitation services for program participants.

Each year approximately 650,000 inmates are released from state and federal prisons, and return to their communities and families. Without assistance to make a successful transition, the majority of ex-offenders return to criminal activity. Almost three out of five returning ex-offenders will be charged with new crimes within three years of their release from prison, and two out of five will be re-incarcerated, according to the U.S. Department of Justice.

Labor department provides help to laid-off Kentucky workers

The U.S. Department of Labor announced a \$4.9 million grant to assist about 1,000 workers affected by layoffs and closures at 21 companies in multiple industries, including three auto suppliers, located throughout Kentucky.

"Layoffs are traumatic events, but the Department of Labor can help workers get back on their feet. We are committed to getting Americans back to work," said Secretary of Labor Hilda L. Solis. "I am pleased that with the support of today's national emergency grant, workers across the Bluegrass State will have the opportunity to pursue the employment and training activities they need to access good jobs in growing industries."

Awarded to the Kentucky Education and Workforce Development Cabinet, the grant will be operat-

ed by the following agencies: Bluegrass Area Development District, Cumberland Workforce Investment Area, Eastern Kentucky Concentrated Employment Program Inc., KentuckianaWorks, Lincoln Trail Workforce Investment Area, Northern Kentucky Area Development District and TENCO Workforce Investment Area.

A number of the workers covered by the grant also are certified as eligible for Trade Adjustment Assistance. Those eligible for TAA will receive "wrap-around" and supportive services — such as dependent care and transportation assistance — through the grant. Those workers who are not eligible for TAA will have access to the full array of training and employment-related services available under the grant.

NLRB thumps supermarket chain

Marsh Supermarkets, a Midwestern chain with nearly 100 outlets, prohibited workers from unionizing, interrogated workers about their union sympathies, threatened its employees with discharge if they engaged in union activity, barred union literature from workers' rest areas and created an impression among its employees that their union activities were under surveillance, the National Labor Relations Board claimed in federal court. The NLRB sued Marsh for unfair labor practices, asking that it be enjoined from interfering with workers' rights under the National Labor Relations Act while awaiting a decision by an administrative law judge.

The United Food and Commercial Workers Union Local 700 filed a charge with the NLRB in June 2010, accusing Marsh of violating employees' right to organize. After a field investigation, the NLRB filed a consolidated complaint, alleging that Marsh managers in Indianapolis and Beech Grove, Indiana, discouraged membership in a labor organization. Indianapolis-based Marsh operates more than 90 supermarkets in Indiana and Ohio employing nearly 9,000 people.

According to the NLRB's federal complaint, Marsh managers Mike Vickery and Garland Simpson threatened its employees with discharge if they engaged in union activity and created an impression among its employees that their union activities were under surveillance.

The NLRB says Marsh managers interrogated its employees concerning their union membership, activities, and sympathies and orally promulgated and since then maintained a rule prohibiting employees from discussing the union on company time.

Marsh managers prohibited employees from soliciting union membership on company premises; a human resources vice president at one store announced that union literature would be removed from non-work areas and such union literature was, in fact, removed, while other non-union literature was allowed to remain.

Marsh's meat department manager at Beech Grove threatened workers with unspecified reprisals because of their union activities. The NLRB added that in September 2010 Marsh managers subjected employee Tony Massey to a breathalyzer test and fired him because he joined and assisted the union and engaged in concerted activities. The NLRB says that such reprisals are part of Marsh's agenda to discourage union affiliation.

It adds that Marsh has been discriminating in regard to the hire or tenure or terms or conditions of employment of its employees, thereby discouraging membership in a labor organization in violation of Section 8 of the National Labor Relations Act. The National Labor Relations Act was enacted in 1935 as part of the New Deal legislations to protect workers.

The Board wants Marsh restrained from its unfair labor practices, saying that its employees will permanently and irreversibly lose the benefits of the Board's processes and the exercise of statutory rights while the Board deliberates.

The NLRB wants Marsh enjoined from pressuring employees to renounce union activities, from firing employees based on union affiliation and from interrogating them concerning union membership. It also seeks annulment of any rule forbidding employees to solicit on behalf of the union and discuss unions on company time. The Board also wants Massey reinstated to his former job or an equivalent position.

Thackrah named executive director of Military Sealift Command

The U.S. Navy's Military Sealift Command (MSC) welcomed its new executive director John Thackrah on January 24. Thackrah will oversee MSC business operations and serve as a senior advisor to MSC commanding admirals.

Headquartered in Washington, D.C., MSC is the ocean transportation provider for the Department of Defense—responsible for the operation of more than 110 civilian-crewed, noncombatant ships supporting military and humanitarian missions worldwide.

Thackrah comes to MSC from the Navy's Strategic Systems Program, where he served as the principal deputy. SSP provides the nation's sea-based deterrent missile systems. Thackrah began his Navy career in

2005 as the deputy assistant secretary for management and budget. He has also served as assistant secretary of the Navy for research, development and acquisition and as chief of staff to the assistant secretary of the Navy.

Prior to joining government service, Thackrah was a senior executive at United Technologies Corporation. He has a Master of Business Administration from Rensselaer Polytechnic Institute and a bachelor's degree in mechanical and aerospace engineering from the University of Delaware.

Richard Haynes, who had served as MSC executive director since 1997, had a farewell ceremony on January 21. Haynes first joined MSC in 1985 as command senior legal counsel.

EPA and Coast Guard step up efforts to protect U.S. waters

The U.S. Environmental Protection Agency and the Coast Guard have signed a memorandum of understanding (MOU) to work together to protect people's health and the environment. The MOU outlines steps the agencies will take to better coordinate efforts to prevent and enforce against illegal discharges of pollutants from vessels, such as cruise ships and oil tankers.

Under the MOU, the Coast Guard has agreed to incorporate components of the EPA vessel general permit program into its existing inspection protocols and procedures to help the United States address vessel pollution in U.S. waters. The MOU creates a framework for improving EPA and Coast Guard cooperation on data tracking, training, monitoring, enforcement and industry outreach. The agencies have also

agreed to improve existing data requirements so that information on potential violations observed during inspections can be sent to EPA for evaluation and follow-up.

The vessel permit program applies to more than 61,000 commercial ships based in the U.S. and more than 8,000 foreign ships operating in U.S. waters. The vessel permit covers 26 types of discharges such as deck run-off from rain, ballast water used to stabilize ships, and wastewater from showers, sinks and laundry machines. These discharges may result in negative impacts on the environment, including the spread of invasive species from ballast water that can harm sensitive ecosystems. The vessel permit program also specifies corrective actions, self inspections and self monitoring, record keeping and reporting requirements.

Experts follow rare whale down British Columbia coast

An extremely rare Western Pacific gray whale has been tracked on a little-known migration route from the waters off Russia to the Pacific Ocean south of British Columbia. The surprising migration route of the 13-year-old male whale is giving scientists a look into where the creatures may go to breed and birth their calves.

The work, which is collaboration between U.S. and Russian researchers, began last October when a satellite tracking device was attached to the whale, named Flex. Bruce Mate, the director of the Marine Mammal

Institute at Oregon State University, says the whale's trip raises the prospect that these rare mammals could be the northern-most feeders from the Eastern North Pacific whale population.

The Eastern Pacific whale population has rebounded to about 20 thousand, while there are just 130 of its Western cousins. But Mate said they won't draw any conclusions from the route of just one whale and plan to go back later this year in hopes of attaching tracking devices to another dozen whales.

Container ports report increased traffic

Continued from page 1

throughput and 23.5 million TEU in container throughput in 2011.

Colombo — Container volumes at Sri Lanka Ports Authority terminals in Colombo hit a new monthly record of 205,539, up 24 percent from a year ago. The volumes exceeded the previous monthly high of 201,212 TEU achieved in August 2010. Cargo volumes at the port have been on the rise in recent months as trans-shipment and domestic trade recovers from a slump.

The port of Colombo has also improved navigation and cargo handling efficiency with computerized terminal operations and renovated infrastructure. The total containers handled by the port of Colombo, including the private South Asia Gate-

way Terminals, for January 2011 rose 11.8 percent to 366,971 TEU from the year before. The port handled four million containers in 2010.

Ngqura — South Africa's newest container terminal, Ngqura, in the Eastern Cape, handled 30,879 containers in January and recorded its best operating performance since receiving its maiden vessel in October 2009. 4,930 TEU handled in the month were classified as imports, 6,934 TEU as exports and 18,985 TEU as trans-shipment cargo destined for other regional ports.

The terminal achieved consistently 28 moves per gross crane hour (GCH), an improvement on the previous best monthly performance of 25 GCH recorded in December 2009.

NFL lockout looks certain

The likelihood that the National Football League will lock out its players on March 4 now stands at an all-time high. This came after a scheduled February 10 negotiating session between the league and the players' union was canceled. Multiple sources familiar with the talks said the owners' side walked out of a February 9 meeting due to a disagreement over a fundamental issue — the manner in which the players and owners will split the NFL's approximately \$9 billion revenue pie.

The union has been demanding that the owners open their books to demonstrate the financial hardship they've been citing in an effort to get the players to accept a smaller share of revenue. But the players said that they would drop that demand in exchange for a 50 percent cut of all revenue — meaning the total \$9 billion pot.

The reason this is a non-starter for the NFL is that it doesn't currently share all revenue with the players but rather a smaller pool it calls total revenue. The league and the owners take \$1 billion off the top for operating costs before splitting any revenue with the players. When they say the players get roughly 60 percent of revenue under the current deal, they're talking about 60 percent of total revenue, meaning after that first \$1 billion comes off the top.

The owners, seeking to increase their share of the revenue, would like to take an additional \$1 billion off the top, meaning the portion of revenue they'd share with the players would drop to roughly \$7 billion. The players said they would like to see audited financial statements to justify such a hit, but that they would stop asking for that if the owners would agree simply to split the whole (roughly \$9 billion) pot evenly. The owners apparently walked out after hearing that proposal.

Issues such as the 18-game season and rookie wage scale can't be dealt with until the sides agree on the framework of the revenue split. And as long as there's such dramatic disagreement on that issue, it's practically impossible to imagine a deal getting done before the current agreement expires on March 4. The owners' insistence on increasing the amount of revenue they do not have to share with the players serves as more evidence for the union's claim that their intent all along has been to lock out the players and squeeze them in an effort to secure a deal very favorable to the owners' side.

Pilots union leaders endorse FedEx agreement

Union leaders have endorsed a tentative labor agreement between FedEx and its pilots and scheduled a ratification vote February 25 to March 23. The Air Line Pilots Association FedEx master executive council, representing about 4,500 FedEx pilots, announced the endorsement on February 10. The union said in a statement that a new agreement would provide across-the-board increases to hourly pay rates, a pensionable lump sum payment for pilots, increases to domestic and foreign per diem rates, an improved Foreign Duty Assignment Letter of Agreement, three vital safety programs, and other positive modifications.

The union and company hammered out the proposed deal in less than six months, a record time for such a complex agreement, mainly because issues like flight hours and rest requirements were bypassed pending new FAA regulations.

Players are concerned about losing their health coverage in the event of a lockout, and it is possible that could cause fissures in their ranks as the March 4 deadline approaches. But so far it has not happened, and the rank-and-file membership of the union has so far given its leadership no reason to soften its stance.

The league also has no reason to soften its stance, as it is still months away from a lockout threatening regular-season games and has television contracts that pay off even if those games are not played. Unless something dramatic changes, the NFL appears headed for a work stoppage on March 4.

The main issues between the NFL and the NFL Players Association

Player pay cuts — National Football League revenues come to about \$9 billion a year. The league says about 60 percent of that goes to player salaries, and owners say that is too much. They want to shave 18 percent off the pool of money that is used to calculate the overall league salary cap.

The owners argue that, while the league is immensely successful as a whole, many owners have gone deep into debt to finance new stadiums in the past decade — anticipating revenues that never materialized because of the recent recession. Before agreeing to a pay cut, NFL Players Association executive director DeMaurice Smith is demanding line-by-line audits of teams to prove expenses are, in fact, rising faster than revenue. The NFL has so far refused, saying that it has never offered the figures to the union before.

The 18-game schedule — One potential solution to the revenue-sharing problem is to expand the season from 16 to 18 regular-season games, replacing two preseason exhibitions with the real thing. This would make the overall revenue pot larger, meaning owners could cut the players share of the revenue, yet players would not see a significant dip in pay. But players do not like the idea of having to play more without getting a raise. They argue that starters see far more playing time in regular season games, and that the intensity level is also much higher, increasing the risk of injury. Some owners have also privately shared worries about the risks to their primary investment, players.

Rookie wage scale — Another potential way to tackle the revenue sharing problem is to introduce a rookie wage scale. The NFLPA has stepped back its opposition on the rookie wage scale, opening the door to pay restraints similar to what the National Basketball Association has, where each pick in the draft order has a preset salary affixed to it. For this concession, the NFLPA wants rookie contracts to be a maximum of three years — allowing players quicker access to potentially bigger contracts through free agency. The league wants rookie contracts to be a minimum of five years.

Retirement benefits — With the average NFL player staying in the league only three and a half years according to the NFLPA, and recent news coverage documenting their struggles to recover from injuries, the union will demand a retroactive benefits increase for retired players. Aware of the public relations disaster of appearing callous, the league could pad retirement benefits going forward, but will likely stop short of retroactive pay, which would set a troubling precedent in the league's view. During previous contract negotiations, the union favored money in hand versus future benefits.



During the month of January 2011, I dispatched 4 Matson Navigation Co. shipboard jobs, 3 shore-side maintenance mechanics and 11 standby wiper jobs, a total of 18 jobs, as listed in *Howz Shipping*.

Ships that arrived in the port of Honolulu: MV R.J. PFEIFFER, MV MOKIHANA, MV MANULANI, SS KAUI, MV MAHIMAHI, MV MAUNAWILI, MV MANOA and MV MAUNALEI.

I would like to thank all our

HOWZ SHIPPING

January 2011

San Francisco

Electrician/Reefer/Jr. Engineer.....	6
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	1
Wiper.....	1
Shore Mechanic.....	12
Standby.....	12
TOTAL.....	33

Wilmington

Reefer/Electrician/Jr. Engineer.....	3
Electrician/Reefer/Jr. Engineer.....	3
Shore Mechanic.....	1
Standby.....	34
TOTAL.....	41

Seattle

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day).....	1
Junior Engineer (Watch).....	3
Wiper.....	1
Standby.....	8
TOTAL.....	17

Honolulu

Chief Electrician.....	1
Junior Engineer (Day).....	1
Junior Engineer (Watch).....	1
Fireman/Watertender.....	1
Shore Mechanic.....	3
Standby.....	11
TOTAL.....	18

ships' delegates and the shoregang delegate for the great job they continue to do in resolving any problems that occur. There were no problems reported.

All members are reminded to keep all required documents and certificates current to ship and to bring them with you to each job call.

Members filled all jobs dispatched to contract vessels last month. There was only one fly-out job from Honolulu, an FWT job on the Cape Jacob. Rumors are that the SS KAUI will lay up this month.

Last month, Matson Navigation Company introduced a new way to pay off MFU standby wipers. Members and non-seniority applicants will each need to fill out all forms at the time they are dispatched. Forms will be faxed to the company for review. Each standby wiper will be paid by check. Checks will be sent through the mail to the MFU office for pick up.

Aloha from Honolulu, Hawaii,

Bonny S. Coloma
Port Agent

Benefits paid during January

Death Benefits

John Alferes, P-2578 \$1,500.00

Burial Benefits

John Alferes, P-2578 \$1,000.00

Anthony O'Shaughnessy, P-2538 1,000.00

Arthur Santiago, P-2557 1,000.00
\$3,000.00

Excess Medical \$2,311.15
Glasses and Examinations \$618.00

Louis Little, P-2374.....	50.00
Joel McCrum, P-2536.....	25.00
Rosario Manelli, P-969.....	40.00
Richard Manley, #3747.....	20.00
Joseph Markett, P-1893.....	26.00
Rodel Marquez, JM-4984.....	60.00
Joe Rubio, #3697.....	100.00
William Taylor, P-1823.....	25.00
John Terry, JM-4999.....	100.00
Henry Toscano, P-1899.....	20.00

Political Action Fund

Voluntary donations of \$20.00 or more for January 2011:

James Benbow, #3643.....	\$100.00
Steve Callahan, P-2686.....	25.00
Denny Capley, P-2878.....	20.00
Bonny Coloma, #3537.....	25.00
Victor Diaz, P-1256.....	20.00
Donald Feehan, P-2589.....	50.00
Daniel Guzman, JM-5000.....	100.00
Daniel Hamann, JM-4740.....	50.00
Clarence Huhn, P-1997.....	25.00



For the month of January, starting with the *Howz Shipping*, we dispatched a total of 41 billets consisting of 3 Rfr/El/Jr, 3 El/Rfr/Jrs, 1 Rfr/Mech and 34 standby wipers.

We currently have 45 members registered here at the Wilmington branch: 18 As, 9 Bs and 18 Cs.

We also had a good number of applicants hanging around here looking to board their first ship. Unfortunately, most of them only have a Wiper's endorsement.

Last year, however, I did manage to take in 28 applicants as Oilers, FWTs, Electricians and, yes, some Wipers. Seeing the expression on these guys' faces when they get their first ship almost makes this job worthwhile.

Made all ships calling on the port of Los Angeles contracted with

the MFOW and made a good attempt to resolve all problems brought to my attention. I also dropped by the APL Reefer Shop on Terminal Island, and all is well.

Attended the first of many meetings to come with the Maritime Trades Department in Torrance, CA. I also attended a meeting with the Veterans Memorial Committee in San Pedro, where we took up the task of nominating and electing the Board of Directors for the upcoming year. As a result, I am now on the Board of Directors.

Shipping continues to be slow here at the Wilmington Branch, especially for the Jr. Engineers. Let's hope it picks up soon.

With respect,

Robert Bugarin
Port Agent



The MV MANOA and SS KAUI each called twice in Seattle with little or no problems. The MV PRESIDENT JACKSON called New York and reported little or no problems.

I participated in the King County Labor Council meeting and the Seattle Marine Business Coalition meeting. Along with SUP members Brendan Bohannon and Jack Sheldon, I attended the contract signing for the Alaska Way viaduct replacement tunnel at Port of Seattle headquarters. Washington State Transportation Secretary Paula Hammond, representing the Governor, formerly signed the contract with several construction company consortiums.

The SUP and MFOW position is for continued and unhindered truck and rail access in and off the docks, plain and simple! We have been key stakeholders in this project and will continue to be until the tunnel is

completed or the viaduct rebuilt.

Washington State Labor Council President Rick Bender and Treasurer Al Link both retired last month. Jeff Johnson was elected President and Lynn Dodson was elected Treasurer. Rick and Al were excellent advocates for inland and seagoing organized labor unions and staunch protectors of the Jones Act. We wish these old friends fair seas in their retirement!

We have duly met with and notified the newly elected state labor council leadership that we are available to help and work with them in any way we can!

Fraternally,

Vince O'Halloran
Seattle Representative

HONOR ROLL

Voluntary donations to General Treasury — January 2011:

Kinzer Beavers, P-2677.....	\$100.00+
Steve Callahan, P-2686.....	25.00+
Michael Carr, #3550.....	300.00
Bonny Coloma, #3537.....	25.00
Mark Geiler, #3727.....	50.00
Daniel Hamann, JM-4740.....	50.00
Martin Irwin, #3670.....	25.00
Louis Little, P-2374.....	50.00
Archie Spivey, P-978.....	390.40*

*in addition to voluntary check-off from monthly pension
+also dues-paying pensioner

Regular membership meeting dates 2011

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

(*Indicates Tuesday meeting following a Monday holiday)

FINISHED WITH ENGINES



Joseph Pires, #2039. Born March 29, 1926, Maui, HI. Joined MFOW October 19, 1945. Pensioned February 1, 1973. Deceased January 21, 2011, Maui, HI.

MFOW member pensioned

Name	Book No.	Pension Type	Sea Time	Effective
Russell Eldridge	JM-4621	SIU PD Deferred	8.000	1/1/2011

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