CMA CGM Juggling to win EU approval for deal

CMA CGM has offered to adapt liner shipping alliances in a bid to clinch antitrust approval from European Union (EU) regulators to buy Singapore’s Neptune Orient Lines, according to a new report from the San Francisco Giants parking Container Lines. Based on the con-
siderations, the EU antitrust regulator is expected to approve the deal by an April 29 deadline.

The $5.2 billion deal would narrow the gap with market leader A.P. Moeller-Maersk. A $5 billion project to strengthen the container shipping routes in key markets such as the U.S. and within Asia. APL has a strong pres-
ence in intra-Asia and trans-Pacific trades, while CMA CGM has a leading position on Asia-Europe routes.

The deal is the largest for the con-
tainer shipping industry since Maersk bought Royal P&O Nedlloyd NV for the equivalent of $2.96 billion in 2005. Ger-
many’s Hapag-Lloyd AG merged last year with Chile’s Ca. Sud Americana de Vapores, and the Chinese government is said to be preparing a plan to combine China Cosco Holdings Co. and Chi-
na Shipping Container Lines or merge some of their operations.

San Francisco seawall needs expensive upgrading

The price tag to fix San Francisco’s northern seawall could cost as much as $5 billion, according to a new report from the San Francisco Giants Building and the San Francisco Giants neighbor-
hoods which include the Ferry Port and Snug Harbor as a key component of the Marine FireMan projects. The Missis-

Relocation of marine center makes way for container terminal improvements

The Hawaii Department of Trans-
portation, Harbors Division (HDOT), took the next step in making the highly anticipated Kapalama Contain-
er Terminal (KCT) a reality. The de-
partment, along with elected officials and repre-
sentatives of the University of Hawaii (UH), conducted a blessing and key ceremony to formally convey the newly renovated Pier 35 facility to the UH School of Ocean and Earth Science and Technology (UH SOEST) on March 30. The relocation was a vi-
tal component of the Kapalama Modern-
ization Plan (HMP) that provid-
ed for a larger, more flexible berthing area for UH SOEST vessels at Pier 35 and clears the way for the KCT de-
velopment project.

HDOT broke ground for the UH SOEST project in March 2014 and completed the facility improvements in late 2015 to accommodate the re-
location of UH SOEST program from Snug Harbor as a key component of the statewide HMP development of the new Kapalama Container Terminal.

The $17 million project is an in-
vestment in renovating aging harbor facilities. It involved partial demol-
ition of the buildings and the Pier 35 building including construction of a new elevator, stairs, offices, restrooms, air conditioning, fire alarm systems, lighting and electrical improvements. Exterior facility upgrades included drainage, utility, water, sewer, pow-
er for telecommunications improve-
ments, and installed new asphalt and concrete pavement within the project site. In keeping with the terms of the original lease, UH SOEST will be al-

New Marine Highway projects announced

The Port of Oakland — one of the nation’s leading gateways to Asia — re-
cently reported its 2016 containerized cargo volume — imports, exports and empty containers — up 18.9 per-
cent this year. Total containerized vol-
ume for the month of March declined 14.5 percent when compared to Feb-
uary. The port linked the decrease to an unfavorable comparison with extraordi-
ary March 2015 volumes. That is when the volume surged at West Coast ports following a protracted waterfront con-
tract dispute. The port also said that March was limited by a seasonal post-
Lunar New Year slowdown in im-
pports from Asia.

Ocean freight rates for cargo mov-
ing under contracts on the major East-
West trade routes have dropped by 20 percent in the year to February 2016 and are on course to see further deep reductions from May, according to Dre-
wy’s Benchmarking Club. The Drewry Benchmarking Club Contract Rate In-
dex, based on trans-Pacfic and Asia-Eu-
rope contract freight rate data provid-
ed confidentially by shippers, declined by another five percent in the three-
month period between November 2015 andFebruary 2016. This meant a 20 percent reduction in comparison rates in Feb-
uary 2015, showing an acceleration of contract rate erosion, even though lower

Signs of export rally at Port of Oakland

The service is sponsored by the Port of Monro.

Freight rates still dropping on major East-West routes

U.S. Transportation Secretary An-
thony Foxx has designated three new Marine Highway Projects. The Missis-
sippi River, previously designated as the M-55, will serve as the primary route for the Baton Rouge-New Orleans Shuttle project. Sponsored by the Port of New Orleans in partnership with the Port of Greater Baton Rouge and Seaco AMH, the proposed container-on-barge ser-
vice will operate between the Ports of Greater Baton Rouge and New Orleans, reducing congestion and bridge traffic on Louisiana’s Interstate 10.

Also operating along the M-55 from Chicago to New Orleans, the pro-
posed Illinois Intrastate Shuttle project is structured to shift about 5,500 con-
tainers in its first year of operation from congested north-south Interstate 55 to the Mississippi River, while America’s Central Port located in Gran-
ite City, the container-on-barge service will provide soybean and grain shippers a reliable option. The M-55 project will be al-

While exporters and importers are enjoy-
ing big reductions in their ocean transport-
ance rates in 2016, the next trend for shippers could be to bow to iden-
tify and work more with carriers who can maintain reliable service levels de-
\n
To date, the TIFIA program has pro-
vided $22.7 billion in credit assistance to support more than $82.5 billion in transpor-
tation infrastructure investment proj-
jects to help build 56 major transpor-
tation projects around the country.

A Marine Highway Project is a planned service, or an expansion of an ex-
sisting service, on a designated Marine Highway Route, that provides new mod-
al choices to shippers of cargo, reduces fuel charges accounted for the majority of the reduction in rates.

Because many trans-Pacific export-
ers and importers are finalizing negotia-
tions of new eastbound Pacific contracts to be effective from May 1, Drewry ex-
pects a further cut in contract rates dur-
ing the second quarter of 2016. While exporters and importers are enjoy-
ing big reductions in their ocean transport-
ance rates in 2016, the next trend for shippers could be to bow to iden-
tify and work more with carriers who can maintain reliable service levels de-
\n
Freight rates still dropping on major East-West routes

...today in the ports of Monroe, Cleveland and Detroit.
USACE reports on progress restoring America’s Everglades

Significant progress has been made in restoring America’s Everglades over the past five years. A comprehensive report highlighting these efforts has recently been submitted to Congress. The 2015 Report to Congress for the Comprehensive Everglades Restoration Plan (CERP) was jointly submitted to Congress last month by the secretaries of the Army and the Interior. The report details the collaborative effort of participating agencies and their combined commitment to restore America’s Everglades.

Over the past five years, collaborative restoration efforts between federal and state agencies has resulted in a period of unprecedented progress towards restoring America’s Everglades. New construction started, projects completed, accelerated planning efforts, new investments in water quality and the passage of key congressional legislation are a few of the highlights of the 2010-2015 reporting period.

The U.S. Army Corps of Engineers (USACE) serves as the lead federal agency for CERP and is responsible for planning, designing, and constructing Everglades restoration projects in partnership with the local sponsors, the South Florida Water Management District (SFWMD). Between 2010 and 2015, major construction milestones were achieved.

Construction began on multiple restoration projects and additional project components, including the Indian River Lagoon-South C-44 Reservoir and Stormwater Treatment Area project and the Picayune Strand Restoration Project. Over 28 projects were in progress as of the most recent reporting period.

In addition, restoration efforts underway to update the IDS, utilizing a pilot process designed to reduce the overall time allocated for a study of this magnitude. In prior years, plan formulation and review may have taken six years or longer — the CERP process was completed in half that time.

In its 2014 report, the Committee on Independent Scientific Review of Everglades Restoration Progress (CISERP) suggested the 2011 Integrated Delivery Schedule (IDS) be revisited to advance projects with the greatest potential to avert ongoing ecosystem degradation and promise the largest restoration benefits.

The IDS provides an overall strategy and sequencing for project planning, design and construction based on ecosystem needs, benefits and available funding. This schedule helps restoration planners, stakeholders and the public focus on priorities, opportunities and challenges and provides a path forward, completing construction of projects underway and outlining the next projects to underpin planning, design and construction.

The 2015 CERP Report to Congress reporting period, efforts were undertaken to update the IDS, among the South Florida Ecosystem Restoration Task Force’s successful workshop model to engage the public and stakeholders. The IDS Update was completed at the end of 2015 and will serve as a roadmap for future restoration efforts.

Mexico driving Port Manatee growth

Port Manatee’s growth as a cargo gateway continues, with the Florida Gulf port reporting a 36 percent year-over-year increase in containerized cargo handled in the first half of its fiscal year. During the six-month period from October 1, 2015, through March 31, 2016, Port Manatee saw moves of 41,463 twenty-foot-equivalent container units (TEU), up from 9,321 TEU in the comparable 2014-earlier fiscal half. Import TEU led the way, increasing 40 percent, to 7,398 TEU from 5,291 TEU.

The favorable results for the first half of the port’s 2016 fiscal year come on the heels of a phenomenal 83 percent rise in TEU handled in the fiscal year ended September 30, 2015, compared with the preceding fiscal year.

“With World Direct Shipping increasing imports of refrigerated produce in its weekly service from Mexico, as well as consistent inbound shipments by longtime tenant Fresh Del Monte Produce, Port Manatee is extending a positive trend in the container sector,” said a port spokesperson. “Furthermore, as we successfully advance our economy-energizing diversification strategy, we are seeing meaningful gains in overall tonnage moving through the port.”
Port of Stockton gets bond rating upgrade

The Port of Stockton, California recently signed a bill expanding California's family-leave law to help cover low-income workers and provide better benefits. The measure was 15 years in the making, with an tentative review would take up to 18 months. Responses are due in May; port authority officials anticipate the consultation will allow the port to efficiently expand its business.

In developing the plan, the consultation would examine all six container terminals in the port area, any cartels, and other procedures, including mandatory standards and recommended practices on formalities, documentary requirements and procedures which should be applied on arrival, stay and departure from the port itself, and to its crew, passengers and cargo. These improvements include standardized forms for the maximum permitted level which came after an ILO Joint Maritime Declaration (JMD). The FAL treaty, first adopted in 1965, aims at securing the highest practicable degree of uniformity in regulations and procedures which should be applied on arrival, stay and departure to facilitate access to the port area, any transport, or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at- empted stowaways and any individ- ual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, at-empted stowaways and any individual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways, attempted stowaways and any individual or company aiding a stowaway or an attempted stowaway with the intention to allow prosecution of stowaways.

By 2022, California will be the state with the highest minimum wage in the U.S. New York's Governor Andrew Cuomo signed a bill that will increase the state's minimum wage to $15 an hour by the end of 2022. Currently, California's minimum wage is $10 an hour.

The ILO and seafarers' minimum wage at $614

A slap in the face to mariners across the globe, the International Labor Or- ganization (ILO) is issuing its rec- ommended minimum wage for able seafar- ers at $641 basic pay per month until at least April 4, 2018. The recommended minimum wage came after an ILO Joint Maritime Commission (JMC) meeting held in Geneva, made up of maritime employer- ship representatives, the coordinated by the International Chamber of Shipping (ICS) and seafaring unions coordinated by the International Transport Workers' Federation (ITF).

"The continuation of the current minimum wage until at least 2018, at the increased level which came into effect in January 2016 as a result of the previous that will raise New York City's mini- mum wage to $15 an hour by the end of 2021. Currently, New York City's minimum wage is $12.50 an hour.

The ILO pointed out that while the minimum only refers to the basic wage for the non-officer grade of able seafar- ers, the total package paid is actu- ally much higher when account is taken of overtime payments and other pay re- lated to payments by the ILO Mar-itime Labour Convention.

The ILO Joint Maritime Commis- sion is next expected to review the mini- mum wage during 2018.
Greetings from Diego Garcia: the “Footprint of Freedom”

USNS Pomeroy Chief Engineer Rob Merrill sent these pictures of engineer- ing officers and crew from the USNS Pomeroy and USNS Watkins at the weekly MEBM-MFOW Beach BBQ on the Diego Garcia lagoon. As part of the Military Sealift Command’s Prepositioning Program, the Pomeroy and Watkins are strategically placed with U.S. Army combat equipment at sea to supply and sustain deployed U.S. troops during national crises and are also available to move common user cargo.
FRIDAY, JULY 14, 2016

THE MARINE FIREFIGHTER

Vice President’s Report

The month of March was busy. We shipped 56 jobs. I also attended the quarterly meetings of the SIU Pacific District and MFOW Trust Funds, as well as the Alameda Labor Council and Maritime Trades Port Council meetings.

APLMS: We shipped one Day Jr. and one rotary Wiper to the APL Belgium. A one-trip Reefer from Seattle got off on March 8. On the 18th, the DJU was forced off by the Ship Management ERJ on March 8. We shipped one Day Jr. and one Electrician to fly out to Japan. USNS Shughart was in and out and called for a Standby Wiper for bunkers, which hasn’t happened for a couple of years. All vessels called for two Standby Wipers each.

APL Guam — flew a rotary Wiper to out Yokohama (pierhead jump). APL Singapore was in and out and called for a Standby Wiper for bunkers, which hasn’t happened for a couple of years. All vessels called for two Standby Wipers each.

APL Ag— called for two Standby Wipers each. APL Coral flew a relief Wiper.

A one-trip Reefer from Seattle got out of a stroke; he is now under hospital care in Okinawa after signs of a stroke; he is now under hospital care in Japan. APL Korea and APL Thailand were both in and out. APL Singapore was in and out and called for a Standby Wiper for bunkers, which hasn’t happened for a couple of years. All vessels called for two Standby Wipers each.

APL Belgium — dispatched one Oil — on March 3, Seattle flew out a DJU. We got a new name on April 6, dropping Port Metro Vancouver to become the Port of Vancouver. In addition, the port authority will implement the consistent use of its legal name, the Vancouver Fraser Port Authority, when referencing activities or decisions of the port authority. The change is intended to strengthen the port’s recognition with stakeholders and customers, as well as provide clarity and distinction between the activities of the port authority and those of the greater port community. Feedback and research has indicated the use of Port Metro Vancouver to refer to the port and the federal port authority created confusion between activities of the port authority, port tenants and those of the greater port community.

Respectfully,
*Cajun* Callais
Vice President

Business Agent’s Report

In March, we dispatched the follow- ing jobs to Patriot Contract Services’ (PCS) vessels: LNSH Dahl — dispatched one Oil and one Electrician to fly out to Japan. LNSH Slaghart — four Oilers were flown to Violet, LA, on March 17 to assist the vessel in dry dock. A special Electrician will be aboard the vessel while she will go into dry dock. A special Electrician is there. The USNS Shughart was in and out and called for a Standby Wiper for bunkers, which hasn’t happened for a couple of years. All vessels called for two Standby Wipers each.

APL Guam — flew a rotary Wiper to out Yokohama (pierhead jump). APL Coral flew a relief Wiper.

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Respectfully,
*Cajun* Callais
Vice President

Vancouver name change for port authority to provide clarity

Vancouver, British Columbia’s port, got a new name on April 6, dropping Port Metro Vancouver to become the Port of Vancouver. In addition, the port authority will implement the consistent use of its legal name, the Vancouver Fraser Port Authority, when referencing activities or decisions of the port authority. The change is intended to strengthen the port’s recognition with stakeholders and customers, as well as provide clarity and distinction between the activities of the port authority and those of the greater port community.

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Respectfully,
*Cajun* Callais
Vice President

These vehicles are made in the United States or Canada by members of the UAW and Canada’s Unifo r union, formerly the Canadian Auto Workers (CAW). Because of the integration of the United States and Canadian vehicle production, all the vehicles listed in Canada are significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk (*) are produced in the United States and another country.

The following 1500 model crew-cab versions of the vehicles marked with a double asterisk **) are manufactured in the United States and Mexico. When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with “1” or “4” or “5” identifies a U.S.-made vehicle; “2” identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.

MFOF Membership Pledge

“I pledge my word of honor that I will be faithful to the Marine Firemen’s Union; that I will work for its best interests and look upon every member as my brother.”

“That I will work for less than union wages, nor upon any vessel with non-union licensed engine room personnel, unless I get permission from the Union.”

“I also pledge that I will never reveal the proceedings of the Union to its injury or to people who have no right to know the same; and if I break my pledge, I forfeit all rights and privileges of the Union.”

Regular membership meeting dates 2016

May 2 S.P. Headquarters
9 Branches
June 6 S.P. Headquarters
14* Branches
July 5* S.P. Headquarters
11 Branches
Aug. 13 S.P. Headquarters
8 Branches
Sept. 6* S.P. Headquarters
12 Branches
Oct. 10 S.P. Headquarters
11* Branches
Nov. 14 S.P. Headquarters
14 Branches
Dec. 5 S.P. Headquarters
12 Branches

*(Indicates Tuesday meeting following a Monday holiday)
Interested members who meet the Training Program eligibility requirements and prerequisites allowed 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 NFOW 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 4½-day course includes the following segments: Shipboard Damage Control; Environmental Programs; Chemical, Biological & Radiological Defense Orientation; Helo Firefighting; Anti-Terrorism (one-year validation); Survival Evasion, Resistance and Escape (three-year periodicity). These segments are required for employment aboard various MSC contract-operated ships.

**STCW Endorsement Upgrading**

QMED-Fireman/Watertender & Oiler

Members who successfully complete the 1½-hour Qualified Member of the Engine Department (QMED) course will satisfy the requirements needed for the QMED Oiler and Fireman/Watertender endorsements, provided all other requirements, including sea service, are met.

Additional prerequisites: Coast Guard approval letter for endorsement upgrading, which certifies sea time of six months (180 days) as a Wiper, and letter from the vessel(s) certifying sea service of six months.

May 23-June 17

**QMED-Electrician/Refrigerating Engineer**

Members who successfully complete the 159-hour Qualified Member of the Engine Department Endorsement: 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 12.15-9 for the General Safety and Electrician modules, providing the training and examination 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/1 of the STCW Code.

Compass Courses, Edmonds, WA: May 24-26; June 21-23; July 26-28

Fremont Maritime, Seattle, WA: May 14-16; June 4-6; July 9-11

NPFVOA, Seattle, WA: May 9/11/12, June 21/22/23; July 19/20/22

Training Resources, Ltd., San Diego, CA: May 3-5; May 24-26; June 14-16

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/CPRAED. 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/1 of the STCW Code.

Compass Courses, Edmonds, WA: May 24-26; June 21-23; July 26-28

**Portland budgets for 17.4 percent drop in marine revenue**

The Port of Portland, Oregon is budgeting for a 17.4 percent reduction in revenue from its marine operations for fiscal year 2017, in the wake of a sluggish export market and a labor dispute that all but halted activity at the Terminal 6 container port. Officials expect $5.7 million less in marine operating revenue than the agency had in its 2016 budget, the port stated in a news release.

The port’s total operating revenue is budgeted at $288 million for fiscal 2017, down from the $295 million adopted for 2016. Operating expenditures are slated to remain relatively flat at $191 million, up from $190 million the previous year.

**Marine Firemen’s Union Training Plan Tuition Reimbursement Policy**

The Marine Firemen’s Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen’s Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen’s Union Training Plan will be denied.
**HOWZ SHIPPING**  
March 2016

### San Francisco
- Electrician ................................. 3
- Electrician/Reefer/Jr. Engineer ...... 1
- Reefer/Electrician ......................... 2
- Junior Engineer (Watch) ................. 1
- Junior Engineer (Day) ..................... 1
- Oiler ........................................... 7
- Wiper ........................................... 7
- Standby Electrician/Reefer .......... 10
- Standby Wiper ............................... 24
- **TOTAL** .................................. 56

### Honolulu
- Electrician/Reefer/Jr. Engineer .... 1
- Reefer/Electrician/Jr. Engineer .... 1
- Junior Engineer (Day) .................. 2
- Oiler .......................................... 1
- Wiper .......................................... 1
- Shore Mechanic ............................. 4
- Standby Electrician/Reefer ........ 11
- Standby Wiper ............................... 22
- **TOTAL** .................................. 76

### Wilmington
- Electrician ................................. 1
- Electrician/Reefer/Jr. Engineer ...... 1
- Junior Engineer (Day) .................. 2
- Junior Engineer (Watch) ............... 6
- Junior Engineer (Day) .................. 2
- Oiler .......................................... 4
- Standby Electrician/Reefer .......... 1
- Standby Wiper ............................... 15
- **TOTAL** .................................. 32

### Seattle
- Electrician .................................. 1
- Electrician/Reefer/Jr. Engineer ...... 1
- Junior Engineer (Watch) ............... 6
- Junior Engineer (Day) .................. 2
- Oiler .......................................... 4
- Standby Electrician/Reefer .......... 1
- Standby Wiper ............................... 1
- **TOTAL** .................................. 16

**FINISHED WITH ENGINES**

**Timothy A. Brown**  
International Organization of Masters, Mates and Pilots

Captain Timothy A. Brown, 73, International President of the Masters, Mates & Pilots (MM&P) for 21 years, died on April 10. Brown joined the MM&P in 1965 and served in the American Merchant Marine during the Vietnam War. His first MM&P vessel was the SS Fruitvale Hills. He sailed as deck cadet on the SS Del Oro for Delta Steamship Lines. He first sailed as master aboard the Sealand Consumer for SeaLand Service Inc. in 1983. His last command as master was aboard the same vessel in 1991.

Brown was elected to union office in 1991 and retired in 2012. Among his many awards for service to the industry are the Admiral of the Ocean Seas (AOTOS) Award in 2002, the Seafarers’ and International House “Outstanding Friend of Seafarers” Award in 2004 and the Father Lalonde "Spirit of the Seas" Award by the Council of American Master Mariners in 2012.

In 2009, he was admitted to the Port of New York and New Jersey’s International Maritime Hall of Fame.

He retired as MM&P President on January 1, 2013. In March of that year, he was named a Commodore of the U.S. Maritime Service by order of President Barack Obama. Brown was named President Emeritus of Masters, Mates & Pilots by Delegates to the Eighty-fourth MM&P Convention.

“Tim brought stability and respect to our organization,” said MM&P President Don Marcus. “He preserved the livelihoods, working conditions and benefits for our members, pensioners and their families. He worked with particular dedication to enhance health care benefits for everyone covered under the MM&P Health & Benefit plans.”

**Rooftop scenes from MFOw Headquarters**

After several years of non-stop construction in San Francisco’s South of Market Area, MFOW Headquarters is dwarfed by tall buildings.
Members dispatched from Wilmington totaled 70 this past March. Details are posted in Howie Shipping in this issue and locally at the hall. Five PCS, seven APL, five Matson shipboard billets, and four mechanic billets were shipped, with the remaining being standby jobs. Members filled 59 jobs, five applicants made ships this month, and few were on standbys as well. The present members registered here are 18 A's, 11 B's, and 32 Cs. All ships were running smoothly with few the crew reporting fair weather and no problems. Ships were on schedule with one APL and two Matson vessels called Seattle. The ILWU is going to be moving some ships around to cover the girls going into the yard. SS Lihue is scheduled for an April call here, possibly more.

After last month’s report from GBS, I had some calls about second shift and just to make it clear; George Sims did not retire and is still on watch as second shift Leadman with no plans to retire yet. The ILWU surprised many and endorsed Bernie Sanders before the West Coast States voted in the Democratic Primary Election. In contrast ILA endorsed Hillary Clinton on the East Coast prior. The ILWU Teamsters had a one day job action at California Cartage, and the United Steel Workers made their way down to a hotel where Carrier Corporation was explaining to their customers, and venders why the company is moving the manufacturing from Indiana to Mexico. I was not at either action, but the feedback directed to Carrier from the distributers/venders was not very favorable from what I heard.

Chief Engineer Jim Gillen on the Lane Victory has informed me that the gang is turning too at 0000 every Wednesday for maintenance and repair in the engine room and any MFW members can come down and assist. The Chief will release any men so that they can make the job calls if you worry about that. Members who are in the gate would need their skills. The applicants who are trying to learn at an entry level, and I encourage all applicants with little or no experience to check it out and learn from someone who can teach you while you work. This is all volunteer work as a reminder guys, but appreciated very much.

The LA/LB Labor Coalition meetings are being held bi-weekly at our hall now. The next meeting is May 5 at 1800. Come on down and get involved. In closing, I would like to thank all the members who filled the available billets here in sunny/rainy Wilmington, Headquarters and the branches.

Thanks, Sonny Gage
Port Agent

March was kind of the same as February. We had 40 total jobs dispatched, seven of them being steady jobs and 33 being standby jobs. Jefferson Basuel pick up the Maas nanwil junior job from Sean Kauli. David Ebanks brought the Lihue out of the shipyard as the Reefer. The Kauai called back the crew to take over the Maui sail and Lloyd Kim returned as the Electrician. Dylan Melendy will soon ship out to the Pomeroy as an Oilier and Robert Sale will be joining the Gordon as a Wiper. Wendelyn Sugui got the Maman ali junior job and Stuart Melendy picked up the Reefer Mechanic job on the shoregang.

I also dispatched 11 Standby Elect/Reefers and 22 Standby Wipers. A total of 14 jobs were dispatched to the “A” books, 2 jobs for “B”, 17 jobs for “C” and 7 jobs for applicants. We have 10 A’s, 1 B, and 11 C’s listed on the registration list.

I attended Hawaii’s Democratic presidential poll and was excited to see many people coming out to vote. The news said the turnout was about the same as when Hawaii’s own Barack Obama made his first bid for the White House. We overflowed the high school cafetaria at my polling place. There were a lot of young folks, mostly college-aged kids who came out and came early. The final tally had 10,125 votes for Hillary Clinton and 23,530 votes for Bernie Sanders.

Fraternally, Mario Higa
Port Agent

March during the month of March, we shipped the following one: Electrician/ Reefer/junior, two Day Junior/Utilities, one Chief Electrician, six Watch Junior Engineers, four Oiliers, one Standby Electrician/Reefer and one Standby Mechanic. We currently have 10 A’s, five B’s, and 12 C’seniority members registered for shipping.

Ships checked; The Matson vessels M/V Moomoo, SS Maui and SS Kauai all called Seattle. And we shipped return MFOW members to the SS Lihue. Seat - tle also dispatched MFOW and/or SUP members to the following bottoms: The APL Agate, APL Coral, USNS Soderman, USNS Pomoroy, USNS Sister, USNS Watkins, USNS Watson, USNS Swers and USNS Chartlon.

I represented the MFOW and SUP at the following meetings: The King Country Labor Council Executive Board and Delegates meetings, the Seattle Marine Business Coalition meeting, and the Port of Seattle “arena location” meetings. On March 9, along with Herb Krohn of United Transportation Union and Mike Elliot of Brotherhood of Locomotive Engineers and Trainmen, I attended a meeting with Congressman Dave Reichert (R-8th District). Congressman Reichert sits on the House Ways and Means Committee and is the Chairman of the Sub-Committee on Trade.

In that position, we asked Congressman Reichert’s help in ensuring that there would be “no agreement to weaken the Jones Act” in the Trans-Pacific Partnership trade negotiations. Congressman Reichert said he was alerted to my question beforehand and had already directed his Chief of Staff to investigate applications for amendments to the Jones Act. He further stated he will not allow such amendments and will defend the Jones Act vigorously.

Fraternally, Vince O’Halloran
Representative

PORTS

Honorable James F. Upchurch, #3455 (P-2666) Pensioned 11/14/04 San Francisco
Joe Rubio, #3697 (P-2757) Pensioned 4/1/14 San Francisco
Anthony Roberts, #3540 (P-2694) Pensioned 4/1/14 San Francisco
Charles Stahl, #3821 (P-2726) Pensioned 11/1/04 San Francisco

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