



THE MARINE FIREMAN

Official Organ of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association



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No. 9

San Diego yard to build two containerships for Matson

General Dynamics NASSCO, a wholly owned subsidiary of General Dynamics, announced it has signed a contract with Matson Navigation Company, Inc., a wholly owned subsidiary of Matson, Inc., for the design and construction of two *Kanaloa*-class liquefied natural gas (LNG) capable containerships with roll-on, roll-off capability. The 870 foot-long, 3,500 TEU containership design provides the capability to transport containers, automobiles and rolling stock, including trailers.

Using proven design standards, the design incorporates LNG-capable main and auxiliary engines, which are compliant with Tier III emission requirements. The design accommodates future installation of a LNG fuel gas system.

Once delivered, the Jones Act qualified vessels will serve a trade route between the continental west coast and Hawaii.

"We are very pleased to partner with Matson to build their next generation

of shipping vessels," said Fred Harris, president of General Dynamics NASSCO and Bath Iron Works. "NASSCO has long played a leading role in revolutionizing the future of the American shipping industry. Our partnership with Matson builds upon NASSCO's successful track record of constructing high-quality, highly efficient and on-time delivery for the Jones Act trade."

"We are pleased to be working with NASSCO again on new vessels for Matson. NASSCO's deep history and reputation for quality give us confidence that these new ships will be the most advanced efficient and productive vessels in our fleet," said Matt Cox, president and CEO of Matson.

"Our last NASSCO vessel, *R.J. Pfeiffer*, has been a mainstay of our Hawaii service and we look forward to adding the superior performance of these new *Kanaloa*-class vessels to the fleet."

Construction of the first containership will begin in early 2018, with deliv-



eries in 2019 and mid-2020, respectively. The ships will be constructed at the NASSCO shipyard in San Diego.

NASSCO is partnered with Daewoo Ship Engineering Company to provide its customers with state-of-the-art ship design and shipbuilding technologies.

Since 2006, the partnership produced four commercial ship designs for five separate Jones Act owners. In the past decade, NASSCO delivered 28 ocean-going ships to government and commercial customers — including the world's first LNG-powered containerships.

Global Gateway South to be put up for sale

CMA CGM completes takeover of NOL, APL

On Labor Day, it was widely reported that Marseille-based CMA CGM had completed its merger with Singapore-based Neptune Orient Lines (NOL), parent company of APL. CMA CGM said it had acquired shares held by NOL shareholders who had not accepted an all-cash voluntary conditional general offer, at \$0.96 per share. On September 6, NOL was delisted from the Singapore Stock Exchange.

As part of the NOL integration process, CMA CGM reviewed the portfolio of brands deployed on its various trade routes and concluded that only two brands should be used on each trade. APL will now serve as the core brand alongside CMA CGM on the trans-Pacific, trans-Atlantic and Asia-Gulf lines. ANL will be repositioned on the Asia-Oceania trade.

Reorganization of APL and CMA CGM will be further improved when the Ocean Alliance is implemented next spring. Beginning April 2017, APL and CMA CGM will belong to the Alliance along with Evergreen Line, Orient Overseas Container Line, and China Ocean Shipping Company (COSCO). The Alliance will have the largest market share on the trans-Pacific and Asia-Europe trades.

In addition, a synergy and rationalization program is now being implemented, with the goal of enabling APL to reduce its costs and enter a new phrase of growth. CMA CGM rolled out the *Agility Plan* on July 1, which is designed to combine \$1 billion in cost cuts over the next 18 months in addition to integration of synergies with APL.

CMA CGM said that APL's extensive global footprint will be a huge asset

moving forward and believes the acquisition will help reinforce its position as a leader in the container shipping industry with a capacity of almost 2.4 million TEU, a market share of 11.7 percent, a fleet of 540 vessels, and a combined annual turnover of around \$21 billion.

CMA CGM has also embarked on a joint venture with terminal operator PSA International to lease and operate four container berths in the port of Singapore. The joint venture will be owned 49 percent by the French line and 51 percent by Temasek Holdings, the sole owner of PSA. With an estimated annual handling capacity of over three million TEU, the joint venture facilities will be used as a dedicated container terminal for CMA CGM and its liner shipping affiliates.

As of June 30, CMA CGM's adjusted net debt stood at \$8.2 billion. On Sep-

tember 6, it was reported that CMA CGM was looking to raise as much as \$1 billion by selling NOL port assets. The terminals to be put up for sale include Dutch Harbor, Alaska and Global Gateway South in Los Angeles. NOL also operates terminals in China, Taiwan, Japan, Vietnam and Thailand. The sale process is expected to begin by late September or early October. BNP Paribas and HSBC have been appointed to handle the sale.

The acquisition of NOL, now a wholly-owned subsidiary of the French line, completes a wave of liner consolidation that began last year. China's two biggest carriers, COSCO and China Shipping Container Lines, are well into their merger, and the Hapag-Lloyd takeover of United Arab Shipping Company should be completed at the end of this year.

Labor Department awards \$10.5 million in workplace safety and health training grants

The U.S. Department of Labor's Occupational Safety and Health Administration awarded \$10.5 million in one-year federal safety and health training grants to 77 nonprofit organizations nationwide. The grants will provide training and education for workers and employers on the recognition, avoidance and prevention of safety and health hazards in their workplaces. They will also inform workers of their rights and employers of their responsibilities under

the OSH Act.

The department's Susan Harwood Training Grants Program funds grants to nonprofit organizations, including community/faith-based groups, employer associations, labor unions, joint labor/management associations, colleges and universities. Target trainees include small-business employers and underserved vulnerable workers in high-hazard industries.

The fiscal year 2016 award categories are as follows: Capacity-Building Developmental, Capacity-Building Pilot, Targeted Topic Training, and Training and Educational Materials Development.

OSHA is awarding approximately \$3.6 million in new targeted-topic training grants to 28 organizations to develop materials and programs addressing

workplace hazards and prevention strategies. These grant types require recipients to address occupational safety and health topics designated by OSHA, including silica, confined spaces, workplace violence and other workplace hazards.

In addition, 11 organizations will receive approximately \$1.5 million in new capacity building grants to provide occupational safety and health training, education and related assistance to workers and employers in targeted populations. One of the 11 organizations will receive a capacity-building pilot grant designed to assist organizations in assessing their needs and formulating a capacity-building plan before launching a full-scale safety and health education program.

OSHA also awarded approximate-

ly \$4 million in follow-on grants to 26 capacity-building developmental grantees and \$1.4 million in follow-on grants to 12 targeted topic grantees that performed satisfactorily during the fiscal year 2015 grant year. These grantees demonstrated their ability to provide occupational safety and health training, education and related assistance to workers and employers in high-hazard industries, small-business employers and vulnerable workers.

Since 1978, the program has provided training for approximately 2.1 million workers. The training grant program's name honors Susan Harwood, a former director of the Office of Risk Assessment in OSHA's former Directorate of Health Standards, who passed away in 1996.

Halls to close

Columbus Day — The MFOW hiring halls will be closed on Monday, October 10, 2016, observance of Columbus Day, which is a contract holiday.

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California Labor Federation, AFL-CIO 2016 General Election Endorsements

The California Labor Federation and local labor councils have announced endorsements for state and federal races and ballot measures for the November 2016 election.



California State Assembly

- | | |
|---|---|
| 1 Brian Dahle (R) | 16 Cheryl Cook-Kallio (D) |
| 2 Jim Wood (D) | 17 David Chiu (D) |
| 3 DUAL: Ed Ritchie (D)
/ James Gallagher (R) | 18 Rob Bonta (D) |
| 4 Cecilia Aguiar-Curry (D) | 19 Phil Ting (D) |
| 5 Robert Carabas (D) | 20 Bill Quirk (D) |
| 6 Brian Caples (D) | 21 Adam Gray (D) |
| 7 Kevin McCarty (D) | 22 Kevin Mullin (D) |
| 8 Ken Cooley (D) | 23 No Recommendation |
| 9 Jim Cooper (D) | 24 DUAL: Marc Berman (D)
/ Vicki Veenker (D) |
| 10 Marc Levine (D) | 25 Kansen Chu (D) |
| 11 Jim Frazier (D) | 26 No Recommendation |
| 12 Heath Flora (R) | 27 Ash Kalra (D) |
| 13 Susan Eggman (D) | 28 Evan Low (D) |
| 14 Mae Torlakson (D) | 29 Mark Stone (D) |
| 15 Tony Thurmond (D) | 30 Refer to Executive Council |
| | 31 Joaquin Arambula (D) |
| | 32 No Recommendation |
| | 33 Scott Markovich (D) |
| | 34 Perrin Swanlund (D) |
| | 35 Dawn Ortiz-Legg (D) |

- | | |
|-----------------------|------------------------|
| 36 Steve Fox (D) | 31 Richard Roth (D) |
| 37 Monique Limon (D) | 33 Ricardo Lara (D) |
| 38 Christy Smith (D) | 35 Steven Bradford (D) |
| 39 No Recommendation | 37 Ari Grayson (D) |
| 40 Abigail Medina (D) | 39 Toni Atkins (D) |

U.S. House of Representatives

- | | |
|--------------------------------|------------------------------|
| 41 Chris Holden (D) | 1 Jim Reed (D) |
| 42 Greg Rodriguez (D) | 2 Jared Huffman (D) |
| 43 Ardy Kassakhian (D) | 3 John Garamendi (D) |
| 44 Jacqui Irwin (D) | 4 Robert Derlet (D) |
| 45 No Recommendation | 5 Mike Thompson (D) |
| 46 Adrin Nazarian (D) | 6 Doris Matsui (D) |
| 47 No Recommendation | 7 No Recommendation |
| 48 Blanca Rubio (D) | 8 Paul Cook (R) |
| 49 Ed Chau (D) | 9 Jerry McNerney (D) |
| 50 No Recommendation | 10 Michael Eggman (D) |
| 51 Jimmy Gomez (D) | 11 Mark DeSaulnier (D) |
| 52 Freddie Rodriguez (D) | 12 Nancy Pelosi (D) |
| 53 Miguel Santiago (D) | 13 Barbara Lee (D) |
| 54 Sebastian Ridley-Thomas (D) | 14 Jackie Speier (D) |
| 55 Greg Fritchle (D) | 15 Eric Swalwell (D) |
| 56 Eduardo Garcia (D) | 16 No Recommendation |
| 57 Ian Calderon (D) | 17 Mike Honda (D) |
| 58 Cristina Garcia (D) | 18 Anna Eshoo (D) |
| 59 Reggie Jones-Sawyer (D) | 19 Zoe Lofgren (D) |
| 60 Eric Linder (R) | 20 Jimmy Panetta (D) |
| 61 Jose Medina (D) | 21 Emilio Huerta (D) |
| 62 Autumn Burke (D) | 22 Luis Campos (D) |
| 63 Anthony Rendon (D) | 23 Wendy Reed (D) |
| 64 Mike Gipson (D) | 24 Salud Carbajal (D) |
| 65 Sharon Quirk-Silva (D) | 25 Bryan Caforio (D) |
| 66 Al Muratsuchi (D) | 26 Julia Brownley (D) |
| 67 No Endorsement | 27 Judy Chu (D) |
| 68 No Endorsement | 28 Adam Schiff (D) |
| 69 Tom Daly (D) | 29 Tony Cardenas (D) |
| 70 Patrick O'Donnell (D) | 30 Brad Sherman (D) |
| 71 No Endorsement | 31 Pete Aguilar (D) |
| 72 No Endorsement | 32 No Recommendation |
| 73 No Endorsement | 33 Ted Lieu (D) |
| 74 No Endorsement | 34 Xavier Becerra (D) |
| 75 No Endorsement | 35 Norma Torres (D) |
| 76 No Endorsement | 36 Raul Ruiz (D) |
| 77 No Endorsement | 37 Karen Bass (D) |
| 78 Todd Gloria (D) | 38 Linda Sanchez (D) |
| 79 Shirley Weber (D) | 39 Brett Murdock (D) |
| 80 Lorena Gonzalez (D) | 40 Lucille Roybal-Allard (D) |

California State Senate

- | | |
|---|--------------------------|
| 1 Rob Rowen (D) | 41 Mark Takano (D) |
| 3 Bill Dodd (D) | 42 Tim Sheridan (D) |
| 5 Cathleen Galgiani (D) | 43 Maxine Waters (D) |
| 7 No Recommendation | 44 Isadore Hall (D) |
| 9 DUAL: Nancy Skinner (D)
/ Sandre Swanson (D) | 45 No Endorsement |
| 11 No Recommendation | 46 Lou Correa (D) |
| 13 Jerry Hill (D) | 47 Alan Lowenthal (D) |
| 15 Jim Beall (D) | 48 Suzanne Savary (D) |
| 17 Bill Monning (D) | 49 Douglas Applegate (D) |
| 19 Hannah-Beth Jackson (D) | 50 No Endorsement |
| 21 Jonathon Ervin (D) | 51 Juan Vargas (D) |
| 23 No Endorsement | 53 No Recommendation |
| 25 Anthony Portantino (D) | |
| 27 Henry Stern (D) | |
| 29 Josh Newman (D) | |

United States Senator

- Kamala Harris (D)

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Ballot Measures

- Proposition 51:** School Bonds. Funding for K-12 School, Community College Facilities. Recommend: Vote **YES**
- Proposition 52:** State Fees on Hospitals. Federal Medi-Cal Matching Funds. Recommend: Vote **YES**
- Proposition 53:** Revenue Bonds. Statewide Voter Approval. (Cortopassi measure) Recommend: Vote **NO**
- Proposition 54:** Legislature. Legislation and Proceedings. (Munger 72-hr Rule) Recommend: Vote **NO**
- Proposition 55:** Tax Extension to Fund Education and Healthcare (Prop. 30 extension) Recommend: Vote **YES**
- Proposition 56:** Cigarette Tax to Fund Healthcare, Tobacco Use Prevention, Law Enforcement. Recommend: Vote **YES**
- Proposition 57:** Criminal Sentences. Juvenile Criminal Sentencing. (Governor's measure) Recommend: Vote **YES**
- Proposition 58:** California Education for a Global Economy. (Repeal Prop. 227) Recommend: Vote **YES**
- Proposition 59:** Campaign Finance: voter instruction. (Citizens United, non-binding) Recommend: Vote **YES**
- Proposition 60:** Adult Films. Condoms. Health Requirements. Recommend: **No Recommendation**
- Proposition 61:** State Prescription Drug Purchases. Pricing Standards. Recommend: **No Recommendation**
- Proposition 62:** Death Penalty. Repeal. Recommend: Vote **YES**
- Proposition 63:** Firearms. Ammunition Sales. Recommend: **No Recommendation**
- Proposition 64:** Marijuana Legalization. Recommend: **No Recommendation**
- Proposition 65:** Carry-out Bags. Charges. (Plastic bag manufacturers measure) Recommend: **No Recommendation**
- Proposition 66:** Death Penalty. Procedures. (Pro-death penalty) Recommend: Vote **NO**
- Proposition 67:** Referendum to Overturn Ban on Single-Use Plastic Bags. Recommend: Vote **YES**

Scenes from Wilmington Labor Day march



Reduced traffic through the Port of Vancouver

A softened global economy, the weakened Canadian dollar, and some containerized cargo shifting back to United States ports following an extended labor disruption on the U.S. west coast last year are primary factors contributing to lighter than usual traffic through the Port of Vancouver, according to the port authority's recently released 2016 mid-year statistics report. Despite the short-term slow down, forecasts show that long-term growth in trade will continue to bolster the Canadian economy.

Total cargo for the half-year ending June 30, 2016 was 66 million metric tons, an overall decrease of 5.9 percent over the same period in 2015. These results represent a softening of volumes in all major commodities except grain, where increases in barley and canola contributed to overall growth in that sector.

In the bulk sector, more grain is being exported overseas to new markets resulting in an increase of 4.8 percent over record 2015 volumes. Supported by a bumper harvest and strong overseas demand, Canadian bulk grain exports through the Port of Vancouver have had back-to-back record years in 2014 and 2015.

Reduced investment due to a slowdown of industrial activity in western Canada, along with the weakened Canadian dollar, led to an 11.7 percent decrease in volumes of machinery, vehicles and construction materials moved through the Port of Vancouver. Other resource-based decreases include a 38.7 percent drop in exports of power-generating thermal coal to key Asian markets. However, metallurgical coal, which made up approximately three-quarters of total coal volumes, saw a much small-

er decrease of only 4.1 percent.

In the container sector, volumes weakened in the first half of 2016 compared to last year, when the port experienced a temporary surge of cargo in 2015 as shippers chose to move freight through Canada due to labor disruptions at U.S. west coast ports. Between January and June 2016, 1.4 million TEU moved through the Port of Vancouver, representing a decrease of 6.5 percent

from the same period in the record-breaking 2015 year. Compared to 2014, 2016 volume is up 1.3 percent.

Changes in Canadian consumer behavior in the first half of this year, in part as a result of weaker purchasing power due to the reduced value of the Canadian dollar, led to a 2.5 percent decline in containerized imports of consumer and related goods, most notably household goods.

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MATSON

Arbitration — On August 2, MFOW and SUP officials met with legal counsel to discuss submission of a written post-hearing brief for the *Matson Navigator* arbitration case. The brief was originally due to be submitted to the arbitrator on August 18. Matson legal counsel requested a deadline extension to August 23; the unions reluctantly agreed. Post-hearing briefs were submitted by the unions and the company on August 23. The arbitrator's decision is expected this month or in October.

New Ships — On August 25, Matson, Inc. announced that its subsidiary, Matson Navigation Company, Inc., had signed a contract with General Dynamics NASSCO to build two new combination container and roll-on/roll-off (Con-Ro) vessels for its Hawaii fleet at a total contract price of \$511 million. Deliveries are scheduled at the end of 2019 and mid-year 2020. Matson is calling the vessels the *Kanaloa*-class in honor of the ocean deity revered in native Hawaiian culture. The vessels will be named *Lurline* and *Matsonia*.

The *Kanaloa*-class vessels will be built on a 3,500 TEU vessel platform: 265 meters long with a 34.9 meter beam, deep draft of 11.5 meters and enclosed garage space for up to 800 vehicles. In addition, the new vessels will have state-of-the-art green technology features, including a fuel efficient hull design, environmentally safe double hull fuel tanks, fresh water ballast systems and dual-fuel engines. They will be able to operate at speeds up to 23 knots on either conventional fuel oils or liquefied natural gas. The advanced technology will reduce fuel consumption and emissions.

The two *Kanaloa*-class ships will replace three diesel powered vessels (*Manoa*, *Mahimahi* and *Mokihana*) in active service, which will be moved to reserve status. And along with the two new *Aloha*-class ships, delivery of the *Kanaloa*-class ships will allow for retirement of Matson's seven older steamships (*Kauai*, *Lihue*, *Lurline*, *Matsonia*, *Maui*, *Navigator* and *Producer*). The steamships will no longer comply with environmental regulations in 2020 without substantial modification.

The larger capacity of the *Aloha*- and *Kanaloa*-class vessels will allow Matson to return to a nine-ship fleet deployment in Hawaii, increasing efficiency and lowering operating costs. The *Kanaloa*-class vessels are expected to be more fuel efficient than the ships they will replace and will add rolling stock carrying capacity while lowering operating, repair and maintenance, and dry-docking costs.

MFOW WELFARE PLAN

On August 8, the trustees of the MFOW Welfare Plan received a letter from the plan consultant outlining 2016 premium renewal requests for the various health and welfare plan providers. The new negotiated rate increases (or decreases) are as follows:

Anthem Blue Cross — Effective September 1, 2016, Anthem requested a four percent increase in the administrative services (ASO) premium under the agreement for the active dependent and non-Medicare pensioner self-funded medical plan. Based on approximately 225 families, the increase represents additional annual fees of approximately \$5,200.

Anthem had originally requested a 32 percent increase in premiums under the stop loss agreement for the active dependent and non-Medicare pensioner self-funded medical plan. In negotiation, they eventually agreed to reduce the premium increase from 32 percent to 14.7 percent, effective September 1, 2016. The new stop loss premium will increase annual fees by approximately \$38,200.

Effective September 1, 2016, based on favorable claim experience, Anthem reduced the premium by 10 percent for the fully insured dental plan provided to dependents of active employees. The new rate will be guaranteed for one year through August 31, 2017 and represents a reduction in annual premiums of \$21,700.

Group Health Cooperative — Group Health advised that it will require a 4.7 percent increase in the current monthly rate effective October 1, 2016. The annual increase in fees is approximately \$12,500 based on an average of 45 enrolled employees.

Kaiser California — Kaiser provided notification of a premium decrease of five percent for the California group effective October 1, 2016. Based on projected enrollment of 150 employees, the renewal represents an annual reduction in premium of \$51,300.

Kaiser Hawaii — Kaiser Hawaii advised it will increase the medical and prescription drug premiums by 0.71 percent on October 1, 2016. The dental program premium will decrease 1.7 percent. There are approximately 42 participants enrolled in Kaiser Hawaii and the medical and dental renewals represent an overall increase in the annual premium of \$1,400.

Health Net — Health Net requested a 5.6 percent increase for the HMO plan effective October 1, 2016. With regard to the PPO plans, the carrier requested a 6.5 percent premium increase. The premiums requested represent an annual increase in cost of \$34,800.

Metropolitan Life — MetLife has agreed to continue the current life and accidental death and dismemberment rates for a two-year term -- November 1, 2016, through October 31, 2018.

GOVERNMENT VESSELS

TRANSCOM Exercise — In early August, the Union received notification from the U.S. Maritime Administration (MARAD) Office of Ship Operations that the U.S. Transportation Command (USTRANSCOM) would be calling for a virtual breakout of the MARAD Ready Reserve Force (RRF) fleet and Military Sealift Command (MSC) surge sealift fleet commencing August 15. The annual command post exercise

is done on paper and mariners were not actually required to report to the vessels. The exercise evaluates whether the maritime industry workforce is capable of supporting a full-scale ramp-up of 63 sealift vessels.

For the MFOW, the exercise included the three RRF vessels under contract with Matson Navigation Company (*Cape Henry*, *Cape Horn* and *Cape Hudson*) and the seven RRF vessels (*Cape Orlando*, *ADM W.M. Callaghan*, *Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Victory* and *Cape Vincent*) under contract with Patriot Contract Services (PCS). Additionally, the exercise called for crewing of the four surge sealift LMSR vessels (*Gilliland*, *Gordon*, *Shughart* and *Yano*), as well as the reduced operating status *USNS Watson*, all operated by PCS.

The Union received job orders on Monday afternoon, August 15, from both companies, and dispatchers went to work. By Wednesday night, August 17, MFOW officials had "filled" all 79 unlicensed engine department billets on a total of 15 ships, demonstrating the commitment of MFOW officials and the rank-and-file membership to respond to a national crisis. As has been the case for over 130 years, the MFOW stands ready to man the ships "In Peace and in War."

Security Clearances — On August 22, at the request of SIU Executive Vice President Augie Tellez, I participated in a security clearance meeting via teleconference with representatives from MSC, MARAD, seagoing labor unions and shipping companies. The parties discussed concerns, obstacles and solutions by mariners when obtaining security clearances for contracted mariner work aboard government vessels.

Travel — On September 2, PCS Director Operations and Labor Captain Margaret Reasoner notified the Union that the company recently "lost" a mariner for four days while travelling overseas to Saipan. The root cause was a detention in China due to a Chinese travel policy change, which no longer allows travel to the Mariana Islands via China from the U.S. PCS has notified its travel provider to no longer route crew members through China.

The other concern identified in this situation was the lack of notification by the crew member to company personnel. PCS emphasizes that a mariner needs to call the company immediately if they are delayed, cancelled or miss a flight for any reason. The contact information is printed on the travel arrangement package.

TRAINING

Training Resources, Ltd. — On August 30, Training Resources, Ltd. co-owner Ray Addicott advised the MFOW that the training provider will be moving into a new training center in December 2016. The new facility is located at 3980 Sherman Street in San Diego, not far from their present location. Students will use current hotel accommodations.

The interior remodeling of classrooms and offices has begun. TRL has a 10-year lease which provides much more stability than the month-to-month arrangement with the city for the current location. And the new facility has air conditioning.

Sexual assault and harassment — Earlier this year, Transportation Secretary Anthony Foxx issued a halt to the sea year program for cadets at the United States Merchant Marine Academy after reported incidents of bullying, coercion, sexual harassment and assault.

On August 31, the MFOW was advised by APL Marine Services Director of Labor Relations John Dragone that APL is one of three companies that have submitted an application to MARAD for reinstatement into the cadet sea year program. MARAD has issued a document outlining processes and expectations that will require APL to make revisions to their policies and procedures, some of which will be incorporated into the company's Safety Management System. At the request of the company, I have reviewed the document and acknowledged acceptance of the conditions outlined so that APL can proceed with the application process without triggering any contract issues.

MARAD has formed a Shipboard Climate Compliance Team (SCCT) to determine if companies meet the sea year eligibility requirements for cadets to be assigned to their ships. The SCCT will perform periodic and random audits to determine if the requirements are being met. In the longer-term, SCCT will work with stakeholders to improve best practices in training and other areas. APL will be required to do the following:

1. Assign "mentors" with defined duties to look after cadets aboard each ship.
2. Issue a CEO-level company-wide message stressing compliance with sexual assault/sexual harassment (SASH) requirements.
3. Hold ship Masters and Chief Engineers accountable for crew training, review and acknowledgement.
4. Provide annual SASH training for all crewmembers.
5. Implement a zero-tolerance policy regarding romantic or sexual relationships between cadets and crewmembers.
6. Submit all relevant policies to SCCT and certify they meet Federal requirements.
7. Debrief each cadet and mentor at the completion of sea year time onboard and submit results to SCCT.

Able Seafarer-Engine Rating — The 2010 amendments to the STCW Convention (the Manila Amendments) will come into force on January 1, 2017. For certain unlicensed engine personnel working aboard STCW-compliant ships (and there is some confusion on this matter), the possession of an Able Seafarer-Engine endorsement will be required.

I encourage all rated members who do not have the AS-E endorsement to apply for it as soon as possible. Seafarers may be considered to have qualified for the endorsement if they meet the requirements for certification as a RFPEW; and, while qualified as an RFPEW, have seagoing service in the engine department of not less than 360 days, or not less than 180 days and have completed approved training.

Also, until January 1, 2017, seafarers may be considered to have qualified for the endorsement if they have served as a watchstanding QMED (junior engineer, oiler, fireman/watertender, deck-engine mechanic or engineman), or as a RFPEW for not less than 360 days within the last 5 years prior to application.

Beginning January 1, 2017, MFOW members dispatched to Electrician, Reefer, Junior Engineer or Pumpman jobs (or any combination jobs such as ERJ and REJ), shall be required to possess the AS-E endorsement. The confusion lies as to whether or not the AS-E requirement applies to the ratings of Oiler or Fireman/Watertender.

On August 23, I raised the question to the Coast Guard's National Maritime Center. Their reply was that they do not provide guidance on manning requirements and

Continued on page five

VICE PRESIDENT'S REPORT

Brother Bobby Baca and I attended the August Alameda Labor Council meeting. The Maritime Trades Department Ports Council was on summer recess, and we will resume this month.

The MFU Training Plan held a Military Sealift Command training class from August 8-12; another class is scheduled for September 19-23. Interested candidates should present themselves for vetting.

Nominations to elect officers and trustees for the 2017-2019 term of office opened on September 1.

Here is a vessel rundown for the month of August.

MNC: Matson ordered Standby Wipers and/or bunker rovers for most vessels. I met the following ships: *Manoa* (three times); *Mahimahi* (two times); *Kauai* (three times) shipped one WJR; *Matsonia* (two times) — shipped one C/E.

Matson's shoreside mechanic (ship

keeper) took two weeks' vacation; we pier headed a relief.

APLMS: All vessels here called for two Standby Wipers. *APL Philippines* — shipped one ERJ and one REJ; both went to Seattle. *APL China* — shipped one REJ. *APL Belgium* — came in and out clean. *APL Korea* — shipped one ERJ. *APL Singapore* — shipped one ERJ. *APL Guam* — shipped one ERJ and one Wiper (UFFD relief).

PCS: As reported by President Poplawski, we participated in the MARAD/MSC tabletop breakout. Members should contact the SF Business Agent if they were contacted by Patriot Contract Services for this exercise.

All contracted companies are initiating harassment policies, and compliance by our membership is mandatory.

Respectfully,
"Cajun" Callais
Vice President

BUSINESS AGENT'S REPORT

For the month of August, we dispatched the following jobs to Patriot Contract Services' (PCS) vessels:

USNS Dahl — one Electrician, one Oiler and one Wiper were flown out to Saipan. *USNS Pomeroy* — one Oiler is awaiting fly out to Diego Garcia. *USNS Charlton* — one Wiper was flown out to Saipan. *GTS Admiral Callaghan* — called for three Oilers and one Wiper to return the vessel from drydock in Portland, Oregon to Alameda, California. Upon return, the vessel called for an Electrician (one-year job).

USNS Gordon — reshipped one Oiler to stay through drydock in Mobile, Al-

abama. *USNS Shughart* and *USNS Yano* called for crews, which were supplied by Wilmington and flown out to Violet, LA, for possible activation due to hurricane.

Lastly, we participated in the MARAD/MSC tabletop breakout 2016 from August 15-22, which was a phone simulated exercise only, querying merchant mariners regarding their availability and documentation necessary to man PCS-contracted vessels during national emergencies.

Fraternally,
Bobby Baca
San Francisco Business Agent

MORE PRESIDENT'S REPORT

Continued from page four

that I should contact the local Coast Guard Sector.

On August 24, I submitted the following comments to the docket regarding the Coast Guard's draft revisions to the Marine Safety Manual, Volume III, Parts B and C:

Section (d)(3) of 46 CFR 15.404 — Requirements for serving onboard a vessel, states that, "Persons serving on vessels subject to the STCW Convention as junior engineer, pumpman/machinist, or electrician/refrigeration engineer must also hold an STCW endorsement as able seafarer-engine."

This suggests that persons serving in the QMED ratings of oiler or fireman/water-tender are NOT required to hold an STCW endorsement as able seafarer-engine.

Section 5 of Chapter B.4 of the revised Marine Safety Manual, Volume III states "Under 46 CFR 15.404, the holder of an MMD or MMC endorsed with one or more QMED ratings may serve in any unqualified rating in the engine department without obtaining an additional endorsement....Persons serving on vessels subject to the STCW Convention must also hold an STCW endorsement as able seafarer-engine (See also STCW III/5).

The last sentence suggests that any QMED rating (including an oiler or fireman/water-tender) would be required to hold an able seafarer-engine endorsement on STCW-compliant voyages.

I believe the MSM needs to give a more concise explanation as to who is required to hold an able seafarer-engine endorsement: is it the junior engineer, pumpman/machinist and electrician/refrigerating engineer ratings only, or does it include the oiler and fireman/water-tender ratings also? Anthony Poplawski.

Until we receive a definitive answer, I recommend all members make every effort to obtain the Able Seafarer-Engine endorsement as soon as possible.

Electro-Technical Rating — Several members have inquired about the requirement to hold an Electro-Technical Rating (ETR) endorsement. The endorsement was created internationally due to the development of technology-based sophisticated ships, such as large cruise vessels equipped with diesel-electric propulsion and common-rail fuel injection systems. These vessels utilize frequency converters for main propulsion motors and auxiliary drives and generate and distribute ship's service electrical power at 6.6 kilovolts or higher.

There is currently no requirement to hold an ETR endorsement for MFOW-contracted employment, and there are no known future requirements to hold the endorsement. However, when a Coast Guard-approved ETR course becomes available, the Union will encourage members who routinely sail in the electrician ratings to take the course and apply for the ETR endorsement.

GLOBAL GATEWAY SOUTH

On September 6, an article appeared in *The Wall Street Journal* that stated French container-ship operator CMA CGM SA — parent company of NOL and APL — is looking to raise as much as \$1 billion by selling its port assets, including the U.S. terminals of Dutch Harbor, Alaska and Global Gateway South (GGS) in Los Angeles. The sale process should begin by late September or early October, according to an unnamed source.

The development is of grave concern as there are currently 36 full-time MFOW mechanics working at the terminal. In discussions with APL labor relations, the Union has been advised that there are no immediate plans that would impact MFOW members working as maintenance mechanics at GGS.

Union calls for radical review of lifeboat systems

Seafarer's union Nautilus International called for a "radical" rethinking of lifeboat systems and drills following the latest fatal accident involving the inadvertent drop of a boat into the water. In the accident, one crewmember was killed and four others injured on the cruise ship *Harmony of the Seas* in Marseilles harbor. The men were participating in a boat drill when their lifeboat fell 10 meters into the water below. The cause of the accident is under investigation.

"The dangers associated with lifeboat drills are well known, and there is now extensive evidence to show the scale of fatalities arising from accidents. In the light of this, Nautilus has consistently advised members not to be in lifeboats when they are being raised or lowered, unless stops are in place," said Nautilus general secretary Mark Dickinson.

"This is an issue that we have raised directly with companies and at the International Maritime Organization, and we believe there is a need for much more concerted action to address issues and design shortcomings," he said. "It is appalling that the industry seems incapable of solving this problem and it is high time that we had some radical thinking

about the whole concept of lifeboats and to examine the potential of alternative evacuation systems."

In a reflection of the tragic continuation of lifeboat drill casualties, Dickinson's words of condolence for those affected echoed those that Nautilus issued in the wake of another accident, years ago — the death of five seafarers on the cruise ship *Thompson Majesty* in 2013. In that incident, a fall wire reportedly failed, sending the lifeboat falling 50 feet down into the sea below.

In Marseilles, a prosecutor said that investigators are focusing on human error as the probable cause of the *Harmony of the Seas* accident and have not detected any signs of hardware failure. Royal Caribbean told French media that two of the four injured men have been released from the hospital. Two others were said to have been critically injured in the fall.

The newly built *Harmony of the Seas* is the world's largest cruise ship at more than 200,000 gross tons and capacity for 5,500 passengers. Her size (and the size of her sister ships) necessitated the development of record-setting 44-ton lifeboats, each capable of accommodating 370 passengers.

Hawaii State AFL-CIO 2016 General Election Endorsements



Statewide

U.S. President — Hillary Clinton
U.S. Senate — Brian Schatz
Congressional District 1 — Colleen Hanabusa
Congressional District 2 — Tulsi Gabbard

State Senate

Senate District 14 — Donna Kim

State House

House District 3 — Richard Onishi
House District 8 — Joe Souki

House District 9 — Justin Woodson
House District 17 — Karlen Ross
House District 23 — Isaac Choy
House District 29 — Daniel Holt
House District 40 — Rose Martinez
House District 44 — Cedric Gates

Hawaii County Council

District 3 — Moana Kelii

Maui County Council

West Maui — Ernest Balinbin
Wailuku-Waihee-Waikapu — Dain Kane
Kahului — Donald Guzman
Lanai — Riki Hokama

Port of Oakland added to Vietnam-China shipping route

A trans-Pacific shipping route linking Asia and the U.S. will add weekly Port of Oakland stops beginning in November. The port said Oakland will become the sixth stop in the service operated by three Asian shipping lines.

The service, known as the Calco-C, connects ports in Vietnam, China and California. It is expected to bring an additional 50 vessel arrivals to Oakland annually. That could increase Oakland cargo volume by as much as 30,000 TEU per year. The port handled the equivalent of 2.28 million TEU last year. Volume growth could lead to more cargo-handling jobs in Oakland.

The service gives shippers more opportunity to import finished Asian goods,

such as wearing apparel and consumer electronics. The port said exporters will gain new routes to Asia for commodities such as California agricultural products.

Other ports in the service include Cai Mep in Vietnam; Xiamen, Yantian and Nansha in China; and the Port of Long Beach. The service is operated by Tokyo-based "K" Line, Wan Hai Lines of Taiwan and Singapore's Pacific International Lines.

Seven ships from the three ocean carriers will be deployed on the service. Each has the capacity to carry between 8,000 and 9,000 TEU. The vessels will make weekly calls at the port's Oakland International Container Terminal beginning November 6.

MARINE FIREMEN'S UNION TRAINING PROGRAM 2016

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 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.

November 14-18

Endorsement Upgrading

QMED-Fireman/Watertender & Oiler

Members who successfully complete the 159-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.

October 24-November 18

November 28-December 23

STCW Rating Forming Part of an Engineering Watch (RFPEW)

Members who successfully complete the 40-hour RFPEW course will satisfy the requirements needed for the STCW endorsement of Rating Forming Part of an Engineering Watch (RFPEW). **Additional prerequisites:** See prerequisites for the QMED Fireman-Watertender/Oiler course.*

*The Plan recommends that eligible candidates schedule the QMED Fireman-Watertender/Oiler and STCW RFPEW courses back-to-back for a five-week combined training session.

October 24-28

QMED-Electrician/Refrigerating Engineer

The QMED Electrician and QMED Refrigerating 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 Oiler and Junior Engineer endorsements and RFPEW.

October 10-November 8

STCW BASIC TRAINING

Basic Training Revalidation: This two-day course (13 hours) is designed for personnel who have previously completed a 40-hour Basic Training course and have at least one year approved Sea Service within the last five years.

September 28-29

October 19-20

November 9-10

Basic Training Refresher: This three-day course (24 hours) is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

Training Resources, Ltd., San Diego, CA:

Sept 27-29; Oct 18-20; Nov 8-10; Nov 29-Dec 1

Fremont Maritime, Seattle, WA:

October 8-10; November 12-14

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.

Important Notice to Seafarers: STCW Basic Training and MMCs

When renewing your merchant mariner credential, be sure to check the document beforehand to see if you have Basic Safety Training or Basic Training. On the international page of your MMC, (normally page 4), if you have the Basic Safety Training/Basic Training endorsement there will be Roman numerals. VI/I means your MMC is endorsed with Basic Training. Some MMCs only contain the Roman numeral while others show VI/I and the wording Basic Training. (The wording was added beginning in October 2012, initially saying Basic Safety Training and now Basic Training).

Entry level and engine department mariners are encouraged to be especially vigilant in making sure they hold the BT VI/I endorsement on their MMC.

If you do not have BST/BT, you should apply for the endorsement by completing the Coast Guard application (free of charge). This endorsement is still renewable via sea service until the end of 2016.

Beginning in January 2017, in order to renew a merchant mariner credential with an STCW Basic Training endorsement (VI/I), an applicant must show proof of having completed a Coast Guard-approved BT class within the last five years.

This does not mean that all mariners must complete such a course by January 2017. For instance, anyone renewing their MMC this year (provided they're already STCW-compliant) would have until their next renewal (as late as 2021) to complete an approved BT class. It also doesn't mean that the credential itself or the BT-specific component of the credential somehow becomes invalid in January 2017. In fact, until January 2017, STCW Basic Training itself is still renewable via sea service (at least one year of sea time in the last five years).

However, there is some urgency for mariners whose MMC's expire in 2017. When applying to renew those credentials, in order to meet the new BT requirements, individuals will have to show proof of having completed an approved class within the previous five years. Because BT has been renewable via sea service for many years, there may be a large number of mariners who haven't taken the formal class in quite some time.

More information about STCW requirements is available on the Coast Guard's National Maritime Center website: <http://www.uscg.mil/nmc/>

From the Seafarers Log, March 2016 edition.

MARAD transfers former Navy property to the City of Long Beach

Maritime Administrator Paul "Chip" Jaenichen joined state and local leaders to commemorate the transfer of 125 acres of property in Long Beach, California to the City of Long Beach through the Maritime Administration's Port Conveyance Program. The property, which had been declared surplus by the Department of the Navy following the Base Realignment and Closure process, will be developed as a port facility. It raises the total amount of land transferred to the City of Long Beach to over 400 acres.

The Port of Long Beach's immediate plans focus on using the property, formerly known as the Long Beach Naval Complex, for staging containerized cargo. Long-term plans for the property include the development of marine container facilities, including storage yards, loading and unloading facilities, and

other related services.

It is anticipated that the project will increase the number of jobs at the port and all along the transportation corridor, as well as spur other economic activity that will result in additional indirect and induced jobs in the industries, businesses or companies that will use, supply or rely upon the movement of freight and consumer goods and products through the port.

The Port Conveyance Program authorizes the transfer of surplus Federal property to non-Federal public entities at no cost for use in the development or operation of a port facility. Since the program's inception in 1994, the Port Conveyance Program has supported the transfer of nearly 2,750 acres of land to state and local governments to facilitate the expansion of the nation's marine transportation system.

APL wins Best Green Shipping Line award

APL was named the "Best Green Shipping Line" by HAROPA, the French port of Le Havre, Rouen and Paris on September 7. For the second year in a row, HAROPA is recognizing APL's exemplary environmental performance in reducing air emissions beyond the International Maritime Organization's standards.

Benchmarked against the Environmental Ship Index that evaluates the emission levels of nitrogen oxide, sulfur oxide and carbon of a ship, APL vessels achieved excellent scores to be ranked amongst the cleanest container ships that called the French port in 2015.

APL's environmental performance is attributed to its continual improvements

in operational efficiency, fleet and voyage optimization, technical improvements, use of cleaner fuels and fleet of environmentally-friendly vessels. Fitted with Alternative Maritime Power, the auxiliary engines of APL vessels are enabled to turn off at the port and plug into cleaner shore-side power instead.

APL's pursuits in environmental excellence have consistently been recognized by the industry. Previously, it also won the Port Metro Vancouver Blue Circle Award for excellence in air emissions reduction, and the 75 Green Supply Chain Partners award by Inbound Logistics magazine for attaining its carbon emissions target.

APL MARINE SERVICES WAGE RATES Effective October 1, 2016

Maritime Security Program Vessels

Rating	Base Wage	Base Wage	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
Electrician/Reefer/Junior	\$5,300.20	\$176.67	\$5,736.84	\$3,251.07	\$108.37
Reefer/Electrician/Junior	\$5,045.13	\$168.17	\$5,577.56	\$3,160.80	\$105.36
Day Junior/Utility	\$4,579.73	\$152.66	\$4,966.31	\$2,814.41	\$93.81
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$3,096.03	\$103.20	\$3,574.80	\$2,025.84	\$67.53
Watchmen assigned as Day Men, Section 13(c), Additional Daily:		\$10.00			

Overtime Rates	Straight Time	Overtime	Dirty Work	Straight Time	Overtime
	Hourly	Hourly		Hourly	Hourly
Electrician/Reefer/Junior	\$31.27	\$46.91	All Ratings	\$19.41	\$32.01
Reefer/Electrician/Junior	\$29.79	\$44.69			
Day Junior/Utility	\$27.10	\$40.65			
Wiper	\$18.52	\$27.78			

Money Purchase	Daily
All Ratings	\$27.00

Global Gateway South (San Pedro)

Rating	First Shift			Second Shift			Third Shift		
	ST	OT	Weekly	ST	OT	Weekly	ST	OT	Weekly
Foreman	\$45.10	\$67.65	\$1,804.00						
Leaderman	\$40.82	\$61.23	\$1,632.80	\$44.83	\$67.25	\$1,793.20	\$45.83	\$68.75	\$1,833.20
Mechanic	\$38.00	\$57.00	\$1,520.00	\$41.80	\$62.70	\$1,672.00	\$42.80	\$64.20	\$1,712.00

Money Purchase	Daily
All Ratings	\$30.00

Standby and Special Project Shipyard Personnel

Rating	Base	ST	ST	Dirty Work	Dirty Work	OT
	Hourly	0800-1700	1700-0800	0800-1700	1700-0800	0800-0800
Electrician/Reefer	\$35.15	\$35.15				\$52.73
Junior Engineer	\$33.55	\$33.55				\$50.33
Wiper/Utility	\$31.95	\$31.95	\$35.63	\$41.13	\$45.70	\$55.67

Money Purchase	Daily
All Ratings	\$27.00

HONOR ROLL

Voluntary donations to General Treasury — August 2016:
 Marcos Almazan, JM-4933.....\$50.00
 I "Cajun" Callais, #3592.....\$50.00
 Bonny Coloma, P-2763.....\$25.00*
 Victoria Lesnick, N/A.....\$5.00
 Yehya Mohamed, JM-5234.....\$50.00
 Emilio Siguenza, JM-5212.....\$50.00
 Ronny Ting, JM-5139.....\$20.00
 *also a dues-paying pensioner

HOWZ SHIPPING

August 2016

San Francisco

Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Oiler.....	6
Wiper.....	6
Shore Mechanic.....	1
Standby Electrician/Reefer.....	8
Standby Wiper.....	23
TOTAL.....	51

Wilmington

Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day).....	1
Oiler.....	8
Wiper.....	4
Pumpman.....	1
Standby Electrician/Reefer.....	13
Standby Wiper.....	32
TOTAL.....	64

Seattle

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Watch).....	1
Oiler.....	3
Standby Electrician/Reefer.....	4
TOTAL.....	10

Honolulu

Reefer/Electrician/Jr. Engineer.....	1
Wiper.....	1
Shore Mechanic.....	1
Standby Electrician/Reefer.....	12
Standby Wiper.....	22
TOTAL.....	37

MFWO Welfare Fund Notice

NEWBORNS AND MOTHERS HEALTH PROTECTION ACT Special Rights Upon Childbirth

Group health plans generally may not, under federal law, restrict benefits for any hospital length of stay in connection with childbirth for the mother or newborn child to less than 48 hours following a vaginal delivery, or less than 96 hours following a cesarean section. However, federal law generally does not prohibit the mother's or her newborn's attending provider, after consulting with the mother, from discharging the mother or newborn earlier than 48 hours (or 96 hours if applicable). In any case, plans may not, under federal law, require that the provider obtain authorization from the Plan for prescribing a length of stay not in excess of 48 hours (or 96 hours).

Note: Under the terms of the Comprehensive Medical Expense Plan, no benefit will be payable with respect to any hospital admission of a Dependent child on account of pregnancy, childbirth, miscarriage, or abortion except for involuntary complications of pregnancy.

WOMEN'S HEALTH AND CANCER RIGHTS ACT Special Rights Concerning Mastectomy Coverage

Under Federal law, group health plans that provide coverage for mastectomies (as yours does) are also required to provide coverage for reconstructive surgery and prostheses following mastectomies. Specifically, the law mandates that a participant or eligible beneficiary who is receiving benefits for a covered mastectomy and who elects breast reconstruction in connection with a mastectomy, will also receive coverage for the following:

- Reconstruction of the breast on which the mastectomy has been performed;
- Surgery and reconstruction of other breast to produce a symmetrical appearance; and
- Prostheses and treatment of physical complications of all stages of mastectomy, including lymphedemas.

This coverage will be provided in consultation with the patient and the patient's attending physician and is subject to the same annual deductible, coinsurance and/or co-payment provisions otherwise applicable under the Plan. If you have questions concerning your coverage, please call the Welfare Fund Office.

Privacy of Health Information

The Plan protects, and requires its business associates to protect, the confidentiality of protected health information of all covered persons, in accordance with the Health Insurance Portability and Accountability Act of 1996 (HIPAA) and the regulations issued thereunder, 45 C.F.R. Parts 160 and 164. Nevertheless, the Board of Trustees reserves the power to request protected health information from any covered person, and to release such information to Plan providers and other persons as needed for the proper administration of the Plan without notifying the person, in a manner consistent with HIPAA. The Board of Trustees has adopted a Privacy Practices Notice, which states the Plan's privacy policies in detail. That Notice is available, free of charge, to any participant and beneficiary of the Plan, from the Administration Office or the Plan's Privacy Officer.

**FINISHED
WITH
ENGINES**



Tin Gum Leong, #1495. Born August 6, 1927, Sacramento, CA. Joined MFWO January 10, 1945. Pensioned July 1, 1969. Died August 28, 2016, San Francisco, CA.

100th anniversary of U.S. Shipping Board

The Federal Maritime Commission, established in 1961, traces its origins to the U.S. Shipping Board created via the Shipping Act of 1916. President Woodrow Wilson signed the Shipping Act of 1916 into law on September 7, 1916.

The Shipping Act of 1916 was sponsored by Representative Joshua W. Alexander, Chairman of the House Committee on Merchant Marine and Fisheries. Under Representative Alexander, the Committee conducted a two-year investigation into the competitiveness of the ocean transportation industry. This review culminated in the publication of the Report on Steamship Agreements and Affiliations in the American Foreign and Domestic Trade, commonly referred to as the "Alexander Report."

The Alexander Report found that there was indeed cooperation between shipping lines to set service and rates offered to "shippers", the individuals and companies contracting for services. The investigation also found there was a commercial benefit to allowing lines to

cooperate and argued that rather than trying to abolish this practice, the government should seek to allow regulated coordination.

Based on the recommendations of the Alexander Report, Congress passed the Shipping Act of 1916 creating the U.S. Shipping Board, a body that consisted of five President-appointed Commissioners who were charged with regulating foreign and domestic shipping. The Board was also charged with promoting and developing the American merchant marine.

While the motivation for Representative Alexander's legislation was to address competitive commercial concerns in the shipping sector, Europe had been at war since 1914 and the Board soon became very involved in building the maritime capacity the United States would need when it ultimately entered the conflict in 1917.

Though created in law in 1916, the U.S. Shipping Board would not be fully comprised until March of 1917.

WILMINGTON NOTES

Wilmington Branch members were busy this past August passing out flyers for the Labor Day March, sprucing up the *SS Lane Victory* for Fleet Week in the Port of L.A., and taking the jobs that filtered through this month. A total of 64 billets were dispatched from Wilmington in August. Details are posted in *Howz Shipping* and locally at the hall. Eleven PCS, three APL, and four Matson shipboard billets were shipped. Members took 57 jobs, while applicants filled two Wiper billets and five standby jobs. The present members registered here number 18 A-, 13 B-, and 28 C-seniority members. I made all the ships calling here with clean pay-offs. Regretfully the food has not improved on a couple of ships. I guess when the crew starts getting sick the company will do something about it.

Labor Day was celebrated here with Fleet Week 2016 sponsored by the Port of L.A. Our annual march up Avalon Blvd., put together by the LA/LB Labor Coalition, and a Labor Day Rally and Concert at the Los Angeles Exposition Center, with Snoop Dog, Los Lonely Boys, and others sponsored by the Los Angeles County Federation of Labor AFL-CIO. M. Hurley, C. Joseph and L. Dunn helped prep our union banner for the march. Brother Mario Barahona provided sound reinforcement for the crowd at Banning Park while the SUP and MFOW members met at the hall and joined the other laborers from throughout the area at the corner of Broad and C Street fronting the SIU Hall. 12 local schools, both L.A. and Long Beach Fire Departments participated this year, and the crowd along the route encouraged the march-

ers along the way. The crowd was peppered with many politicians, who took pictures and signed autographs with the prospective voters while working the crowd. Janice Hahn worked the hot dog line until we ran out of food and the crowd disbursed for the day. I headed over to our hall at the end of the day and a few guys were waiting with some food cooked on our own grill, courtesy of SUP diehard Grant Wegger. Thank you to all the Wilmington Branch members, as well as the SUP members who assisted, who volunteered and made this special.

GGs has been humming along and the gang has been working more, due to the increased workload. The yard is being cleaned up and I have never seen the highline look so organized. Little things like this have made a very positive impact in the safe and efficient operation of the yard.

The *SS Lane Victory* showed off her best side during Fleet Week and still need volunteers for maintenance in the engine room. About three members volunteer on a regular basis. Chief Engineer Jim Gillen is the man in charge. When he is not onboard Assistant Engineer Steve Silcock is the man to see. Just tell the sailor on gangway watch why you are there and you want to learn, Monday-Wednesday with a turnout at 0800. As always your efforts are very much appreciated.

The next LA/LB Labor Coalition meeting is to be held on September 22 at 1800 at our hall. Wishing you all a safe and pleasant day at sea or at home.

Aloha,

Harold "Sonny" Gage
Port Agent

SEATTLE NOTES

During the month of August we shipped one Electrician/Reefer/Junior, one Reefer/Electrician/Junior, one Junior Engineer, three Oilers, and four Standby Electrician/Reefers. We currently have four A-, four B-, and 13 C-seniority members registered for shipping.

The Matson vessels *MV Manoa* and *MV Mahimahi* each called twice in Seattle with little or no problems. The Patriot Contract Services-operated vessels *USNS Gilliland*, *USNS Gordon*, *USNS Pomeroy*, *USNS Soderman*, and *USNS Yano* all called Seattle for crew replacements. And the *MV APL Philippines* also called Seattle for crew replacements.

I represented the MFOW and SUP

at the Puget Sound Port Maritime Council, Maritime Trades Department AFL-CIO meeting; the Martin Luther King Central Labor Council Executive Board meetings; and a labor-management meeting with Port of Seattle Executive Director Ted Fick.

Please make sure you are registered to vote. Call your union agent and ask where to volunteer to phone bank or help in any way to elect labor-friendly candidates. Check to see if your legislators support the Jones Act, the Maritime Security Program, and other maritime and organized labor issues. And please vote!

Respectfully,
Vince O'Halloran
Representative

Containerized reefer trade set for growth

In a new report, analysts with maritime consultancy Drewry said that the reefer trade has lost profitability along with other shipping sectors, but it is set to grow to 120 million tons annually by 2020, a rate of increase of 2.5 percent per year — raising the potential for better times to come. The predicted growth trend through 2020 is less pronounced than it has been in past years, but still strong enough to potentially have a positive effect on container lines like CMA CGM, which recently announced a new strategic emphasis on the reefer trade in order to boost revenue per TEU.

Drewry foresees the growth in the perishable cargo business going pri-

marily to container lines with reefer capacity, not to specialized reefer vessels. More than 400 containerships with reefer plugs are set to be delivered, perhaps more, but the number of specialized refrigerated vessels is in decline and the remaining ships are expected to lose market share.

For shippers, one positive is that there is plenty of available containerized reefer capacity on the market. The leading container carriers are also doing their best to purchase the technology to help shippers in terms of track and trace, at least to the extent that they are able to make new investments in an environment of persistent low rates.

HONOLULU NOTES

Honolulu had a slow month of shipping in August, with only three steady jobs dispatched. I dispatched a Reefer to the *Mahimahi*, a maintenance mechanic to the shoregang, and an AP Wiper to the *Manukai*. Other than those three steady jobs, Honolulu filled 22 Standby Wiper jobs and 12 Standby Electrician/Reefer jobs. We have 12 A-, 3 B- and 12 C-seniority members on the registration list.

This month I attended the Hawaii State AFL-CIO Executive Board meeting. Hawaii's U.S. Senator Mazie Hirono came and spoke to the board. Right after the Executive Board meeting, I went into the AFL-CIO Council of Affiliates meeting, where we deliberated on endorsements by our state federation for the general election.

The Hawaii Port Council met with Hawaii's U.S. Senator Brian Schatz for an informal meeting and filming for an advertising commercial that the senator was making. In the meeting, we discussed a range of topics from the Honolulu Rail Project to the Trans-Pacific Partnership. We also discussed the Papahānaumokuākea Marine National Monument expansion, the Jones Act and the U. S. Food Aid Program. These two senators are doing a great job in Congress for us.

Keith Patrick Koohelo Hilo Matthews of Papakolea, HI, passed away in Seattle, WA at the age of 72. He was born in Honolulu, HI, and is survived by spouse Jacqueline Tarricone; son Dominic K. Matthews; daughters Ginger Matthews, Megan (Trevon) Matthews and Nicolette Matthews; brother Calvin (Doreen) Matthews; sisters Reynette Ahuna, Darnell (Zane) Zablan and Samunette (John) Matthews-Leslie; and eight grandchildren. Brother Matthews' celebration of life ceremony was held on August 27 at Mililani Memorial. It was well attended by about two hundred family and friends. The family put together four poster boards of pictures of Keith with family and friends that were very nice.

This is one member who really loved the Marine Firemen's Union. Keith joined when he was 19 and worked for 42 years as an MFOW wiper. He loved what he did and he did it well. As I listened to Keith's niece, Tita Ahuna, talk about how enjoyable he was to be around, how happy everyone was when he came home from the sea, how he provided for his family and hearing from Bonny Coloma telling us old sea stories of them sailing together, I was thinking what a great life he lived. Thank you, Lord, for calling our brother Keith home.

Aloha,

Mario Higa, Port Agent

Benefits paid during August

Death Benefits	
Moses Paahana, P-2619	\$1,500.00
Burial Benefits	
Walter DeLima, P-854	\$863.91
Israel Franceschi, P-2389	\$1,000.00
Moses Paahana	\$1,000.00
	\$2,863.91
Excess Medical	\$8,401.65
Glasses and Examinations	\$1,600.00

Regular membership meeting dates 2016

October	3	S.F. Headquarters
	11*	Branches
Nov.	7	S.F. Headquarters
	14	Branches
Dec.	5	S.F. Headquarters
	12	Branches

(*Indicates Tuesday meeting following a Monday holiday)

MFOW member pensioned

Name	Book No.	Pension Type	Sea Time	Effective
Linda Halderman	3653	SIU PD Def Vested	15.000	8/1/2016

POLITICAL ACTION FUND

Voluntary donations for August 2016:	
Aaron Jones, JM-5226	\$100.00
Marcos Almazan, JM-4933	\$150.00
I "Cajun" Callais, #3592	\$150.00
Bonny Coloma, P-2763	\$25.00
Pasquale Gazillo, #3699	\$100.00
Yehya Mohamed, JM-5234	\$150.00
Emilio Siguenza, JM-5212	\$350.00
Den Thach, JM-5268	\$50.00
Ronny Ting, JM-5139	\$110.00

MARINE FIREMAN SUBSCRIPTIONS, H&B AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

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

Pensioners' Hospital & Burial \$6.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to: MARINE FIREMEN'S UNION

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