



## Labor, Democrats send Obama a strong message

House Democrats, pushed by labor unions, dealt President Obama a humiliating defeat June 12 on his free-trade initiative, derailing a key priority for the President and ignoring his personal pleas for their support. The defeat at the hands of his own party placed Obama's trade agenda in limbo and exposed deep party divisions on economic policy.

House Minority Leader Nancy Pelosi (D-California) threw her support in with the rank-and-file rebellion at the last minute. "I will be voting to slow down fast-track," Pelosi said moments before the vote. "Today we have an opportunity to slow down. Whatever the deal is with other countries, we want a better deal for American workers."

The fate of the trade legislation now depends on Obama's ability to persuade dozens of Democrats to switch their votes before a planned do-over vote.

The key roll call came on a measure to grant financial aid to displaced work-

ers, with 144 Democrats and 158 Republicans rejecting the measure. House leaders structured the voting so that it required passage of three separate measures for the legislation to advance.

The House voted 219 to 211 to approve fast-track, also known as trade promotion authority, which had been expected to be the most crucial vote. On that vote, 219 to 211, 28 Democrats joined 191 Republicans in supporting the President. But because House leaders split the bill into several pieces, approval of the worker assistance program — known as trade adjustment assistance, or TAA — is needed to advance fast-track.

The pressure that labor groups mounted in the months leading up to the vote appeared to matter. In announcing her decision to vote against TAA and TPA as currently constituted, Pelosi said for many House Democrats, the prospect of returning home to discuss it with constituents was like "putting your hand on a hot stove."

## Halting fast-track trade legislation a major win for workers

*Statement by Art Pulaski, Executive Secretary-Treasurer, California Labor Federation June 12, 2015*

Today's vote in Congress to halt the fast-tracking of bad trade deals is a major victory for California workers, our environment and the protection of middle-class jobs. We thank every California member of Congress who voted to put the brakes on fast track, despite intense lobbying by corporate special interests to move this flawed deal forward. We also thank the thousands of committed workers, activists, faith leaders and community partners who joined together to mobilize against this job-killing legislation.

Though we're pleased with today's win, we will remain vigilant. Corporate lobbyists will ratchet up the arm-twisting on Capitol Hill to unprecedented levels in the coming days. Despite their efforts, we're confident that California members of Congress will hold firm. Trade Promotion Authority was a raw deal today for workers, the environment and the middle class, and it remains a raw deal next week, next month and next year.

It's time the President and Congress get serious about protecting jobs and the environment by removing the shroud of secrecy that surrounds the Trans-Pacific Partnership. Trade must work for everyone, not just corporate CEOs and Wall St. bankers. Instead of fast-tracking flawed trade deals that hurt the middle class, we urge all of our leaders to set a new course for America that raises wages, strengthens families and provides a path to opportunity and the American Dream for everyone.

## San Francisco Port Maritime Council hears from 3rd District candidate for Board of Supervisors



Left to right: MFOW Vice President "Cajun" Callais, San Francisco Board of Supervisors Third District candidate Aaron Peskin and MFOW President Anthony Poplawski at the San Francisco Bay Area and Vicinity Maritime Port Council, MTD, AFL-CIO meeting aboard the SS *Jeremiah O'Brien* at Pier 45. Peskin is a leading voice in support of utilization of the San Francisco waterfront for maritime purposes and for fair and reasonable citywide land use and planning solutions.

### Halls to close

**Independence Day** — The MFOW hiring halls will be closed on Monday, July 6, 2015, in observance of Independence Day (July 4), which is a contract holiday and lands on a Saturday this year.

In view of the holiday, the next Headquarters membership meeting will be held on Tuesday, July 7.

## House votes to stand with working families on trade

*Statement by Richard Trumka, President, AFL-CIO June 12, 2015*

The House of Representatives has done the right thing, but the fight isn't over. This is a significant day. American workers came together and spoke with one voice about the path their country and economy should follow. We are very grateful for all the activists, families, community leaders and elected officials who worked so tirelessly for transparency and worker rights in international trade deals.

The debate over Fast Track so far has been a marvelous contrast to the corporate money and disillusionment that normally mark American politics today. This was truly democracy in action — millions of people exercising their free rights to inform their elected representatives. We should all draw from this experience to help replenish our democracy at every level on every issue.

The conversation now should turn to putting a raising wages agenda in motion. Let's discard the old ways of arranging corporate trade entitlements, and open a path to revitalizing our economy on the basis of real growth, worker rights, higher wages and shared prosperity. We look forward to working with any Democrat or Republican committed to a raising wages agenda, including pro-worker trade deals that will transform the American economy and lift up all workers.

## U.S.-flag maritime interests seek higher MSP payments

U.S.-flag interests are supporting a congressional effort to increase annual government payments for the 60 commercial ships covered under the Maritime Security Program (MSP), according to the *Journal of Commerce*. MSP subsidizes U.S.-flag operation of militarily-useful ships in international commercial service, and helps narrow the cost differential with non-U.S.-flag ships. The program, established in 1996, recently was reauthorized for 10 years. Under the reauthorization, annual MSP payments to vessel operators are set to remain \$3.1 million per ship during the next three years, then rise to \$3.5 million in the following three years, and \$3.7 million in the sixth through 10th years.

Rep. Duncan Hunter (R-California) inserted an amendment into the House defense budget authorization bill to allow next year's MSP subsidy to be raised to \$3.5 million per ship. Funding for the one-year increase would be shifted from the fiscal 2020 authorization, which would drop back to \$3.1 million.

U.S.-flag interests want the Senate to go along with the boost to \$3.5 million per ship during the next fiscal year and in the three subsequent years. The cost of \$24 million per year — \$400,000 per ship for 60 ships — is no more than a blip in the federal budget but is important to what's left of the international segment of the U.S.-flag merchant marine.

Carriers have lost a sizable share of military and food aid cargoes set aside for U.S.-flag operators under cargo pref-

erence programs. U.S.-flag interests failed last December to persuade Congress to restore cuts cargo preference for food aid shipments.

Military shipments have dropped with the drawdown of forces in the Middle East and the post-Cold War closing of large U.S. bases in Europe and Asia. Meanwhile, U.S. government and private relief agencies have won reductions in U.S.-flag requirements for government-financed food aid shipments.

U.S.-flag carriers could take an additional hit if the Obama administration follows through on a plan under discussion to allow 25 percent of food aid spending under Public Law 480 to be spent on local purchases that would not have to be shipped from the United States.

Cargo preference and MSP help maintain a base of U.S. mariners to operate ships carrying military cargo during crises. Maintaining a base of U.S. mariners is important to the military, and the number of U.S.-flag ships in international service has dwindled to less than 15 percent of the 600 during the Vietnam era.

According to the Maritime Administration, the military generated 78 percent of cargo preference shipments in fiscal 2013, the most recent year for which statistics are available. Food aid accounted for about 15 percent. Shipments financed by the Export-Import Bank and other agencies provided the remaining 7 percent.

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## Governor Brown reaches budget agreement with CA legislators

California Governor Edmund G. Brown, Jr. announced a budget agreement with Assembly Speaker Toni Atkins and Senate President pro Tempore Kevin de León, consistent with prudent May Revision revenue estimates, that saves billions of dollars and pays down debt, while directing more resources to schools and low-income Californians. Governor Brown also announced that he is calling two special sessions to fix how California funds roads, highways and other infrastructure and the state's core health program — Medi-Cal.

"This is a sound, well thought-out budget," said Governor Brown. "Yet, the work never ends and in the coming months we'll have to manage our resources with the utmost prudence and find more adequate funding for our roads and health care programs."

Highlights of the budget agreement include:

**More Money for Schools** — The agreement makes significant investments in schools — \$14.3 billion for the K-12 system and community colleges, including \$6 billion to continue to implement the Local Control Funding Formula, which targets increased resources to students who face the greatest challenges.

**Counteracting the Effects of Poverty** — The agreement implements the first-ever California Earned Income Tax Credit (\$380 million) to help the state's poorest working families.

**Paying Down Debt** — The agreement pays down billions in debts, including completely paying off school deferrals and debts owed to local governments since 2004. The agreement also completely retires \$15 billion in Economic Recovery Bonds used to cover budget deficits as far back as 2002, as well as \$3.8 billion in mandate debt owed to K-14 schools.

**Saving for a Rainy Day** — The agreement saves \$1.9 billion in the state's Rainy Day Fund as required by Proposition 2, bringing the balance to \$3.5 billion.

The budget agreement maintains the fiscal framework of the May Revision, including the General Fund revenue forecast, overall spending levels, a \$1.1 billion operating reserve, Proposition 2 debt payments and Rainy Day Fund deposits. By redirecting spending and using identified savings, including a reform of the Middle Class Scholarship program and correcting an error in the estimate for Medi-Cal, the budget agreement can afford additional spending, including:

- \$40 million to expand Medi-Cal to cover all low-income undocumented children effective May 1, 2016 (\$132 million when fully implemented).
- \$265 million to fund 7,000 additional preschool slots and 6,800 child care slots, plus a rate increase for all providers.
- \$97 million over the January budget for the California State University to

expand enrollment and focus on increased success.

- \$226 million on a one-time basis to restore the 7 percent reduction in service hours for In-Home Supportive Services.
- \$500 million (Proposition 98) for a one-time teacher effectiveness block grant.

**Fixing California Roads, Highways and Other Infrastructure** — Caltrans, the state's Transportation Department, maintains 50,000 lane-miles of highway and nearly 13,000 state-owned bridges. While the repair, maintenance and efficient operation of the state's highway system are vital to the state's continued economic growth, current funding fails to adequately fund this necessary work. The state's current fuel excise tax is sufficient to fund only \$2.3 billion of work—leaving \$5.7 billion in unfunded repairs each year. The Governor proposes that the legislature enact permanent and sustainable funding to maintain and repair the state's transportation and critical infrastructure, improve the state's key trade corridors and complement local infrastructure efforts.

**Shoring Up Health Care Financing** — The Governor also called a special session to address the financing of the state's core health program — Medi-Cal. The state's recent expansion of health care coverage under the Affordable Care Act has resulted in more than four million additional Californians receiving coverage through Medi-Cal.

Since 2005, the state has levied a tax on Medi-Cal managed care plans. The revenues are matched by the federal government and used to both increase payments to Medi-Cal providers and offset health care costs that would otherwise be paid from the General Fund. This funding mechanism has helped the state pay for the increased number of Californians receiving coverage under federal health care reform.

The state's current managed care organization (MCO) tax structure fails to comply with new federal requirements that such a tax be broad-based and not limited narrowly to Medi-Cal plans. The current structure, which expires at the end of fiscal year 2015-16, generates \$1.1 billion. The Governor's January budget proposed a modified MCO tax that would be levied on a per-enrollee basis and cover most health care plans regulated by the Department of Managed Health Care.

In the special session, the Governor proposes that the legislature enact permanent and sustainable funding to provide at least \$1.1 billion annually to stabilize the state's General Fund costs for Medi-Cal, sufficient funding to continue the restoration of the 7 percent of In-Home Supportive Services hours and funding for additional rate increases for providers of Medi-Cal and developmental disability services. The funding could come from the proposed MCO tax and/or alternative sources and is necessary to prevent over \$1 billion in program cuts next year.

## Audit finds Coast Guard lacks organizational approach to safeguard data

The U.S. Coast Guard has made progress in protecting personal and health data, but organizational challenges such as a lack of coordination among its privacy offices, incomplete contingency planning and infrequent security reviews of physical facilities could still put data at risk, a Homeland Security Department audit found. For instance, the department's inspector general said in its May 7 report that the Coast Guard's privacy officer and privacy and security official overseeing the Health Insurance Portability and Accountability Act, or HIPAA, requirements don't have formal communications or meet regularly, which are necessary to improve oversight and incident reporting.

The report, which was publicly released May 18, said these two offices are in different organizational command structures with stove-piped operations and lines of communication with no lateral sharing of relevant information.

"Lacking such coordination, [the Coast Guard] is limiting its ability to assess risks and mitigate potential for privacy or HIPAA breaches," according to the report. The report also said that the Coast Guard doesn't provide consistent instructions for retaining and disposing of health records, which could result in the loss of people's privacy or identify theft. The service has 42 clinics and 150 geographically dispersed sick bays that handle about 200,000 medical and 100,000

dental visits every year.

While there are two manuals that provide instructions regarding health records, they sometimes provide no instructions regarding disposal of certain records or they don't explain the difference between disposal or destruction of records, the report said. Additionally, Coast Guard health clinics haven't completed contingency planning to protect records from loss in case of an emergency or disaster, nor do they have a process to periodically review their physical security safeguards.

The report also pointed out that the service hasn't conducted risk assessments for its merchant mariner credentialing program and processes to spot any privacy risks. Merchant mariners are U.S. citizens and legal residents serving on or operating U.S. registered marine vessels in 195 countries. The National Maritime Center maintains paper and digital records, which contain sensitive biographical, medical, professional, and security information, on more than 2.4 million merchant mariners worldwide. Without improving accountability and internal safeguards, the Coast Guard isn't adequately protecting their privacy data, the report said.

The Inspector General issued five recommendations to address the issues that it raised, which the Coast Guard said it agreed with and developing measures to make sure data is properly protected.

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## O'Halloran gets Puget Sound maritime achievement award

Seattle maritime business and community leaders have awarded Vince O'Halloran, Seattle Branch Agent of the Sailors' Union of the Pacific, with the 2015 Puget Sound Maritime Achievement Award. O'Halloran also works as the Seattle Representative for the Marine Firemen's Union. O'Halloran received the award on June 1 at the annual Seattle Maritime Festival Luncheon aboard Holland America Lines' *MS Statendam* at the Smith Cove Cruise Terminal at Pier 91. The luncheon is co-sponsored by Vigor Industrial and the Seattle Propeller Club.

David Freiboth, Executive Secretary and Treasurer of the Martin Luther King, Jr. County Labor Council, in presenting the award, noted that, in addition to his regular job, O'Halloran also serves the local maritime community in many important capacities, including:

- Secretary/Treasurer, Puget Sound Ports Council, Maritime Trades Department, AFL-CIO
- Executive board member, Martin Luther King, Jr. County Labor Council
- Washington state labor council

representative

- U.S. Coast Guard Puget Sound area maritime security committee representative
- Labor representative, Puget Sound harbor safety committee
- Board member, Puget Sound Marine Exchange
- Labor Representative, Alaskan Way Viaduct Seawall replacement program north portal working group.

On accepting the award, O'Halloran said, "Being part of the Puget Sound Maritime community is a great honor." He also said it was a great privilege to work with the U.S. Coast Guard, who risks their lives to protect mariners. O'Halloran also thanked the Port of Seattle staff and commissioners and the members of the industry, both management and labor, for their efforts.

The Puget Sound Maritime Press Association began bestowing the honor to individuals in 1951 to recognize long and distinguished careers and specific achievements benefiting the local maritime community. Propeller Club Seattle has presented the award annually since 1984.

## Hahn still seeking cash for WWII Merchant Marine vets

About 215,000 American seamen served in the U.S. Merchant Marine during World War II, making a major contribution to winning the war. Merchant mariners delivered critical supplies to U.S. armed forces in Europe and the Pacific while facing often-deadly attacks from enemy aircraft, mines and submarines. Anywhere from about 6,500 to about 9,000 merchant seamen were killed during the war. The Merchant Marine sustained a far higher rate of casualties than did any of the branches of the regular U.S. military.

Despite this, merchant mariners were not considered to be veterans and were not eligible for assistance in getting an education or buying a home offered by the federal G.I. Bill. They were also excluded from celebrations of Veterans Day and Memorial Day until about 1970.

"So it's now been seventy years and the World War II Merchant Marine veterans still have not been properly honored or recognized for their service," said U.S. Representative Janice Hahn (D-California) in her Maritime Day speech in San Pedro, California.

In January, Hahn introduced legislation in Congress — H.R. 563, Honoring Our WWII Merchant Mariners Act of 2015 — that would provide a one-time

payment of \$25,000 to each of the surviving merchant seamen. There are now only about 5,000 of these men still alive, all in their late 80s and 90s.

After Hahn introduced the bill in the U.S. House in January, it was referred to the Veterans' Affairs Committee and, later, to the Subcommittee on Disability Assistance and Memorial Affairs. She has been frustrated at least twice in trying to bring the measure to a vote for the full House. "I tried to pass it as part of the Coast Guard Authorization Act and was told it was not allowed," Hahn said. "When the House considered the National Defense Authorization Act this month, I offered my legislation as an amendment, but the Rules Committee did not rule my amendment in order."

After she was not allowed to add her amendment to the defense bill, she spoke out in frustration on the floor of the U.S. House. Her next step is to try to get the bill through the Veterans Affairs Committee, chaired by Jeff Miller (R-Florida).

Hahn represents several port communities and a lot of people, including longshoremen, who work in the maritime industry. One of the bill's 10 cosponsors, most of whom are Democrats, is Rep. Duncan D. Hunter (R-California).

## May busiest month in nearly four years at Port of Oakland

May was the busiest month in nearly four years at the Port of Oakland. The Port said it handled 213,260 cargo containers last month. That was the most since it reported volume of 216,276 containers in August 2011. The total volume of import, export and empty containers was up 3.8 percent in May from a year ago. It was the third straight month of year-over-year volume increases reported in Oakland.

Loaded import container volume increased 4.5 percent in May from the

same period a year ago. Shipments of empty containers back to origins in Asia were up 20 percent. The empty repositioning indicates that ports are still rebalancing containers dislocated by wintertime trade slowdowns.

Export volume declined 5.6 percent in May. The decrease was attributed to a strong dollar which makes U.S. exports more expensive. Nevertheless, export volume of 79,890 containers was the most in Oakland since last October.

## New rules on containership safety

In the wake of the June 2013 break-up of the five-year old *MOL Comfort*, efforts to improve the safety of large containerships have now seen the International Association of Classifications Societies (IACS) adopt new Unified Requirements. They were introduced at the IMO on June 11 and IACS says they will enhance consistency between pre-existing class society provisions.

The *MOL Comfort*, with a nominal capacity of 8,111 twenty-foot equivalent units (TEU), was carrying 4,382 TEU when it broke up on June 17, 2013, traveling to Jeddah from Shanghai, resulting in an estimated loss of between \$200 million and \$500 million. All 26 crew members survived. The *MOL Comfort* broke up because sea loads exceeded the ultimate strength of the ship's hull girders.

A single new Unified Requirement (UR S11A) amalgamates three new safety measures that "provide a robust, timely and complete response to the findings of the investigation by Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) issued in March 2015 and subsequent papers to the IMO."

An additional Unified Requirement (UR S34) deals with minimum loading conditions to be analyzed. IACS established an expert group on structural safety of containerships at the beginning of 2014. It carried out a post-*MOL Comfort* review of available information that also took into account a number of past casualties. The group's work resulted in the development of UR S11A which is a longitudinal strength standard for containerships that explicitly addresses the three issues requested of both individual classification societies and IACS by the authors of the MLIT investigation report.

**Bi-axial stresses which would be induced by lateral loading** — IACS Members have for many years addressed these bi-axial stresses in their individual rules and procedures. The effect of the lateral loads which induce bi-axial stresses of bottom shell plates should be considered in the requirements of the hull girder ultimate strength and

this will now be recognized in the new IACS Longitudinal Strength Standard for Containerships, known as Unified Requirement S11A which will enter into force on July 1, 2016.

**The whipping effect on containerships** — Although this phenomenon continues to be the subject of research, the effects are becoming better understood and some individual IACS members have developed specific rule requirements in this regard. The development of an IACS Unified Requirements for the whipping component of hull girder loading will take time; however, in the interim, IACS has introduced a functional requirement into the new Unified Requirement S11A which requires IACS Members to take into account whipping in accordance with their individual procedures. Entry into force is again July 1, 2016. A revised wave bending magnitude and longitudinal distribution has been included in the development of the new Unified Requirement S11A.

Additionally, UR S34 will set consistent requirements among IACS members by defining the unified minimum load cases used while performing strength assessment of containerships by Finite Element (FE) analysis. This fulfills two principal aims. First, by prescribing high-level functional requirements on loads, the bottom line of structural strength becomes unified and, second, by developing a minimum set of common loading conditions for Cargo Hold Analysis in the mid-ship region, a baseline for structural strength at cargo hold in the mid-ship region is achieved. UR S34 is applicable to containerships only and will apply from July 1 2016, requires a global analysis for ships with length greater than or equal to 290 meters and a cargo hold analysis for ships with length greater than or equal to 150 meters.

New global requirements on the construction of large container vessels will likely increase the price tag for carriers, reducing the economies of scale that carrier operators gain via massive ships.

## Ports of Los Angeles, Auckland and Guangzhou form alliance

The Port of Los Angeles signed a memorandum of understanding with the ports of Auckland, New Zealand, and Guangzhou, China, at a Tripartite Ports Summit on June 11-12 in Los Angeles. The document establishes the Tripartite Ports Alliance, which represents a new level of cooperation between the three port authorities that had initially committed to working more closely together in November 2014.

Los Angeles, Guangzhou and Auckland are sister cities and strategic trading partners that share similar economic goals. The newly formed alliance provides a platform for growing trilateral cooperation to foster trade, innovation and investment opportunities between the public and private sectors of the three regions.

Objectives within the memorandum of understanding include sharing of best practices and expertise; strengthened communication and collaboration on investments, technologies and envi-

ronmental policies; and working together to enhance capabilities of each port in order to boost their respective regional economies.

The two-day Tripartite Summit focused on business-to-business match-making for key sectors, including transportation, infrastructure development and design, retail and consumer products, biomedical technology, among other sectors. Mayor Chen Jianhua of Guangzhou and Mayor Len Brown of Auckland brought leading high-level government and business delegations to the event. The summit was the first of three to be held under the Alliance.

The summit was a partnership of the City of Los Angeles and the World Trade Center Los Angeles with support from the Los Angeles Business Council, the Port of Los Angeles, the Los Angeles County Economic Development Corporation, the LA Area Chamber of Commerce, and the Los Angeles Tourism and Convention Board.

# MFOW PRESIDENT'S REPORT



By ANTHONY POPLAWSKI

## APLMS

On May 11, APL Marine Services (APLMS) Labor Relations Manager John Dragone notified the Union that the *MV APL Belgium* will be redeployed from the trans-Atlantic Suez Express Service (AZX) to the trans-Pacific Central China 3 Service (CC3). This will occur approximately the third week of July 2015. APL also recently reported that the CC3 service will be withdrawn from the G6 Alliance, which includes Alliance members Hapag-Lloyd, Hyundai Merchant Marine, Mitsui O.S.K. Lines, Nippon Yusen Kaisha and Orient Overseas Container Line.

APLMS will continue to operate in the CC3 service with U.S.-flag vessels, independent of the G6 Alliance. The CC3 six-ship string will include the *MV APL Belgium*, *MV APL China*, *MV APL Korea*, *MV APL Philippines*, *MV APL Singapore* and *MV APL Thailand*. The CC3 port rotation is Los Angeles – Oakland – Yokohama – Pusan – Qingdao – Shanghai – Pusan – Yokohama – Los Angeles.

## GOVERNMENT VESSELS

As in previous years, on May 12, the U.S. Maritime Administration (MarAd) and Military Sealift Command (MSC) conducted a 10-day simulated mass activation table-top exercise, which involved coordination of the complete activation of the Ready Reserve Force (RRF) and MSC surge sealift fleet to meet strategic sealift requirements. The MFOW was called on to provide full operating status crew lists for the following vessels: *GTS Adm. Callaghan*, *MV Cape Henry*, *MV Cape Orlando*, *USNS Gilliland*, *USNS Gordon*, *USNS Martin*, *USNS Shughart*, *USNS Watson* and *USNS Yano*.

Within three days from the start of the simulated activation, the Union satisfied exercise obligations by filling close to 50 jobs on nine vessels. San Francisco Business Agent Bobby Baca was the MFOW point man for the exercise, with assistance from the Branches.

MarAd oversees the annual simulated breakout that helps evaluate whether the industry's workforce is capable of supporting a major deployment of surge sealift ships. Had this been an actual breakout of vessels, the MFOW would have risen to the challenge — as we have done repeatedly in the past — to supply our nation's warfighters with the supplies they need to get the job done.

## ALASKA

As reported in last month's issue of *The Marine Fireman*, on May 15, the MFOW and the Sailors' Union of the Pacific (SUP) met with Matson Navigation Company at the company's corporate offices in Oakland to discuss the Alaska service. I represented the MFOW; the SUP was represented by President Gunnar Lundeberg and Vice President Dave Connolly. Union attorney Peter Saltzman was also in attendance. In attendance for the company were Jack Sullivan, Vice President of Vessel Operations and Labor Relations; Dale MacGillivray, Manager of Offshore Labor Relations and Contract Administration; Danny Defanti, Manager of Offshore Labor Relations and Contract Analysis; and company attorney Martin Oppenheimer.

Sullivan stated that Matson was buying Horizon Lines and that Horizon would become a subsidiary of Matson. He further stated that Matson intended to honor Horizon's existing collective bargaining agreements: Marine Engineers Beneficial Association (MEBA) as licensed engineers; Masters, Mates and Pilots (MMP) as licensed deck officers; and SIU-Atlantic, Gulf, Lakes and Inland Waters (SIU-AGLIW) covering all three unlicensed departments.

The MFOW and SUP countered that, under Section 1 of the General Rules of the 2013-2017 SIU Pacific District Agreement with Matson, the company recognizes the three Pacific District Unions (MFOW in the unlicensed engine department, SUP in the unlicensed deck department and SIU-AGLIW in the steward's department) as the exclusive representative for the purpose of collective bargaining of all its unlicensed seagoing employees.

Also, under Section 3 of the General Rules, it states, "This Agreement covers the unlicensed employees represented by the SIU Pacific District employed on oceangoing U.S.-flag vessels, owned, operated or bareboat chartered (both at present or at any time during the life of this Agreement) by the Company signatory hereto, or any of its subsidiaries or affiliates (whether so at present or at any time during the life of this Agreement) as an owner, operator or bareboat charterer. The term "subsidiary" or "affiliate" shall be deemed to include any business entity whether corporate, partnership, trust, individual or otherwise, which is effectively controlled by or effectively controls the Company either directly or indirectly." Based on the discussion with Matson, it is clear that the company will effectively control its Horizon Lines subsidiary.

Matson claimed that the dispute was a jurisdictional problem between the MFOW-SUP and SIU-AGLIW and that the company would remain "neutral." The MFOW and SUP responded that the beef was with Matson for violating the Agreement, not with the SIU-AGLIW.

It was clear that Matson was not persuaded by the Union argument, so the Unions requested and the company agreed to take the issue to arbitration under the Grievance Procedure. Matson indicated that the matter would likely be referred to the National Labor Relations Board to rule on the jurisdictional issue.

On May 18, Matson issued a press release announcing that they commenced a cash tender offer and consent solicitation for any and all of the approximately \$2 million outstanding principal amount of 6.00% Series A Convertible Senior Secured

Notes due 2017 of Horizon Lines, Inc. The offer was being made in connection with Matson's agreement to acquire Horizon pursuant to their merger transaction. Holders of the notes who validly tendered their notes and delivered their consents to the proposed amendments prior to the consent payment deadline would receive the total consideration of \$1,040 per \$1,000 principal amount of the notes.

On May 29, Matson, Inc. announced that it had completed the acquisition of Horizon Lines, Inc., which includes Horizon's Alaska operations and the assumption of all non-Hawaii business liabilities. Separately and immediately preceding the completion of the transaction, Horizon completed the sale of its Hawaii trade lane assets and liabilities to The Pasha Group for \$141.5 million.

Matson acquired the stock of Horizon for \$0.72 per fully diluted common share, or \$69 million, and repaid Horizon's outstanding debt, for a total transaction value of \$469 million, before transaction costs. Matson financed the transaction with cash on hand and available borrowings under its revolving credit facility.

Horizon Lines will continue to operate in the Alaska trade route, as a subsidiary of Matson, with a three-vessel deployment of diesel-powered, Jones Act-qualified containerships that provide two weekly sailings from Tacoma to Anchorage and Kodiak, and a weekly sailing to Dutch Harbor. In addition, Matson, through its subsidiary, will be operating port terminals in Anchorage, Kodiak and Dutch Harbor and acquiring reserve steam-powered Jones Act containerships that may be used for drydock relief.

Unless the MFOW and SUP complete a successful legal challenge, or Matson changes its operating structure, the SIU-AGLIW will remain aboard the three Alaska vessels. On May 26, the MFOW and SUP met with legal counsel to discuss a game plan moving forward. Several potential strategies were discussed; will keep the membership informed.

## ITB MOKU PAHU

On May 19, the Union was informed that the operation of the *ITB Moku Pahu*, under a Matson special bulk agreement, would be transferred to Patriot Contract Services (PCS). The *ITB Moku Pahu* is chartered to carry sugar for Alexander & Baldwin's agribusiness division (Hawaiian Commercial & Sugar Company) and for government-impelled cargoes.

On May 28, the SIU Pacific District Unions met with PCS Principal and General Counsel Tim Gill. I represented the MFOW along with Vice President Cajun Calais. The SUP was represented by President Gunnar Lundeberg and Vice President Dave Connolly. The SIU-AGLIW was represented by West Coast Vice President Nick Marrone.

Gill pointed out that, although PCS did not yet have a ship management agreement with Hawaiian Commercial & Sugar Company, the company has received permission to work on a memorandum of understanding (MOU) with each incumbent union. That permission is an indication that PCS is likely to succeed Matson as the vessel manager.

PCS wishes to execute a seamless transition from Matson to PCS management, including maintaining the existing manning and wage and benefit structure, and scheduled pay increases. Some drafting and wordsmithing will be necessary to create an appropriate MOU tailored for PCS vessel management.



## Jerome R. Roach, Book No. 3355/P-2440

July 14, 1936 – November 24, 2014  
(78 years old — Eugene, Oregon)

Jerome R. Roach joined the Marine Firemen's Union four months after the sinking of the *SS Baton Rouge Victory* and sailed throughout the Vietnam War. He sailed for all of the MFOW companies under contract from August 1966 to September 1989, but especially liked working for American President Lines (APL). His first vessel was the *President Harding* and his last vessel was the *President Hoover*. During his time of service, he served aboard 21 different APL vessels, virtually the whole APL fleet.

Brother Roach retired at 53 years old, with 22 years of sea time. He is survived by his son, Mark Roach, and his daughter, Lori Roach Kordosky. He will be remembered as a capable "black gang" sailor and a good Union man.

### Burial at Sea

At 1530 hours on the 4th of May 2015, Jerome R. Roach's ashes were given to the sea. The location is Latitude 27 Degrees 50 Minutes N and Longitude 146 Degrees 54 Minutes W. The sea was calm and the sky was a bright blue. Three long blasts of the ship's whistle were sounded as a salute to Jerome and his history sailing as a member of the MFOW throughout the Vietnam War and on 21 different APL vessels was shared with the crew in attendance.

It was an honor to have Jerome aboard for his final voyage and to do the burial. The *Mokihana* is an ex-APL ship christened in 1983 as the *President Monroe*, and since APL was one of Jerome's favorite companies to work for, I am sure he would have wanted it that way.

Please let Jerome's family know that he has been buried at sea, with members from all unions onboard in attendance to show their respects to a good union brother.

Regards,  
James F. Hill, Master, *MV Mokihana*



## VICE PRESIDENT'S REPORT

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

**APLMS:** APL's East Coast vessels are adhering to projected schedules. The *APL Belgium* left New Jersey on May 30. We shipped one REJ to an open job. The vessel will be going on to the West Coast this voyage.

APL's West Coast vessels are arriving OAK on Sundays and sailing early on Mondays. We shipped one ERJ to the *APL Philippines*; the open REJ job went to Seattle. The vessel also called for three standby Wipers. The *APL Singapore* and *APL Thailand* came and went. The *APL Korea* called for two standby Wipers. The *APL China* called for one Wiper and three standby Wipers. She will be the last to enter drydock.

Headquarters spent a considerable time last month playing "Whack a Mole" with chiseling Chiefs who think they can rewrite our contractual agreement with the company.

**Matson:** The company maintained projected schedules in May. The *Manulani* arrived LAX from drydock. A bottom survey showed significant amount of new hull coatings had washed off. The ship has gone to Vancouver to haul out for recoat.

The *Matsonia* is on another Guam-China-LAX run due to the *Manulani*'s new drydocking. San Francisco had three quits; lost one WJR and two Wiper jobs to the Wilmington branch.

The *Kauai* has had steady steaming on the PNW run since replacing the

*Maui*. We shipped one rotary Wiper last time she was here.

The *Mahimahi* called for two standby Wipers. The *Manoa* was in and out twice. She called for one standby ER. This vessel is one of the workhorses of Matson's fleet; but, for some reason, our seasoned members are avoiding these billets.

The *Mokihana* was in and out; called for two standby Wipers to clean purifier room in preparation of "hot" work on arrival @ LAX. A hearty MFOV salute and kudos to Captain Jimmy Hill and the entire crew for performing a traditional sea internment for deceased pensioner Jerome Roach. It is very comforting to know that, in this age of high tech, men of the sea still honor and perform these age-old ceremonies.

The *Moku Pahu* was in and out of drydock, after calling Kahului on her way back to Crockett with an ETA of June 8. Welcome home to Captain Teramore and his hardworking crew.

The MFU Training Plan is conducting an MSC class this month with a full roster of eight participants. Next class is scheduled for July 13-16.

In addition to servicing the vessels, I also attended the Alameda Labor Council and San Francisco Bay Area Maritime Trades Department Port Council meetings.

Fraternally,

Cajun Callais, Vice President

## BUSINESS AGENT'S REPORT

For the month of May, we dispatched the following jobs relating to Patriot Contract Services' vessels: *USNS Pomeroy* — Flew out an Oiler on May 26; *Cape Henry* — One permanent Day Jr. to start on May 26.

On May 8, President Poplawski and I attended the Alameda Labor Council's

Unionist of the Year 2015 Awards Dinner at the Oakland Marriott City Center. Congratulations to this year's recipient of the award, SEIU 1021 President Roxanne Sanchez, for her dedication and hard work. Si se puede!

Fraternally,

Bobby Baca, SF Business Agent

## APL introduces new service in Americas

APL introduced a new weekly service to enhance its network coverage in the Americas. The new America Caribbean Express (ACX) service, which links Central America and the U.S. East Coast, is operated through a vessel sharing agreement with Sea-Land. Serviced by three vessels of 1,700 TEU nominal capacities each, the ACX service will provide direct service with fixed day arrivals from Colombia and Panama to the U.S. East Coast.

The ACX services will provide APL's customers with connections to the car-

rier's feeder network via the Manzanillo International Terminal hub in Panama, as well as integrated intermodal connections to inland U.S. East Coast destinations. Port rotation of the new service will be Manzanillo - South Florida - New York - Philadelphia - Savannah - South Florida - Cartagena.

The launch of the new ACX service is subject to regulatory approvals. The first sailing of the service is planned to depart Manzanillo, Panama in late June or early July 2015.

## Port of San Diego signs cement agreement

As part of strategic efforts to increase cargo business at the Port of San Diego, the port has entered into a conditional agreement with Mitsubishi Cement Corporation (MCC), one of the largest cement companies in California, for potential future operations at the Tenth Avenue Marine Terminal. The conditional agreement, which was approved by the Board of Port Commissioners on June 11, will allow the port to conduct a project review under the California Environmental Quality Act in anticipation of MCC's potential operations

at the Tenth Avenue Marine Terminal on San Diego Bay.

The Port entered into the agreement to facilitate MCC's potential development, lease and operation of a marine transfer and storage facility for the importation, distribution, exportation, handling, and storage of bulk cement, cement-related bulk products, and concrete aggregate. The conditional agreement envisions contributions by MCC toward modernizing the marine terminal and the company's participation in development costs for long-term improvements.

## Cordell Bank, Farallones national marine sanctuaries expanded

The expansion of Cordell Bank and Gulf of the Farallones national marine sanctuaries off northern California recently took effect, following a 45-day period of Congressional review. The expansion will help protect the region's marine and coastal habitats, biological resources and special ecological features.

As a result of the expansion, Gulf of the Farallones National Marine Sanctuary now will be known as Greater Farallones National Marine Sanctuary. The name change reflects the sanctuary's new geographical boundaries and expanded opportunities for stewardship, research and education.

The expansion of the two national marine sanctuaries, which both more than doubled, was approved in March. Cordell Bank National Marine Sanctuary, located 42 miles north of San Francisco, expanded from 529 square miles to 1,286 square miles. Greater Farallones National Marine Sanctuary grew from 1,282 square miles to 3,295 square miles of ocean and coastal waters. The expansion was based on years of public comment and research by the National Oceanic and Atmospheric Administration (NOAA) and its scientific partners that identified the nutrient-rich upwelling zone originating off Point Arena and

flowing south into the original sanctuaries as one of the most productive in North America.

During a review of both sanctuaries' management plans, NOAA received comments from the public in 2001 expressing interest in expanding the boundaries north and west. In response, the revised management plans published in 2008 included a public process to consider possible expansion and ensure that sanctuary boundaries were inclusive of the surrounding area's natural resources and ecological qualities.

From December 2012 through June 2014, NOAA conducted a public engagement process to allow the public to weigh in on the proposed expansion. The agency received more than 1,300 comments, most in support of the proposed expansion.

The newly named Greater Farallones National Marine Sanctuary, designated in 1981, and Cordell Bank National Marine Sanctuary, designated in 1989, both contribute greatly to ocean and coastal management by engaging in public outreach and education. The sanctuaries also promote stewardship, conduct scientific and applied research initiatives, and develop and support programs to strengthen resource protection for the long-term health of the region.

## EIA to study ECA impact on bunker demand

The U.S. Energy Information Administration (EIA) says it has contracted with Leidos Corporation to analyze the impact of Emissions Control Areas (ECA) in North America and the Caribbean on ocean-going vessel fuel usage. EIA says Leidos has developed a new methodology for calculating fuel consumption by ocean-going maritime vessels within ECAs in the U.S. for several ship types, and energy and non-energy commodities. The firm has also created a methodology for projecting ocean-going vessel travel demand by commodity and ship type, ship efficiency, and fuel choice by various compliance choices, including exhaust scrubber controls, fuel switching, and engine-based controls

As a product of the study, the EIA reportedly plans to update the upcoming Annual Energy Outlook 2016 to include a new methodology for calculating the amount of fuel consumption by ocean-going vessels traveling through North American and Caribbean ECAs, including the impact of the various compliance strategies. The EIA says it also plans to update the methodology for calculating ocean-going vessel energy demand to include estimation of fuel consumption by ship type and the commodity being

moved. The new methodology will also estimate energy consumption within and outside ECAs. In addition, the EIA says it will also explore the interplay between refinery operation, refined product slates, and marine fuels in light of the impact of emission regulations.

Leidos is said to have recommended the study of additional issues for future model improvements as more data becomes available, including expanding the scope of the marine fuel estimates to include travel beyond North American and Caribbean ECAs, and inland waterway transit, as well as fuel usage estimates tied to U.S. ports for tugs, barges, and lightering vessels, fishing vessels, cruise ships, and other commercial vessels. They also recommended the future study of fractionating the fuel purchases made in the U.S. versus abroad, as well as improvements the future projections of fuel usage, including slow steaming and auxiliary power needs, and technology adoption.

Since January 1, 2015, all vessels traveling within the North American ECA must either burn a marine fuel with a sulfur content not exceeding 0.10 percent, or use an approved equivalent method of compliance.

## Bill to help U.S. ship recyclers

U.S. Senators David Vitter (R-Louisiana) and Bill Cassidy (R-Louisiana) recently introduced the Ships to Be Recycled in the States (STORIS) Act. Congressman Garret Graves (R-Louisiana) is introducing companion legislation in the House. The legislation aims to help the U.S. domestic ship recycling industry by promoting transparency and requiring reports from Maritime Administration (MarAd) plus an audit by the Government Accountability Office.

Current law requires all excess government vessels to be sold to domestic marine recyclers to be dismantled. A portion of funding from the sales goes toward the Vessel Operations Revolving Fund, federal and state maritime academies,

and the maritime heritage grant program. The STORIS Act would make sure that the required funding goes to federal and state maritime academies and to heritage grants funding to the Department of Interior. It would also require MarAd to issue an annual report on how its money is spent and publicize its ship recycling agreements. Additionally, the STORIS Act creates jobs by ensuring that all vessels can be dismantled in the United States in compliance with U.S. environmental and safety laws, and are not exported where those safety rules do not apply.

The STORIS Act is named in recognition of the former Coast Guard Cutter *Storis*, which was dismantled in Mexico in 2013 — in violation of the current law.



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Live Music, WWII Vehicle Show, Swing Dancers, Korean Choir & Band, Korean Traditional Dance & Music, Tae Kwon Do Martial Art Demonstrations, Movie (Ode to my father) on No. 2 Hatch, Photo and Art Exhibit on Korean War

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**VICTORY SPONSOR** - An acknowledgement to the thousands of dedicated men, women and teenagers who in WWII built and delivered a merchant ship every 3 days in shipyards across America.

Sponsorship includes 15 complimentary tickets to Captain's Dinner and VIP seating for fireworks, 6' Banner, logo on all electronic collateral materials and website, event PA announcements, social media campaign.

\$10,000

**RADIO ROOM SPONSOR** - An acknowledgement to the significant role played by Navy Armed Guard Radiomen and Signalmen in defending and guiding ships through U-boat waters.

Sponsorship includes 10 complimentary tickets to Captain's Dinner and VIP seating for fireworks, 4' Banner, logo on all electronic collateral materials and website, event PA announcements, social media campaign.

\$5,000

**BRIDGE ROOM SPONSOR** - An acknowledgement to the innovations in navigation, radar, communications and vessel handling of today.

Sponsorship includes 6 complimentary event tickets VIP seating for fireworks, 4' Banner, logo on all electronic collateral materials and website, event PA announcements, social media campaign.

\$1,000

**CREWMAN SPONSOR** - An acknowledgement to the 1 of every 26 merchant seamen who perished aboard merchant ships in WWII. These brave men rest eternally at the bottom of the sea.

Sponsorship includes 4 complimentary event tickets VIP seating for fireworks, 2' Banner, logo on all electronic collateral materials and website, event PA announcements, social media campaign.

**To Be A Sponsor, Please Contact:**

USMMVWWII – S.S. Lane Victory - P.O. Box 629, San Pedro, CA 90733-0629

For questions, please contact

Greg Williams, Executive Director – Tel: 562/708-1550 – Email: Executive-Director@LaneVictory.org

Christal Dunn, Fund Development – Tel: 562/221-2216 – Email: FundDevelopment@LaneVictory.org

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LANE VICTORY

**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 mfoww.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential, including current endorsements and RFPEW certification.

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.

July 13-16

August 24-27

**Endorsement Upgrading**

**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.**

August 10-September 4

September 14-October 9

October 19–November 13

**QMED-Electrician/Refrigerating Engineer**

In accordance with the 2010 Manila Amendments and NVIC 02-14, the QMED Electrician and QMED Refrigeration Engineer have been combined into the new QMED Electrician/Refrigerating Engineer endorsement. This six-week (240 hour) course will satisfy the training and examination requirements of 46 CFR 12.15-9 for the General Safety and Electrician modules, provided that all other requirements, including sea service, are also met. **Prerequisites: Minimum of one year of sea time with the Marine Firemen's Union PLUS the Junior Engineer endorsement and RFPEW.**

July 13-August 21

August 24-October 2

October 5-November 13

**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: July 21-23; August 11-13

Compass Courses, Edmonds, WA: July 28-30; August 25-27

**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.

**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@mfoww.org

**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**



## China puts shipping companies on anti-corruption list

COSCO and China Shipbuilding Industry Corporation (CSIC) have been found to be guilty of corrupt practices following inspections by China's Central Commission for Discipline Inspection (CCDI) back in February and April 2015. According to a June 12 report by the inspection team, senior staff has used relatives to contract start-up companies with COSCO related business and it was also found that management accepted rebates and commissions via third-party businesses.

The leader of the central inspection team also criticized COSCO for serious corruption issues in its joint ventures and discipline violations of some senior executives, such as entertainment spending using company funds. The president of COSCO group has promised that the company will make effective plans to correct the issues and punish the employees who have violated anti-corruption rules.

Meanwhile, CSIC, one of the two largest shipbuilding conglomerates in China, was also found to have corruption and other issues during the inspections by the CCDI. Inspections revealed that corruption is serious in various departments of CSIC. Some of these departments have chaotic financial management, and executives were found to abuse power for personal gains. The chairman of CSIC stated that the group will further strengthen its financial management, and any misbehavior will be punished.

Beijing's anti-corruption campaign targets state-owned enterprises (SOE) and about 20 senior officials from 26 SOE were probed during inspections by CCDI. Three senior executives from CSIC and one from COSCO were disciplined following the inspections and report. The CCDI has vowed to root out corrupt heads of state-run companies, no matter how difficult the task.

## 4,000 tankers not ready for July 1 ECDIS implementation

SOLAS regulations on the mandatory carriage of ECDIS for all tankers of 3,000 gross tons or more come into force on July 1, 2015. Of the more than 8,750 tankers in the global fleet that are required to comply with the regulations by their first survey following the date, 54% are now using electronic nautical charts (ENC) on ECDIS, according to data from the UK Hydrographic Office. Progress has been made in recent months, with the global ECDIS readiness figure having risen from 42% in September 2014 to the current figure of 54%. 83% of LNG tankers are currently using an ENC service, compared to 70% of crude oil tankers and 36% of product tankers.

### Benefits paid during May

#### Death Benefits

Stanley Pocekay, P-2042	\$1,500.00
Theodore Sauerzopf, P-2488	\$1,500.00
	\$3,000.00

#### Burial Benefits

None

Excess Medical	\$4,046.23
Glasses and Examinations	\$600.00

## MATSON NAVIGATION COMPANY WAGE AND FRINGE BENEFIT RATES Effective July 1, 2015

### Motor Vessels

Rating	Base Wage	Base Wage	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
Chief Electrician/Reefer/Junior	\$5,400.31	\$180.01	\$5,969.63	\$3,382.80	\$112.76
Day Junior/Utility	\$4,902.50	\$163.42	\$5,316.02	\$3,012.30	\$100.41
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$3,316.92	\$110.56	\$3,829.00	\$2,169.90	\$72.33
Advancement Program Wiper	\$2,879.59	\$95.99	\$2,879.59	\$720.00	\$24.00

Overtime Rates	Straight Time	Overtime	Dirty Work All Ratings (except APW)	Straight Time	Overtime
	Hourly	Hourly		Hourly	Hourly
Chief Electrician/Reefer/Junior	\$33.40	\$50.14		\$20.79	\$34.22
Chief Reefer/Electrician/Junior	\$31.84	\$47.79			
Day Junior/Utility	\$28.95	\$43.45			
Wiper	\$19.82	\$29.69			
Advancement Program Wiper	\$12.35	\$18.53			

Money Purchase	Daily
All Ratings	\$27.00
Advancement Program Wiper	\$10.00

### Automated Steam Vessels

Rating	Base Wage	Base Wage	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
Chief Electrician	\$5,413.27	\$180.44	\$5,876.27	\$3,330.00	\$111.00
Chief Reefer/Electrician	\$5,270.73	\$175.69	\$5,847.05	\$3,313.20	\$110.44
Junior Engineer (Watch)	\$4,192.67	\$139.76	\$6,455.55	\$3,658.20	\$121.94
Wiper	\$3,316.92	\$110.56	\$3,829.00	\$2,169.90	\$72.33

Watchstanding Day Junior Meal Relief Rate, Hourly:	\$42.33
Watchstanding Day Junior, Section 18, Monday-Friday, Additional Hourly:	\$20.79
Watchmen Assigned As Day Men, Section 13 (c), Additional Daily:	\$10.00

Overtime Rates	Straight Time	Overtime	Dirty Work All Ratings	Straight Time	Overtime
	Hourly	Hourly		Hourly	Hourly
Chief Electrician	\$31.89	\$47.89		\$20.79	\$34.22
Chief Reefer/Electrician	\$31.09	\$46.61			
Junior Engineer (Watch)	\$24.78	\$37.20			
Wiper	\$19.82	\$29.69			

Money Purchase	Daily
All Ratings	\$27.00

### Special Bulk Agreement

Rating	Base Wage	Base Wage	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
QMED/Pumpman/OS	\$5,181.68	\$172.72	\$5,174.61	\$1,725.00	\$57.50
Wiper/OS	\$3,245.26	\$108.18	\$3,397.18	\$1,132.50	\$37.75

Overtime Rates	Straight Time	Overtime	Straight Time Dirty Work All Ratings	Overtime	Hourly
	Hourly	Hourly		Hourly	
QMED/Pumpman/OS	\$27.61	\$41.41		\$19.76	\$32.60
Wiper/OS	\$17.43	\$26.21			

Money Purchase	Daily
QMED/Pumpman/OS	\$26.00
Wiper/OS	\$22.00

### Maintenance and Standby

Rating	Base Wage	Supplemental Benefit	Straight Time	Overtime	Dirty ST	Dirty OT	Money Purchase
	Daily	Daily					
Shore Maintenance Mechanic	\$317.12	\$48.89					

Overtime Rates	Straight Time	Overtime	Dirty ST	Dirty OT	Money Purchase
	Hourly	Hourly			
Shore Maintenance Mechanic	\$39.64	\$59.46	\$60.43	\$80.25	\$30.00
Standby Electrician/Reefer	\$37.07	\$55.61	\$46.34	\$55.61	\$27.00
Standby Junior Engineer	\$34.35	\$51.53	\$42.94	\$51.53	\$27.00
Standby Wiper	\$32.60	\$48.90	\$40.76	\$48.90	\$27.00

## 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.

# HONOLULU NOTES

Honolulu had 31 jobs for the month of May. We dispatched 11 Stby Elect/Rfr and 12 Stby Wipers. The steady jobs were filled by 6 "A" cards, 1 "B" card and 1 "C" card. The standby jobs were filled by 7 "A" cards, 4 "B" cards, 10 "C" cards and 2 applicants.

Honolulu has 23 members registered to work: 14 in class "A", none in class "B", and 9 in class "C".

I dispatched an Electrician for the *Kauai* due to one of the crew members being UFFD. The *Manukai* and *Mahimahi* also called for an Electrician each. The *Manoa* called for an Electrician and a Wiper; the Wiper on board had a bout with pneumonia. The *Moki-*

*hana* called for a Reefer. We had two shoreside jobs being called, one was steady and one was a returning member from an injury that happened at work.

I visited all ships calling in Hawaii and also met with the shoregang once a week. I attended the monthly Honolulu Port Council meeting.

I would like to say my final aloha to Jose Vasquez. He was a very good friend and a hard working union man. He took me under his wing and showed me the ropes. Until we meet again, brother.

Mahalo,  
**Mario Higa,**  
Port Agent

# SEATTLE NOTES

During the month of May, we shipped the following: one Electrician/Reefer/Junior, one Reefer/Electrician, one Electrician, one Day Junior, one Watch Junior, four Oilers, two Standby Reefers and two Standby Wipers. We currently have 16 A-, two B- and 13 C-seniority members registered for shipping.

The Matson vessels *MV Manoa* and *SS Kauai* each called twice in Seattle with little or no problems. The APL vessels *MV APL Coral*, *MV APL China* and *MV APL Philippines* called for MFOW and/or SUP crew replacements. The Pa-

triot Contract Services vessels *USNS Dahl*, *USNS Soderman*, *USNS Martin*, *USNS Watkins* and *USNS Pomeroy* also called for MFOW and/or SUP crew replacements.

I represented the MFOW and SUP at the King County Labor Council Executive Board meeting. We attended a kickoff for Seattle City Council candidate John Persak. John is an active member of ILWU Local 19 who has worked closely with maritime labor in freight mobility issues. Brother Persak is one of the smartest fellows I have worked with. Both organized labor and the citizens of Seattle will be well served with John as a Seattle City Council member!

Fraternally,  
**Vince O'Halloran,**  
Representative

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)

## HOWZ SHIPPING

San Francisco	
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day) .....	1
Oiler .....	1
Wiper .....	2
Standby Wiper .....	16
Standby Electrician/Reefer.....	5
<b>TOTAL .....</b>	<b>26</b>

Wilmington	
Chief Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Junior Engineer (Day) .....	3
Junior Engineer (Watch).....	1
Oiler .....	1
Wiper .....	2
Shore Mechanic.....	6
Standby Wiper .....	29
Standby Electrician/Reefer.....	14
<b>TOTAL .....</b>	<b>58</b>

Seattle	
Chief Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	1
Junior Engineer (Watch).....	1
Oiler .....	4
Standby Wiper .....	2
Standby Electrician/Reefer.....	2
<b>TOTAL .....</b>	<b>14</b>

Honolulu	
Chief Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Wiper .....	1
Shore Mechanic.....	2
Standby Wiper .....	12
Standby Electrician/Reefer.....	11
<b>TOTAL .....</b>	<b>31</b>

# WILMINGTON NOTES

Been pretty busy around here at the hall this May. The weather was perfect for Maritime Day services held here in San Pedro. Members Curg Alsobrook, #3736; Manny Granados, JM-4294; Larry Carranza, JM-4558 and current Los Angeles MTD President Robert Bugarin were in attendance. Also, a few of the office staff from our sign-on clinic and some of the crew off the *MV APL Thailand* joined us at our table.

I would like to thank Roger Franz from Matson Navigation Company and Attorney Charles Naylor and his office staff for the invitation to join them at the luncheon. Cedric Joseph, JM-5121 and Manny Granados, JM-4294 assisted with the prep work at the Memorial prior to the event, and I appreciate the efforts put forth by these guys.

There were a few members who were not keeping up with the docs and certs required; and as a result, they missed the jobs that were available here. The requirements for shipping are posted in the March 2014 issue of *The Marine Fireman* and are available on our website.

We dispatched 58 jobs here total for the month of May. The details are posted on the registration clipboard here at the hall and in *Howz Shipping* in *The Marine Fireman*. There were four PCS, five APL and four Matson shipboard jobs, and four one-year jobs at the APL shoregang. The rest were standby or shore relief jobs. Of those, four Standby Wiper jobs were filled by applicants. All other jobs were filled by MFOW registrants here at Wilmington, with the exception of the *MV APL Belgium* REJ job that went open.

We have 17 A-, six B- and 28 C-seniority members registered. Shipping

was still consistent.

I made all the ships this month with a few clarifications of the contract and no major beefs. The Teamsters had a job action this past month, which was very successful. This involved six trucking companies. Greenfleet Systems immediately agreed to come to the table so they were not affected. But the other companies did not agree and, as such, they were affected by the job action.

Work at the *SS Lane Victory* is still proceeding as planned and they always need volunteers. An event celebrating 70 years of service aboard the ship is scheduled June 26-28 and is open to the public. The local MTD meeting at the SIU hall and bi-weekly Labor Day March meetings at our hall went off without a hitch, and interested members are encouraged to attend.

Clean your room for your relief. Delegates please check the room of the member leaving and make sure it is soogeed out. In closing, I would like to thank all the members who filled the available billets.

Thanks,  
**Sonny Gage,**  
Port Agent

# HONOR ROLL

Voluntary donations to General Treasury — May 2015:

Juan Aviles, P-1981.....	\$4.00
I. "Cajun" Callais, #3592 .....	\$20.00
Jabari Jones, JM-5129 .....	\$30.00
Don Ngo, #3826.....	\$50.00
Rogelio Rivera, JM-5171.....	\$50.00
Emilio Siguenza, JM-5213 .....	\$30.00
Isaac Vazquez, JM-5091 .....	\$30.00

## MFOW member pensioned


Name	Book No.	Pension Type	Sea Time	Effective
Rocky Casazza	3757	SIU PD Basic L/T	27.475	6/1/2015

# POLITICAL ACTION FUND

**Voluntary donations for May 2015:**

Sean MacLaughlin, JM-5210.....	\$50.00
Lopaka Mene, JM-5207.....	\$15.00
Matthew Mitlo, JM-5211 .....	\$50.00
Don Ngo, #3826.....	\$50.00
Frank Portanier, SUP .....	\$25.00
Rogelio Rivera, JM-5172.....	\$50.00
Emilio Siguenza, JM-5212.....	\$70.00
Isaac Vasquez, JM-5091 .....	\$70.00
I. "Cajun" Callais, #3592 .....	\$30.00
Victor Diaz, P-1256.....	\$25.00
Wayne Fisher, P-2542 .....	\$25.00
William Hansen, P-1933.....	\$25.00
Jabari Jones, JM-5129 .....	\$70.00
William Keller, P-1996 .....	\$10.00
Runako McDonald, JM-5110 .....	\$20.00

FINISHED WITH ENGINES



**Jose A. Vazquez, #3350.** Born June 12, 1936, Puerto Rico. Joined MFOW April 27, 1966. Pensioned April 1, 2000. Died May 24, 2015, Burlingame, CA.

**Chang S. Kim, #2664.** Born October 23, 1914, Honolulu, HI. Joined MFOW February 5, 1954. Pensioned April 1, 1988. Died June 4, 2015, Honolulu, HI.

**Edwin B. Lohmeyer, #1458.** Born April 20, 1927, Safety Harbor, FL. Joined MFOW January 18, 1945. Pensioned February 1, 1985. Died May 23, 2015, CA.

**Joseph M. Conway, #801.** Born February 19, 1923, San Francisco, CA. Joined MFOW June 17, 1943. Pensioned January 1, 2000. Died May 27, 2015.

## MARINE FIREMAN SUBSCRIPTIONS, H&B AND VOLUNTARY PAF DONATIONS

Please use the following form.

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

Pensioners' Hospital & Burial \$6.00

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

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