



## Matson sets up to ice MFOW, SUP in Alaska

Late breaking news...

In an unexpected development, Matson Navigation Company has revealed that it does not intend to employ MFOW and SUP labor on ships in the Alaska trade. The news came during a May 15 meeting in Oakland between the company, MFOW and SUP officials.

In November 2014, Matson Navigation Company, Inc., a wholly owned subsidiary of Matson, Inc., entered into a merger agreement among Matson Navigation, Hogan Acquisition Inc. (a wholly owned subsidiary of Matson) and Horizon Lines, Inc. The merger agreement provided for the merger of Hogan Acquisition with and into Horizon, with Horizon surviving the merger and becoming a wholly owned subsidiary of Matson Navigation. Simultaneously with the execution of the merger agreement, Horizon entered into a purchase agreement by and among The Pasha Group, SR Holding LLC (a wholly owned subsidiary of Pasha), Horizon and Sunrise Operations LLC (a wholly owned subsidiary of Horizon).

Pursuant to the purchase agreement, Horizon has agreed to sell its container shipping business serving the market of Hawaii from the continental United States to Pasha. Matson will then acquire the stock of Horizon, which will include the Alaska operations and the assumption of all non-Hawaii business liabilities.

At the May 15 meeting, Matson stated that Horizon Lines will continue to serve the Alaska trade, as a subsidiary of Matson, and that Horizon will continue to honor its existing seagoing labor contracts. The MFOW and SUP pointed out, that under Section 3 of the Matson – SIU Pacific District General Rules, the agreement covers the unlicensed employees represented by the SIU Pacific District employed on oceangoing U.S.-flag vessels, owned, operated or bareboat chartered by the company or any of its subsidiaries or affiliates. The company is, in theory, remaining neutral on the issue — which may force legal action by the MFOW and SUP.

## NOL registers net loss of \$11 million in first quarter

On May 14, NOL Group — parent company of APL — reported a first quarter 2015 net loss of \$11 million, compared to a \$98 million net loss in the same period last year. It posted a positive first quarter 2015 Core EBIT (Earnings Before Interest, Taxes and Non-Recurring Items) of \$30 million, compared to a \$65 million loss last year. NOL attributed the positive core EBIT to cost savings of \$155 million and lower fuel cost.

NOL recorded a positive Core EBIT-DA (Earnings Before Interest, Taxes, Depreciation and Amortization) of \$133 million in the first quarter, up from \$33 million last year, while its revenue declined 13% to \$2 billion in the same period. The revenue fall was due to freight rate erosion, planned capacity cuts in unprofitable trades and adverse impact from the US West Coast port congestion.

APL, NOL's container shipping business, reported a positive first quarter 2015 Core EBIT of \$13 million, compared to a loss of \$82 million over the same period last year. Cost of sales per

forty-foot-equivalent unit fell by 8% year-on-year. APL recorded first quarter 2015 revenue of \$1.6 billion.

First quarter year-on-year volume fell 15%, mainly due to planned capacity cuts in unprofitable trade routes and the impact from the U.S. West Coast port congestion. APL's average freight rates dipped 8% versus the same quarter last year.

NOL's supply chain management business — APL Logistics — had year-on-year Core EBIT and revenue stable at \$17 million and \$406 million respectively, despite headwinds from a strong dollar. More than 30% of APL Logistics' business was transacted in non-U.S. dollar currencies.

NOL announced the proposed divestment of its logistics business to Kintetsu World Express, Inc. on February 17, 2015. On April 15, 2015, NOL shareholders approved the sale of APL Logistics. Subject to regulatory approval, the transaction is expected to complete by mid-2015.

## U.S. cargo volumes back to normal levels

U.S. container ports have reported that cargo volumes have returned to normal levels ahead of the International Longshore and Warehouse Union's (ILWU) vote on a new West Coast labor agreement. West Coast ports handled record-high volumes of 1.73 million twenty foot equivalent units (TEU) in March, up 33.1% on the year before following a built up backlog of cargo after labor disputes in February that brought traffic to a stand-still at the Port of Long Beach and the Port of Los Angeles. The

Pacific Maritime Association (PMA) and the ILWU agreed on a five-year contract back in February. Union members are now voting for ratification of a new agreement; votes are expected to be counted on May 22.

Volumes have seen a massive increase, as April was up 8.1% on 2014 ahead of the estimated 1.55 million TEU. Meanwhile May is forecast up 5.4% at 1.56 million TEU, June up 3.7% at 1.53 million TEU, July up 5.1% at 1.57 million TEU and August also up 3.9% at 1.58 million TEU.

## SETTING THE FACTS STRAIGHT ON TPP

When we're forced to compete with countries with exploitive labor practices, wages for America's workers will go down.



IF WE WANT TO RAISE WAGES, WE HAVE TO

#STOPFASTTRACK

## TPP is a U.S. job-killing trade deal

Op-Ed by Tom Chamberlain  
May 6, 2015

President Barack Obama will be visiting Oregon this week to push for the Trans-Pacific Partnership trade deal. He will claim that it is good for American jobs and small businesses. Where will he be making that pitch? At the world headquarters of Nike. And that should tell you all you need to know about who will really be benefiting from this American job-killing trade deal.

Don't get me wrong: Nike is a great company, a global corporate giant that makes lots of money. Good for them — that's their job. But if that is being offered as symbolic of the reasons to support the TPP, it shows tone-deafness to the plight of the American worker that takes the breath away.

On May 1, a New York Times editorial offered a clearer picture: "It is hard to overstate the extent to which work no longer results in a decent paycheck and a rising standard of living in this country. The portion of the economic pie that goes to working people is currently near the smallest on record, in data going back to 1947. ...In a healthy economy, wages and productivity would rise in tandem, but in recent decades, productivity gains have flowed increasingly to executive compensation and shareholder returns, rather than wages."

A major contributing factor of this dire situation has been trade deals like NAFTA, CAFTA and others that have helped set off a global race to the bottom in wages and an exodus of the good jobs that used to be the backbone of the middle class.

The TPP will make it worse, while also posing threats to our health, our

environment and product safety.

One can already hear President Obama standing shoulder to shoulder with Sen. Ron Wyden saying, "Don't worry, this time we will protect the American worker and consumers! This time, we will negotiate tough standards on working conditions, environmental protection and product safety!" But history and their actions today make these promises ring hollow.

This trade deal is being written in secret: The American public isn't even allowed to know what they are talking about, much less having a voice. And Sen. Wyden just helped author a deal that gives the president "fast track" authority, meaning that there won't even be input from Congress until they are presented with an up or down vote.

Given how the Congress and presidents from both parties have presided over the destruction of the middle class while both corporate bottom lines and income inequality balloon, I think we can predict how that vote will go — unless those who really care about the middle class raise their voices now.

Nike is a great success we are proud of — especially as Oregonians. But we are considering national trade policy at a time that we are also witnessing the dismantling of the American middle class. We don't need another trade deal that benefits multinational corporations, their shareholders and executives. We need to be more concerned about American work boots than sneakers made in Asia for pennies on the dollar.

Tom Chamberlain of Portland is president of Oregon AFL-CIO. This article first appeared in the Statesman Journal.

### Halls to close

**Memorial Day** — All MFOW hiring halls will be closed on Monday, May 25, 2015, in observance of Memorial Day, which is a contract holiday.

**Kamehameha Day** — The halls will also be closed on Thursday, June 11, 2015, in observance of Kamehameha Day, which is a contract holiday aboard all Matson intercoastal and offshore vessels and under the Matson Maintenance Agreement.

It is not a holiday for those members working aboard the *ITB Moku Pahu*, unless the vessel is in a West Coast or Hawaii port.

# The Marine Fireman

Published Monthly By

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

ORGANIZED 1883

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

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

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

## MarAd and NPS announce \$2.6 million in grants

The National Park Service (NPS), in partnership with the U.S. Maritime Administration (MarAd), has announced the award of approximately \$2.6 million in Maritime Heritage Program grants for projects that teach about and preserve sites and objects related to the nation's maritime history. National Maritime Heritage Grant awards are made possible through a partnership between the two federal agencies that share a commitment to maritime heritage preservation

and education.

Funding is provided by MarAd through the recycling of vessels from the National Defense Reserve Fleet. The grant program supports a broad range of maritime education and preservation projects, without expending tax dollars, while ensuring that the vessels are dismantled in an environmentally sound manner.

The Maritime Heritage grants are available to state, tribal, and local governments, as well as private non-profit

organizations for education and preservation projects. Education projects are funded in amounts between \$25,000 and \$50,000; preservation projects are funded in amounts between \$50,000 and \$200,000. Education grants can be used for programs such as school curriculum, interpretive programs and web pages, and preservation grant projects can include the rehabilitation or restoration of ships and other maritime resources.

State	Grant Recipient	Project	Award
AK	Sealaska Heritage Institute	Traditional Tlingit and Haida Halibut Hook project	\$39,496
CA	California State Parks Foundation	Pigeon Point lighthouse rehabilitation	\$73,436
CA	Maritime Museum Assn. of San Diego	Replacement of <i>Star of India</i> weather decks	\$192,794
CA	San Francisco Maritime National Historical Park	<i>USS Pampanito</i> World War II submarine preservation project	\$192,754
CT	Mystic Seaport Museum	Restoration of the 1908 steamboat <i>Sabino</i>	\$199,806
DE	Delaware Division of Parks and Recreation	Indian River Life-Saving Station Guardians of the Sea	\$25,119
FL	UWF Historic Trust	Pensacola Maritime Heritage Trail	\$25,960
FL	Diving with a Purpose	Maritime archaeology educational field program	\$46,536
GA	University of Georgia Marine Extension Service	Georgia's Rich Maritime Cultural Heritage	\$41,837
HI	Kanehunamoku Voyaging Academy	Papahana Hoolauna public outreach project	\$45,899
ME	Penobscot Maritime Museum	National Fisherman: Documenting a Sea Change	\$40,784
ME	Wood Island Life Saving Station Association	Wood Island Life Saving Station rehabilitation	\$200,000
MD	Living Classrooms Foundation	<i>USS Constellation</i> rehabilitation	\$89,596
MA	Lowell's Boat Shop	Educational outreach	\$35,330
MA	Maritime Gloucester	Educational platform for America's oldest maine railway	\$50,000
MA	Old Dartmouth Historical Society — New Bedford Whaling Museum	Conservation of the Purrington-Russell Panorama for Exhibition and Educational programming	\$49,845
MA	<i>USS Constitution</i> Museum	From Forest to Frigate	\$50,000
NY	Intrepid Museum Foundation	<i>USS Growler</i> preservation project	\$117,278
NY	Fireboat Firefighter Museum	Fireboat firefighter preservation project	\$80,875
NY	Long Island Traditions	Freeport Waters	\$40,000
NY	National Lighthouse Museum	American Lighthouse History Multimedia Educaional Experience	\$42,150
NC	Core Sound Waterfowl Museum	Port Light: Tracing Historical Connections/Outerbanks to Mainland-NC	\$46,036
NC	Battleship <i>North Carolina</i> Commission	Emergency hull restoration	\$200,000
OK	Oklahoma Historical Society	Discovery and Excavation of the Steamboat <i>Heroine</i> : Exhibit & Curriculum Unit	\$25,000
OR	Columbia River Maritime Museum	Cradles and cantilevered shelving for the museum's boat collection	\$33,549
OR	Confederated Tribes of Grande Ronde	Grand Ronde Canoe Culture, Waterways, Travel and Trade	\$36,876
PA	Independence Seaport Museum	<i>USS Olympia</i> preservation	\$169,850
SC	<i>USS Yorktown</i> Foundation	<i>USS Yorktown</i> Interactive Engine Room Experience	\$26,228
TX	Texas Parks and Wildlife	Audio tours on battleship <i>USS Texas</i>	\$49,455
VT	Institute of Nautical Archaeology	Lake Champlain Steamboat <i>Winooski</i> archaeological investigation	\$26,953
VA	Mariners Museum	<i>USS Monitor</i> artifact conservation	\$99,900
WA	Northwest Seaport	Tugboat <i>Arthur Foss</i> preservation	\$87,000
WA	Center for Wooden Boats	Free public rides on historic small craft	\$28,000
WI	University of Wisconsin — Superior	Conservation of Fraser Shipyards technical drawings	\$49,984
WI	Wisconsin SHPO	Lock and Load: Great Lakes Canallers and the Grain Trade	\$48,698

## U.S. deepwater port guidance issued

On May 7, the U.S. Maritime Administration (MarAd) issued its final policy on the processing of applications for offshore or deepwater port facilities. A draft policy was published for comment in October 2014. In the policy, MarAd chose not to embellish upon the existing statutory and regulatory criteria for deepwater ports approvals.

MarAd is charged by the Deepwater Port Act of 1974, as amended, together with the U.S. Coast Guard, with issuing licenses for deepwater ports, including LNG export terminals, located beyond U.S. territorial waters. The Federal En-

ergy Regulatory Commission issues licenses for terminals located on land or near shore.

The U.S. currently has three active deepwater ports, with the Louisiana Offshore Oil Port probably being the most famous of the three. Another deepwater LNG facility has been licensed by MarAd for construction and a fifth, to be located in the northeastern U.S., is under review.

The Deepwater Port Act sets out the conditions that applicants must satisfy including showing that the port will not unreasonably interfere with

international navigation or other uses of the high seas, that the port will be constructed so as to minimize the impact on the marine environment, and the adjacent state has developed an approved coastal zone management plan. Every application must also be approved by the Governor of the adjacent coastal State.

MarAd received over 300 comments to its draft policy including a comment that it maintains a preference for projects that utilize U.S.-flag vessels and U.S. crews. MarAd indicated that it would continue such efforts.

### Marine Firemen's Union Directory

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

#### HEADQUARTERS

240 Second Street

San Francisco, CA 94105

Tel: (415) 362-4592/4593/4594

Fax: (415) 348-8864

Dispatcher-Tel: (415) 362-7593

Dispatcher-Fax: (415) 348-8896

General Email: [headquarters@mfoww.org](mailto:headquarters@mfoww.org)

#### Anthony Poplawski

President/Secretary-Treasurer

Email: [mfow\\_president@yahoo.com](mailto:mfow_president@yahoo.com)

#### I. "Cajun" Callais

Vice President

Email: [ICallais@mfoww.org](mailto:ICallais@mfoww.org)

#### Robert Baca

Business Agent

Email: [RBaca@mfoww.org](mailto:RBaca@mfoww.org)

#### Karen Mohr, Controller

Email: [KMohr@mfoww.org](mailto:KMohr@mfoww.org)

#### Sandra Serrano, Secretary/Training

Email: [SSerrano@mfoww.org](mailto:SSerrano@mfoww.org)

#### MFOW TRUST FUNDS

240 Second Street

San Francisco, CA 94105

Tel: (415) 986-1028 / 986-5720

Fax: (415) 546-7340

General Email: [welfare@mfoww.org](mailto:welfare@mfoww.org)

#### Sylvia Hurd

Optical and Death Benefits

Email: [SHurd@mfoww.org](mailto:SHurd@mfoww.org)

#### Esther Hernandez

HMO Eligibility

Email: [EHernandez@mfoww.org](mailto:EHernandez@mfoww.org)

#### Amanda Salinas

Medical Claims

Email: [ASalinas@mfoww.org](mailto:ASalinas@mfoww.org)

#### Peggy Artau

Money Purchase &amp; Pension Benefits

Tel: (415) 362-1653

Fax: (415) 348-8864

General Email: [pension@mfoww.org](mailto:pension@mfoww.org)Email: [PArtau@mfoww.org](mailto:PArtau@mfoww.org)

#### WILMINGTON BRANCH

533-B Marine Avenue

Wilmington, CA 90744

Tel: (310) 830-0470

Fax: (310) 835-9367

#### H. "Sonny" Gage, Port Agent

Email: [HGage@mfoww.org](mailto:HGage@mfoww.org)

#### HONOLULU BRANCH

707 Alakea Street

Honolulu, HI 96813

Tel: (808) 538-6077

Fax: (808) 531-3058

#### Mario Higa, Port Agent

Email: [MHiga@mfoww.org](mailto:MHiga@mfoww.org)

#### PORT SERVICED — SEATTLE

4269 22nd Avenue West

Seattle, WA 98199

Tel: (206) 467-7944

Fax: (206) 467-8119

#### Vince O'Halloran, Representative

Email: [vince\\_sup@msn.com](mailto:vince_sup@msn.com)

## Bob King addresses S.F. port maritime council

Robert Thompson "Bob" King, former president of the United Auto Workers (UAW), addressed the members of the San Francisco Port Maritime Council, Maritime Trades Department, AFL-CIO on May 13. Born in Michigan, King became a member of UAW Local 600 and rose steadily and quickly in several union leadership positions eventually becoming the UAW President from 2010 to 2014. He is firm believer in social movement unionism, a philosophy that argues unions should form and promote broad coalitions to seek greater social and economic justice.



Bob King addressing the San Francisco Port Maritime Council aboard the SS Jeremiah O'Brien.



Left to right: MEBA Patrolman Christian Yuhas, SUP President Gunnar Lundberg, MM&P Coast Agent Jeremy Hope, former UAW President Bob King and MFOW President Anthony Poplawski.

## Crew satisfaction has room for improvement

A new survey released by Crewtoo, a social media platform for seafarers, indicates there are still major issues that need to be addressed to ensure overall crew satisfaction. Crewtoo surveyed its approximately 110,000 members for a three-month period beginning January 2015 and asked them to rate their satisfaction working at sea according to a 10 point scale. The overall result of the seafarers surveyed indicated that overall happiness came in at mediocre 6.42, with 10 representing the highest degree of satisfaction.

The biggest seafarer complaints included a lack of shore leave and stress and fatigue from increasing workloads. Also, at the forefront for many crew members was access to reliable internet. Seafarers stated that onboard internet "makes life at sea easier", due mainly to increased communication with family and friends back at home. They also noted concern that the industry might have difficulty attracting new talent if internet connectivity does not become more common-

place aboard vessels.

In an article published earlier this year in Alert! 38, a project manager of Seafarer's Mental Health indicated an alarming trend of depression among seafarers. Among 17,026 reported seafarers deaths in the period from 1960 to 2009, roughly 5.9% of all deaths were a result of suicide. This figure is nearly four times higher than suicide averages of 1.6% in Australia and 1.2% in the United Kingdom for 2011. According to the Seafarer's Mental Health website, primary causes of depression include separation from family and reduced shore leave — two of the main issues brought up by seafarers in the study.

The results of the Crewtoo study contrast with findings from a joint BIMCO/ICS survey conducted in April. The previous study indicated that the majority of seafarers were content with life at sea, while the most recent study indicates that seafarers have numerous concerns that still need to be addressed.

## New TWIC location in San Francisco

On April 24, the Universal Enrollment Services Outreach Team notified all stakeholders the San Francisco Universal Enrollment Center would relocate to a new location on Monday, May 11, 2015. The Universal Enrollment Center is where mariners need to go for an original or renewal transportation Worker Identification Credential (TWIC). The new address is:

**IdentoGO**  
150 Executive Park Blvd, Suite 3700  
San Francisco, CA 94134-3320

This new location is approximately 5.4 miles from the current location at 350 Rhode Island Street. The hours of operation will remain the same: Monday through Friday, 8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 4:30 p.m. From U.S. Highway 101, take the exit toward the old Candlestick Park. The enrollment center is off the southwest corner of the intersection of Executive Park Blvd. and Thomas Mellon Circle, in the San Francisco Executive Park.

The exterior of the entranceway includes blue-colored walls. Above the entranceway reads "150" for the address. From the elevators, exit onto the 3rd Floor, and turn left down the hallway. Suite 3700 will be midway down the hall.

## U.S. approves Cuba ferry service

The U.S. Treasury Department has approved licenses for passenger ferry service between the United States and Cuba. One of the licenses was issued to Baja Ferries, part of a major shipping group with passengers and cargo operations, including Mexico's west coast. Ferry services between Cuba and the U.S. were cut off in the early 1960s, following the Cuban revolution that brought Fidel Castro to power. In December, the U.S. and Cuba announced plans to renew diplomatic relations af-

ter 54 years, and have since held high-level talks.

A Treasury Department official from the Office of Foreign Assets Control (OFAC), which handles economic and trade sanctions, would not say how many licenses had been approved. She noted that Cuba regulations have not changed and no general license was issued authorizing passenger ferry service to Cuba. The ferry companies still need approval from the Cuban government before they can begin operations.

## Vancouver to build new container terminal

Port Metro Vancouver has submitted an Environmental Impact Statement (EIS) for a new container terminal at Roberts Bank in Delta, B.C. on Canada's west coast. Forecasts show demand for goods shipped in containers is growing, and it is expected container terminals on B.C.'s coast will be at capacity by the early 2020s. The new Roberts Bank Terminal 2, along with expansion of the Port of Prince Rupert and other container terminals in Vancouver, will provide much needed space for this growth, says the port.

The EIS documents four years of extensive scientific study and consultation with regulators, aboriginal groups, local government and the public to assess the potential environmental, economic, social, heritage and health effects of the terminal's construction and operation. The conclusion of the assessment is the effects of the project, following the implementation of mitigation, are not expected to significantly affect the environment. The EIS will now become the subject of a federal environmental assessment, including a review by an independent review panel. This is the most stringent such process in Canada, and will include multiple opportunities for public comment.

The Roberts Bank Terminal 2 project would provide 2.4 million twenty-foot equivalent units (TEU) of container capacity to meet forecasted growth in Canadian export and import trade. The project includes three main components:

- The development of land and construction of a deep-sea marine terminal adjacent to the existing Roberts Bank terminals
- Widening of the existing Roberts Bank causeway to accommodate road

and rail infrastructure and

- Expansion of the existing Roberts Bank tug basin to accommodate the existing and an additional tug boat contractor.

Subject to environmental permits and approvals and a final investment decision, construction could begin in 2018 and would take approximately five-and-a-half years to complete. The project would be funded entirely by Port Metro Vancouver and the private sector, so would not require any tax dollars. The construction phase will create 12,700 person-years of employment, and its operation would support approximately 12,400 full-time jobs on an ongoing basis.

Port Metro Vancouver is Canada's largest port and the fourth largest tonnage port in North America, responsible for Canada's trade with more than 160 world economies. Enabling the trade of approximately \$187 billion in goods annually, the port generates an estimated 100,000 jobs, \$6.1 billion in wages, and \$9.7 billion in gross domestic product across Canada.

Statistics released for 2014 year-end indicate the port's second consecutive year of record-breaking cargo volumes. The year was marked by best-ever volumes in the bulk and container sectors, resulting in a record overall year in tonnage. The port's terminals handled 140 million tons of cargo in 2014, up three percent from 2013. Import cargo rose 4.1 percent to 29 million tons, and exports rose 3.3 percent to 111 million tons. Container volumes continued to grow, with a 3.1 percent increase over 2013, despite reduced volumes in the month of March due to a container trucking disruption.

### Attention: MFOW Members and Pensioners

Are your MFOW Welfare Fund records up to date? The following information should be on file:

1. Insurance Enrollment Card.
2. Current beneficiary information.
3. Medical Coverage selection.

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

# MFOW PRESIDENT'S REPORT



By ANTHONY POPLAWSKI

## APL MARINE SERVICES

*MV APL Singapore* — For over five decades, MFOW Refrigerating Engineers and Electricians have been performing the job of plugging in and unplugging reefer containers aboard contracted vessels during reefer cargo operations. Over the years, the process has not dramatically changed.

There have been recent incidents, aboard APL Marine Services (APLMS) vessels, in which ship's management has attempted to unilaterally change the work rules regarding reefer cargo operations and slash MFOW overtime payments, sometimes under the guise of STCW rest period compliance. The latest incident occurred on the *MV APL Singapore*.

On April 6, Wilmington Port Agent Sonny Gage forwarded to MFOW Headquarters a set of *Singapore* reefer cargo operations standing orders, which he received via email from the ship's delegate. The defective standing orders — newly-penned by the ship's Chief Engineer in preparation for their Dutch Harbor port call — unilaterally gutted the APLMS-MFOW Work Rules regarding reefer cargo operations.

I immediately protested to APL Labor Relations Manager John Dragone, as follows:

Date: April 6, 2015

To: John Dragone, APL Marine Services

Attached are APL Singapore "Reefer Rules" given to the shipboard Reefer by the licensed engineers. The document, in my opinion, represents a unilateral re-writing of the Work Rules designed to eliminate overtime payments for standing by. If ship's management wishes to control reefer cargo overtime costs, they should do it by providing proper callbacks, callouts and knockoffs in accordance with the agreement. But to expect personnel to standby in port for free, hoping for a callout, is abusive and beyond common decency.

Anthony Poplawski  
President/Secretary-Treasurer  
Marine Firemen's Union

On April 6, Wilmington Port Agent Sonny Gage forwarded a Dutch Harbor "reefer callout schedule" to MFOW Headquarters, which paired the ship's Refrigerating Engineer with the Wiper and the Electrician with the Junior Engineer on six-and-six standby shifts with no pay.

I immediately protested to APL Labor Relations Manager John Dragone, as follows:

Date: April 7, 2015

To: John Dragone, APL Marine Services

Attached is the APL Singapore "Schedule" for reefer callouts. MFOW members have been told that they will standby for reefer callouts according to this schedule without pay. If they wish to go ashore, they must notify ship's management, so that management may assign another MFOW member to their "slot". In other words the ship is unilaterally changing the Work Rules and setting up a situation where MFOW members are being told to either stay aboard the ship in port for free — in the hopes of getting an overtime callout — or go ashore and forfeit their chance to work.

This is the most egregious and abusive act I have seen in many years by ship's management. I demand that the MFOW members on the *APL Singapore* be paid overtime for all hours outside the normal work week for standing by according to this schedule.

Anthony Poplawski  
President/Secretary-Treasurer  
Marine Firemen's Union

On April 10, I completed a written response to the defective standing orders and phony callout schedules and forwarded to Dragone, as follows:

Date: April 10, 2015

To: John Dragone, APL Marine Services

Following are the April 6, 2015, standing orders given to MFOW crew aboard the *MV APL Singapore*. The MFOW position is that these orders are inconsistent with the MFOW-APLMS Work Rules, violate over 50 years of reefer cargo operations past practice, and are designed specifically to slash MFOW crew contractual overtime and punish unlicensed engine crew.

The abusive component of these orders is to, instead of providing proper reefer callbacks to the Reefer/Electrician/Junior (REJ) and Electrician/Reefer/Junior (ERJ) in accordance with the Work Rules, have MFOW crew stand by in port without pay, waiting for an overtime callout. And, if the crew member decides to go ashore because he has not been given a proper callback, he forfeits his right to perform his own work jurisdiction.

Below are the Union's responses (bold) to the specific standing orders (italicized).

*The reefer will be offered overtime in port for the plugging and unplugging of reefer containers on deck.*

**Union position:** Plugging and unplugging of reefer containers is one of the "recognized and customary duties" of the REJ and has been for over five decades. The REJ will not be "offered" this work; he is to be "assigned" this work in accordance with Section 33 of the Work Rules.

*The reefer will be called out at finished with engines in ports where reefer*

*cargo will be worked, unless a reefer plan is presented that does not call for box movements or calls for unplugging before FWE.*

**Union position:** The REJ shall be called back or called out in accordance with Section 33 of the Work Rules.

*The reefer will let the mate on watch know when boxes are plugged and unplugged with the bay number.*

*The reefer will be knocked off if there are no immediate reefer van movements.*

**Union position:** The REJ shall be knocked off in accordance with Section 33 of the Work Rules.

*The reefer will be given a call back time, if one is provided by the planner.*

**Union position:** The longstanding past practice is that the REJ is always given a reefer callback and that callback time is posted on the sailing board and logged by the Duty Mate. If the REJ is not given a reefer callback — meaning no reefer cargo is scheduled to be worked — he is free to go ashore until his next regular work start time. If reefer cargo is worked while the REJ is ashore — without being given a proper callback — this shall give rise to misassignment. The ship's management gimmick of not providing a proper reefer callback time and then assigning the recognized and customary duties of the REJ to another crewmember is unacceptable.

*The offer of overtime for plugging and unplugging in long port stays may be split between the reefer and the electrician to comply with STCW hours. The times will be set up by the First Assistant Engineer or Chief Engineer in review of the Chief Mate.*

**Union position:** The assignment, not offer, of reefer plugging and unplugging for the REJ and ERJ shall be in accordance with Sections 33 and 34 of the Work Rules. If an STCW rest period violation is imminent, then other MFOW crew may be assigned the work.

*The reefer man is to keep track of actual time worked and in case of overnight port stays may be knocked off during the day to comply with STCW hours.*

*The reefer is to itemize the hours of work on his overtime sheet to include the bay number and time of call out. Contractual continuity is to be written as such.*

*The reefer will not be put on standby unless specifically told to do so by the C/M or mate on watch when known reefer loads are imminent.*

**Union position:** When reefer cargo work is indefinite, the REJ required on standby for such work shall be paid overtime for such standby time until he is released.

*If the reefer is knocked off and wishes to go ashore, he is to inform the mate on watch and the duty engineer. This is to ensure that another MFOW crew member will be called out in the event that there are any reefer van movements.*

**Union position:** Every time the REJ is knocked off he should be given a proper reefer callback time and he is free to go ashore until that callback time, or in the absence of a callback, his next regular work start time. Once again, the ship's management gimmick of not providing a proper reefer callback time and then assigning the recognized and customary duties of the REJ to another crewmember is unacceptable.

*In Lieu of Time Back is to be avoided and rest taken when possible.*

**Union response:** The REJ's in-port working hours and work jurisdiction are defined in Section 33 of the Work Rules. If the Work Rules require that the REJ be on duty, the REJ should not avoid ILTB unless he is in danger of an STCW rest period violation.

*Overtime will not be offered to the reefer while at sea unless overtime from port operations is less than the other members of the MFOW.*

**Union response:** The REJ's overtime at sea is a product of his working hours and work jurisdiction as outlined in Section 33 of the Work Rules. The above suggested abusive clause can only be attributed to some type of vengeance against the MFOW REJ rating.

*The electrician will be called out for last reefer load and final round in all U.S. ports.*

**Union response:** Section 33 and 34 of the Work Rules.

*Dutch Harbor cargo will be divided into call periods with two men called out for any work to maintain STCW rest hours. Electrician is paired with the JR and the Wiper is paired with the Reefer.*

**Union response:** The REJ and ERJ should be assigned reefer cargo work in accordance with Sections 33 and 34 of the Work Rules. The Day Junior/Utility (DJU) and/or Wiper should only be assigned reefer cargo work to avoid a definite violation of STCW rest period requirements.

*The above rules will apply to the Electrician for all times working reefer cargo.*

**Union response:** Section 33 and 34 of the Work Rules.

Work Rules are a mandatory subject of collective bargaining. This ill-advised attempt by the *MV APL Singapore* to unilaterally change the MFOW-APLMS Work Rules is unacceptable and illegal. The MFOW demands that these standing orders be immediately rescinded and that the *MV APL Singapore* assigns work to MFOW personnel in accordance with the collective bargaining agreement.

Very truly yours,

Anthony Poplawski  
President/Secretary-Treasurer

That same day I received a reply from APL Labor Relations Consultant Gerry Carbiener, who agreed with the main points of my letter, as follows:

1. The Work Rules override the standing orders.
2. The Refrigerating Engineer and the Electrician are the two ratings who should be on reefer cargo duties, unless STCW absolutely prevents it.
3. Time standing by for reefer cargo on overtime hours is payable, including the time that was spent on the phony six-and-six callout schedule.
4. In-port Refrigerating Engineer overtime cannot be a reason to cut at-sea Refrigerating Engineer overtime.

Carbiener also revised the standing orders in an attempt to maintain compliance with the Work Rules.

Between April 10 and April 29, I had several telephone conversations with APL labor relations personnel regarding the matter. On April 29, I met with Dragone and Carbiener at MFOW Headquarters and repeated the Union position that the unilat-

*Continued on page five*

## MORE PRESIDENT'S REPORT

Continued from page four

eral actions by the Chief Engineer were unsound and abusive to our members.

The *Singapore* called San Pedro on May 14. On May 15, the Union and company settled on payment of disputed overtime from April 6 to 16 as follows: ERJ — 15 hours, REJ — six hours, DJU — 20 hours and Wiper — six hours overtime and one hour straight time. Also, additional disputed payments were from the remainder of the voyage were settled.

**In terms of labor solidarity, especially as we get closer to contract negotiations with APLMS, it is frustrating when certain MEBA and MM&P officers (Chief Engineers, First Assistant Engineers, Masters and Chief Mates) so eagerly attempt to negate MFOW Work Rules and slash contractual overtime for MFOW members. A better scenario would involve licensed officers who properly manage their ships while honoring the collective bargaining agreements of other labor organizations such as the MFOW.**

**Fleet Moves** — The Union was notified by John Dragone, Director Labor Relations for APL Marine Services (APLMS), that the *MV APL Pearl* was removed from the Maritime Security Program (MSP) and reflagged to foreign-flag on April 20 in Cagliari, Italy. All *MV APL Pearl* crew members were scheduled to be repatriated to their ports of engagement within 48 hours.

The *MV APL Belgium* was placed into the MSP effective April 21. The *Belgium* is scheduled to transfer to the trans-Pacific trade route sometime in July.

### MATSON

**Alaska** — On April 22, it was reported that the U.S. Federal Trade Commission (FTC) had removed the last major obstacle to the breakup and sale of Horizon Lines and a major restructuring of domestic ocean services between the West Coast and Hawaii and Alaska. The FTC cleared the acquisition of Horizon's Hawaii service by Pasha Group. Pasha will acquire Horizon's Hawaii operation for \$141.5 million. Regulatory approval was needed because the transaction reduced the number of West Coast-Hawaii carriers from three to two and Matson and Horizon had more than 90 percent of the market.

This opens the door for Matson to complete its previously announced acquisition of Horizon and its Alaska service. Matson agreed last year to acquire Horizon for \$69.2 million plus acquisition of debt. No regulatory approval is needed for Matson's takeover of Horizon's Alaska operations.

On April 22, Matson President and CEO Matt Cox sent the following memo to all Matson employees:

*Update on Alaska Acquisition:*

*As some of you may have read, The Pasha Group issued a press release today stating that the United States Federal Trade Commission has cleared Pasha's acquisition of Horizon Lines' Hawaii service from an antitrust perspective and that Pasha anticipates its closing will occur by the end of the second quarter. While there are still other closing conditions that need to be satisfied in order to complete the Pasha/Horizon transaction, this is an important regulatory milestone in the transaction process.*

*For Matson, this is a positive development for our planned acquisition of Horizon's Alaska service. The completion of our transaction will commence after the Pasha/Horizon acquisition has been finalized and all other closing conditions have been satisfied.*

*On a personal note, I want to express my appreciation for the full support of employees in all divisions who are devoting a considerable amount of time and effort in doing everything necessary to make this growth opportunity realized. We know that the process involved with preparing for the integration of Horizon's Alaska service is complex and time consuming, and that executing the plans will be equally challenging. It is encouraging that we are nearing the final stages of completing this historic acquisition for Matson.*

*We will provide you with more updates as the transaction progresses.*

The Alaskan trade route has similar dynamics to Matson's core business, with Jones Act protection from international competition and growing volumes. The majority of shipments to Alaska are consumer goods; fish is shipped back to Tacoma. Prior to May 15, Matson had not revealed its Pacific Northwest-Alaska vessel operating plans to the MFOW. A meeting between Matson and the MFOW and SUP took place on May 15. (See article on page one.)

**STCW Medical Certificates** — On April 29, the Union was informed by Matson Labor Relations Representative Dale MacGillivray that the company is working to-

ward Maritime Labor Convention 2006 (MLC) voluntarily compliance. ABS will begin auditing Matson vessels after August 1, 2015, to issue certification of compliance.

The MLC requires all crewmembers hold a current STCW Medical Certificate. Effective July 1, 2015, Matson will require a current STCW Medical Certificate at sign-on. The annual medical "Q" card and sign-on physical slip will continue to be required as well.

The MLC entered into force on August 20, 2013. The U.S. has not ratified the MLC; however the MLC contains a "no more favorable treatment clause" that requires ratifying governments to impose Convention requirements on all vessels when calling on their ports. U.S. vessels that cannot demonstrate compliance with the MLC may be at risk of port state control actions, including detention, when operating in the port of a ratifying nation. The U.S. Coast Guard-issued two-year Medical Certificates meet the requirements of the MLC.

If a mariner's STCW Medical Certificate expires during a voyage, it will remain valid until the next U.S. port-of-call, provided that the period after expiration does not exceed 90 days.

**All MFOW members wishing to sail with Matson should check the expiration dates on their STCW Medical Certificate and make plans to renew if necessary.**

### PATRIOT CONTRACT SERVICES

On April 27, 2015, the Union was notified by Patriot Contract Services (PCS) that two exercises involving contracted-mariner government vessels were scheduled for the month of May.

**Ardent Sentry** — California-based Ready Reserve Force (RRF) vessels and Maritime Administration (MarAd) staff will participate in the U.S. Northern Command, Federal Emergency Management Agency (FEMA) and California Office of Emergency Services disaster response exercise Ardent Sentry during the week of May 11-15, 2015. A simulated 8.7 Southern California earthquake will elicit emergency reporting and notional preparation for FEMA mission assignment.

On May 14, the Coast Guard and other Long Beach port partners will assemble on the *SS Cape Inscription* in a simulated "continuity of operations for vessel traffic services" as well as other harbor and terminal operations. Affected RRF ships will be requested to consider ad-hoc C-status reporting and satellite or radio communications in a disaster environment.

**RRF-MSA Breakout Exercise** — Similar to previous years, on May 12, 2015, MarAd will conduct a 10-day simulated mass activation table-top exercise (TTX), which involves coordination of the complete activation of the RRF and Military Sealift Command (MSC) surge sealift fleet to meet strategic sealift requirements. Situation reports and crew lists will be required. Activations are simulated. As in previous years, the Union will be reaching out to the membership to be "dispatched" to vessels in order to execute a successful simulated activation of vessels.

**Personnel Changes** — On May 1, the Union was notified by PCS President and COO Frank Angelacci that former MEBA official Dave Nolan will replace Michael Gillihan as the Marine Personnel Manager reporting to Captain Margaret Reasoner. Gillihan will be moving to a new position of Contract Specialist.

## VICE PRESIDENT'S REPORT

The following is a vessel recap for the month of April:

**APLMS East Coast Vessels:** APL East Coast vessels are now back on their projected schedules. On April 20, the *APL Pearl* was reflagged foreign and the crew flown home on the 22nd. The *APL Belgium* began service as an MSP vessel and the crew began receiving MSP wages and benefits on April 21. Headquarters flew out one ERJ and one Day Jr. to the *APL Cyprine* and one ERJ to the *APL Agate*.

**APLMS West Coast Vessels:** The schedules are still messed up due to port congestion and yard periods. The *APL Thailand* was the only vessel to make Oakland in April, and she was three days late. The *APL Philippines* was in port on May 4, calling for three Standby Wipers and one ERJ. We had to call Seattle for the REJ. The *APL China* was in the second week of May and then headed to DDX in Nantong; called for one ERJ, one Day Jr. and one Wiper. The crew needed to have Chinese visas prior to signing on and were guided on this by the company.

**Matson:** The *Manulani* called for

the crew to rejoin @ DDX; shipped the returning ERJ to fly to Nantong on April 26. The *Matsonia* is staying on the LAX-Guam-China run for the near future. The C-9s are pretty much back on schedule. We shipped an ERJ to the *Mokihana*.

The *Moku Pahu* crew flew to Nantong on April 29. The QMED is returning and Headquarters shipped a rotary Wiper. She was scheduled to leave DDX on May 4.

The *Maui* began layup on April 27 @ MHT instead of Pier 80 in San Francisco. She called for two Standby Wipers for two days. The *Kauai* called MHT on April 28 to replace the *Maui* on the northern triangle run. The Wiper and R/E quit. Headquarters shipped the Wiper, but the R/E job went open. Ken Paddack, #3847, who was the Watch Jr. paying off of the *Maui*, rolled over as the new R/E. A hearty MFOW "well done" and "atta boy" to brother Paddack for stepping up to cover our billets.

Faternally,

Cajun Callais, Vice President

## Your Right to Union Representation

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

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

## BUSINESS AGENT'S REPORT

For the month of April, we dispatched the following jobs relating to Patriot Contract Services' vessels:

*USNS Soderman* — one Wiper, fly-out to Saipan. *USNS Dahl* — two Oilers, one flyout to Newport News, VA and the other one awaiting travel arrangements. *USNS Martin* — initially dis-

patched one Electrician and four Wipers. Flew to Bayonne, NJ on April 30. Later changed to one Electrician, two Oilers and two Wipers, with one Oiler each from Wilmington and Seattle.

Faternally,

Bobby Baca, SF Business Agent

# House passes U.S. ports funding bill

The American Association of Port Authorities (AAPA), which represents more than 130 public port authorities in the United States, Canada, the Caribbean and Latin America, recently won a major funding victory with the passage of the U.S. House of Representative's 2016 Energy and Water Appropriations bill and two included amendments. The bill and accompanying amendments increase funding for Harbor Maintenance Tax to \$36.3 million, which will help achieve a 2016 port improvement target of \$1.25 billion. This is a major milestone for U.S. ports hoping to improve and maintain existing infrastructures.

In total, AAPA member ports claim they will need \$28.9 billion by 2025 in order to improve the road, rail and tun-

nel systems that support U.S. port operations. Over the past seven years, U.S. seaports have greatly increased their role in the American economy, according to a 2014 economic impact study. Twenty-six percent of the \$17.4 trillion U.S. economy is derived from seaport commerce as of 2014. This is up from their 20 percent contribution to the \$16.1 trillion 2007 economy. International trade accounts for a key area of growth for America's seaports, with an overall increase of 60 percent in value over the last seven years.

The port community is now focused on the U.S. Senate's appropriation bill, which they hope will share the same spirit of funding as the House bill.

## Second Pasha Hawaii Con-Ro delivered

Shipbuilder VT Halter Marine, Inc., of Pascagoula, Mississippi, has delivered the *MV Marjorie C*, a combination Container and Roll-on/Roll-off Car Truck Carrier (ConRo), to longstanding customer Pasha Hawaii. The *MV Marjorie C* is the second U.S. flag, Jones Act-qualified vessel built by VT Halter Marine for Honolulu-based Pasha Hawaii and will join her sister ship, the *MV Jean Anne*, providing additional service on the Hawaii-Mainland trade lane.

The 692-foot long *MV Marjorie C* has a vehicle shipping capacity of 1,100 units, the ability to carry 1,400 twenty-foot equivalent container units above and under deck, and over-high and over-wide cargoes on 10 workable decks. The vessel's design incorporates the highest level of operating efficiencies as well as reduced environmental impacts. The sister vessel, *Jean Anne*, was Pasha Hawaii's first Jones Act vessel and has been serving the Hawaii-Mainland trade since March 2005.

### Summary Annual Report for SIU Pacific District Seafarers' Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2014. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

#### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(155,407) as of June 30, 2014, compared to \$(38,798) as of July 1, 2013. During the plan year, the plan experienced a decrease in its net assets of \$(116,609). During the plan year, the plan had total income of \$545,976, including employer contributions of \$541,832, earnings from investments of \$73 and other income of \$4,071.

Plan expenses were \$662,585. These expenses included \$184,658 in administrative expenses and \$447,927 in benefits paid to participants and beneficiaries.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.25 for the full annual report or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

# Long Beach approves cement terminal project

The Long Beach Board of Harbor Commissioners recently approved the Mitsubishi Cement Facility Modification Project, greenlighting the addition of 40,000 metric tons of additional storage capacity consisting of storage and loading silos on vacant port property adjacent to Mitsubishi's existing facility at Pier F. The site will increase in size from 4.21 acres to 5.92 acres. The board's approval was contingent on environmental measures and upgrades.

The terminal receives imported cement and cement-like materials via bulk cargo ships. The product is stored in a warehouse or in silos. It is then loaded onto trucks and taken to local and regional concrete batch plants. With the economy improving and demand for cement rebounding, the approved project will allow Mitsubishi to more efficiently meet the regional demand for cement.

To ensure that the facility is as green as possible, the project requires Mitsubishi Cement to maintain a truck fleet with at least 90 percent of the fleet having engines from 2010 or newer. Mit-

subishi will also install solar panels and energy-efficient lighting and conduct an energy audit every five years. Mitsubishi will also work with the port on a technology review every five years to identify new technologies that can be incorporated into operations to further reduce emissions.

While the terminal already offers shore power so ships at berth can shut down their engines to reduce emissions, not all vessels are able to plug in. With the upgrades, when ships can't use shore power, a new emission control system called "Dockside Catalytic Control" will connect to the vessels' exhaust stacks and capture pollutants.

Also, the approved project calls for Mitsubishi Cement to contribute \$333,720 to the port's Greenhouse Gas Emissions Reduction Grant Program. The program is designed to improve community health by lessening the impacts of port-related air pollution, and to reduce emissions of greenhouse gases. Construction of the improvements is expected to take two to three years.

### Summary Annual Report for SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2014. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

#### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$36,743 as of July 31, 2014, compared to \$(166,746) as of August 1, 2013. During the plan year, the plan experienced an increase in its net assets of \$203,489. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$9,657,702, which included employer contributions of \$9,655,944, realized losses from the sale of assets of \$10, earnings from investments of \$540 and other income of \$1,228. Plan expenses were \$9,454,213. These expenses included \$301,376 in administrative expenses and \$9,152,837 in benefits paid to participants and beneficiaries.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

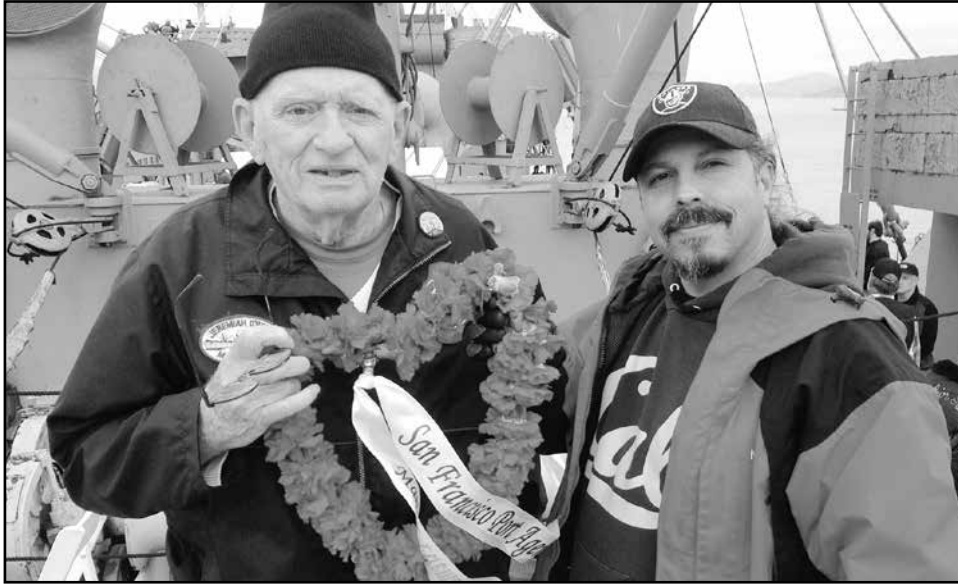
1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107 telephone number (415) 764-4990. The charge to cover copying costs will be \$3.75 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

## Salute to Veterans Cruise: SS Jeremiah O'Brien



Pensioner John Daly and San Francisco Business Agent Robert Baca participated in the Salute to Veterans Cruise aboard the SS Jeremiah O'Brien on May 16. Brother Baca committed the ceremonial lei to the sea in honor of our fallen MFOW brothers during WWII and the Vietnam War.

## MarAd adds three marine highway projects

The U.S. Department of Transportation's Maritime Administration (MarAd) announced three new Marine Highway projects. Transportation Secretary Anthony Foxx identified the projects as: the Mississippi and Illinois Rivers Project, the Potomac River Commuter Ferry Project, and one to destinations east of the Hudson River.

America's Marine Highway System consists of over 29,000 nautical miles of navigable waterways including rivers, bays, channels, the Great Lakes, the Saint Lawrence Seaway System, coastal and open-ocean routes. The program works to incorporate these waterways into the greater U.S. transportation system, providing new modal choices to shippers of cargo and reducing transportation costs. It should also provide

public benefits such as reduced air emissions, reduced road maintenance costs, and improved safety and resiliency impacts.

As for the three new routes, the Mississippi and Illinois route — previously designated as the M-55 and M-35 — connects Chicago and Minneapolis to New Orleans. It will include the principal routes for a new container-on-barge service being developed by communities along the rivers. The Potomac River Commuter Ferry Project, previously designated M-495, will connect work and residential centers along the Potomac, Occoquan and Anacostia Rivers. And the third route will provide alternatives for freight arriving at and departing from the Port Newark Container Terminal in New Jersey.

## Northwest Seaport Alliance hits key milestone

Heralding a key milestone in the formation of a Seaport Alliance, a draft of the final agreement between the ports of Tacoma and Seattle has been released. The Northwest Seaport Alliance will unify the two ports' marine cargo terminal investments, operations, planning and marketing to strengthen the Puget Sound gateway and attract more marine cargo for the region.

The alliance is the outgrowth of talks held under the sanction and guidance of the Federal Maritime Commission (FMC), the independent federal agency responsible for regulating the U.S. international ocean transportation system. The agreement outlines the Northwest Seaport Alliance's governance charter, management and financial structures, a transition plan and a business development strategy.

While the ports will remain separate organizations that retain ownership

of their respective assets, they will form a port development authority (PDA) to manage the container, break-bulk, auto and some bulk terminals in Seattle and Tacoma. The airport, cruise business, marinas, grain terminals and industrial real estate, such as the Northwest Innovation Works and Puget Sound Energy facilities and Terminal 91 uplands, will remain outside the Alliance. The PDA will be governed jointly by the two port commissions.

Citizen and stakeholder public review of the agreement will be undertaken throughout May, building on the extensive outreach that has occurred since the proposal was announced last October. The draft agreement, information about public meetings, how to submit written comments and other related news will continue to be updated regularly on the Port of Tacoma and Port of Seattle websites.

## MARINE FIREMEN'S UNION TRAINING PROGRAM 2015

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at [mfow.org](http://mfow.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 RPEW certification.

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.

Non-seniority applicants:

- (1) Non-seniority applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.
- (2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

### TRAINING RESOURCES, LTD. (TRL)

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

#### Military Sealift Command Training

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

June 1-4

#### QMED-Fireman/Watertender & Oiler

Any applicant who successfully completes this 159-hour Qualified Member of the Engine Department (QMED) course will satisfy the requirements of 46 CFR 12.15-7 (b)(2) and receive credit for 90 days of the sea service needed for a QMED Oiler and Fireman/Watertender endorsement, provided they also present evidence of at least 90 days engine room service; and if presented WITHIN ONE YEAR of the completion of training, satisfy the requirements of 46 CFR 12.15-9 for the General Safety, Fireman/Watertender, and Oiler examination modules, provided that all other requirements of 46 CFR subpart 12.15, including sea service, are also met. **Additional prerequisites:** Coast Guard approval letter for endorsement upgrading, which certifies sea time of six months (180 days) as a Wiper and completion of Rating Forming Part of an Engineering Watch assessments.

July 6-July 31

#### STCW-Basic Training Refresher

This three-day Refresher course consists of the 4 modules required for the STCW endorsement in Basic Training: Personal Safety and Social Responsibility, Basic Firefighting, Personal Survival, Basic First Aid/CPR/AED. Mariners successfully completing this course will satisfy the requirements of 46 CFR 11-202(b) for the minimum standard of competence for Basic Safety Training, provided they have been previously certified per Section VI/1of the STCW Code.

TRL, San Diego, CA: June 9-11, June 30-July 2

\* \* \* \* \*

Compass Courses, Edmonds, WA: June 9-11, June 30-July 2

## Marine Firemen's Union Training Plan Notice to All Participants

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.

## Honolulu pier improvement projects underway

The state Department of Transportation (HDOT), Harbors Division, launched the Piers 12 and 15 Improvements Project at Honolulu Harbor with a groundbreaking ceremony last month. The project involves the relocation of the Clean Islands Council (CIC) and Marine Spill Response Corporation (MSRC) vessels from Pier 35 to Piers 12 and 15 which will consolidate marine emergency response efforts during oil spills. Other improvements include a new electrical system, waterlines, dock fenders and mooring bollards along with upgraded lighting, roofing, fencing and pavement.

The estimated construction cost is \$10 million, 100 percent of which will be provided by state funds. Work is anticipated to be completed by May of 2016.

The project is part of a series of projects that will transform the former Kapalama Military Reservation into an overseas container terminal which will be known as the Kapalama Container Terminal. The new terminal will consist of a new container facility and berthing capacity for two container ships. Increasing Honolulu Harbor's container terminal capacity away from the main Sand Island terminals will promote efficiency.

# HONOLULU NOTES

Shipping has really slowed down here in Hawaii, with just 25 dispatched jobs for the month of April: one Reefer, four Day Juniors, one Shoreside Mechanic, one Shoreside Mechanic relief, one APW, 11 standby Elect/Reefers and six standby Wipers.

The steady jobs were filled by four "A" cards, two "B" cards, one "C" card and one applicant for the APW job. The standby jobs were filled by five "A" cards, five "B" cards, five "C" cards and two applicants. Honolulu has 22 members registered to work: 14 in Class "A", one in Class "B" and seven in Class "C".

I visited all ships calling in Hawaii: *RJ Pfeiffer*, *Manukai*, *Manulani*, *Mau-nawili*, *Manoa*, *Maui*, *Kauai*, *Mokiha-na*, and *Mahimahi*. I also visited the shoregang once a week. There were just a couple of small beefs.

Pasha Hawaii's acquisition of Horizon Lines has cleared the U.S. Department of Justice. Not only will Pasha Hawaii own the four ships that were sailing the pineapple route, but they will also acquire Horizon's subsidiary, Hawaii Stevedores, Inc., and later partner with Crowley Maritime Corporation to pro-

vide ship management of the vessels and crew through Crowley's subsidiary, Marine Transport Management, Inc. Up next will be Matson Navigation's acquisition of Horizon's Alaska route and ships.

I attended SUP brother John Lindsey's funeral services on the beach at the Elks Club. It was a beautiful service with a private catamaran taking John's ashes, along with his family and friends, out to sea off of Waikiki Beach to spread his ashes with tropical flowers floating on the ocean.

John first served with the U.S. Marines, then sailed on tugs and ended his career with the Sailors' Union of the Pacific. If you ever met him, you would know he loved to tell you a story. One of his favorite stories was probably when the U.S. Navy couldn't find anyone who knew how to make a bell rope. So they called him to make the bell rope for the *USS Arizona* ship's bell. He was so honored by the request, and every year he was a special guest to the Pearl Harbor Day commemoration on December 7. Smooth sailing, brother.

Mahalo,  
**Mario Higa**  
Port Agent

# HONOR ROLL

Voluntary donations to General Treasury — April 2015:

Bonny Coloma, P-2763.....	\$25.00+
Rey Farinas, #3871.....	\$20.00
Stuart Melendy, #3671.....	\$141.00

+dues-paying pensioner

Regular membership meeting dates 2015		
June	1	S.F. Headquarters
	8	Branches
July	7*	S.F. Headquarters
	13	Branches
August	3	S.F. Headquarters
	10	Branches
Sept.	8*	S.F. Headquarters
	14	Branches
October	5	S.F. Headquarters
	13*	Branches
Nov.	2	S.F. Headquarters
	9	Branches
Dec.	7	S.F. Headquarters
	14	Branches

(\*Indicates Tuesday meeting following a Monday holiday)

FINISHED WITH ENGINES

**Paul Louridas, #2128.** Born July 23, 1927, Patterson, New Jersey. Joined MFOW June 11, 1948. Pensioned July 1, 1972. Died March 3, 2015.

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

## HOWZ SHIPPING

April 2015 San Francisco	
Electrician/Reefer/Jr. Engineer.....	6
Reefer/Electrician/Jr. Engineer.....	1
Oiler.....	3
Wiper.....	7
Standby Wiper.....	11
Standby Electrician/Reefer.....	6
<b>TOTAL.....</b>	<b>34</b>

Wilmington	
Chief Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	4
Oiler.....	3
Pumpman.....	1
Wiper.....	4
Shore Mechanic.....	8
Standby Wiper.....	22
Standby Electrician/Reefer.....	14
<b>TOTAL.....</b>	<b>61</b>

Seattle	
Chief Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Watch).....	1
Oiler.....	1
Standby Wiper.....	4
Standby Electrician/Reefer.....	3
<b>TOTAL.....</b>	<b>13</b>

Honolulu	
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	4
Wiper.....	2
Shore Mechanic.....	2
Standby Wiper.....	5
Standby Electrician/Reefer.....	11
<b>TOTAL.....</b>	<b>25</b>

Have you moved recently?

Make sure your current contact information is on file with MFOW!

MFOW WELFARE FUND  
240 Second Street  
San Francisco, CA 94105  
(415) 986-1028/(415) 986-5720  
welfare@mfoww.org

# WILMINGTON NOTES

We dispatched 61 jobs here total for the month of April. The details are posted on the registration clipboard here at the hall and in *Howz Shipping?* in our monthly issue. There were seven PCS, seven APL and four Matson shipboard jobs, and seven one-year jobs at the APL shore-gang. The rest were standby or relief jobs. Of these, one Wiper, one APW and one Standby Wiper job were filled by applicants. All other jobs were filled by MFOW registrants here at Wilmington, with the exception of the *USNS Waters* Oiler and Junior Engineer jobs that went open.

The present members registered are posted here at the hall. We have 13 A-, six B- and 27 C-seniority members registered. Shipping was still consistent. I made all the ships this month, with most beefs coming off APL ships. Headquarters took care of most of this and details are covered in the President's Re-

port. I encourage the members to read it well. It will benefit you to do so.

The Annual Maritime Day Service is on May 22 at the Maritime Memorial Wall on Harbor Blvd. in San Pedro. MFOW members will be in attendance at the event, with lunch to follow. The *SS Lane Victory* engine crew has been busy tearing out the old boiler tubes. Presently, three to four men are volunteering there weekly. I was present at the local MTD meeting at the SIU hall and at the bi-weekly Labor Day March meetings at our hall; interested members are encouraged to attend.

Keep your rooms clean for your reliefs. In closing, I would like to thank all members who filled the available billets.

Thanks,  
**Sonny Gage**,  
Port Agent

# SEATTLE NOTES

During the month of April, we shipped one Chief Electrician, one Reefer/Electrician/Junior, two Reefer/Electricians, one Watch Junior, one Oiler, three Standby Reefer/Electricians and four Standby Wipers. We currently have 11 A-, two B- and 16 C-seniority members registered for shipping.

The Matson vessels *MV Manoa*, *SS Maui* and *SS Kauai* called Seattle with little or no problems. The *MV APL Belgium* and *MV APL Cyprine* called for MFOW or SUP crew replacements, as did the Patriot Contract Services-operated vessels *USNS Waters*, *USNS Soderman* and *USNS Watson*.

I represented the MFOW and SUP at the Puget Sound Harbor Safety Committee meeting and the Puget Sound Port Maritime Council, MTD, AFL-CIO meeting. I also provided testimony at a Port of Seattle commission hearing regarding the Terminal 5 lease to Foss Maritime. Foss is appealing the city's decision that the Port of Seattle needs a new land-use permit to host Royal Dutch Shell's Arctic drilling fleet at Terminal 5.

There is great media attention in this matter and labor is invested in getting our story out: we extract, transport and refine oil. We do not apologize for our work but do so with union agreements in the safest manner possible.

Along with past MFOW Seattle Port Agent Sandy Beavers, IBU National Treasurer Terri Mast, Puget Sound Regional Director Peter Hart and SUP Training Director Berit Eriksson, I attended a fundraiser with U.S. Senator Patty Murray (D-Washington). Senator Murray is a strong defender of the Jones Act.

Fraternally,  
**Vince O'Halloran**  
Representative

Benefits paid during April	
<b>Death Benefits</b>	
None	
<b>Burial Benefits</b>	
Stanley Pocekay, P-2042.....	\$1,000.00
<b>Excess Medical</b> .....	\$6,459.18
<b>Glasses and Examinations</b> .....	\$788.00

# POLITICAL ACTION FUND

Voluntary donations for April 2015:

Joseph Canlas, JM-5136.....	\$10.00	Joel E. McCrum, P-2536.....	\$50.00
Bonny Coloma, P-2763.....	\$25.00	Edward Tokarz, #3770.....	\$50.00
Rey Farinas, #3871.....	\$20.00	Harry Mynes, P-1284.....	\$100.00
Ely Hermano, JM-4970.....	\$30.00	Richard White, P-1855.....	\$100.00

MARINE FIREMAN SUBSCRIPTIONS, H&B AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____	PENSION or BOOK NO. _____
STREET _____	
CITY _____	STATE _____ ZIP _____

Check box:      U.S. & POSSESSIONS      OVERSEAS

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

                                 Pensioners' Hospital & Burial    \$6.00   

                                 Voluntary Political Action Fund Donation     \$ \_\_\_\_\_

Please make checks payable to: MARINE FIREMEN'S UNION

Address envelope to: 240 Second Street, San Francisco, CA 94105