



Jones Act case settled with record-breaking fine

An Alaska natural gas producer has agreed to pay the U.S. government \$10 million in what amounts to the largest penalty ever levied in the history of the nearly century-old Jones Act, according to the U.S. Justice Department. But the penalty against Furie Operating Alaska was crafted in part with the natural gas needs of south central Alaska in mind, said the assistant Alaska U.S. attorney who represented the U.S. Department of Homeland Security in the case.

After violating the act in 2011, Furie discovered natural gas in the Kitch-

en Lights Unit in Cook Inlet, helping resolve concerns about a looming gas shortage in Alaska's most populated region. Now Furie produces some of the fuel that heats homes and provides electricity across the region.

The Jones Act, or Merchant Marine Act of 1920, is a measure that preserves U.S. jobs and the U.S. transportation and shipbuilding industries by requiring that American ships and crews be used to haul goods from one U.S. port to another. A waiver can be obtained from the secretary of Homeland Security if no U.S. ship

is available and the transport is considered important to national defense.

The company violated the act when it used a foreign ship to haul the Spartan 151 jack-up drill rig from Texas to Alaska. U.S. Customs and Border Protection, an agency within Homeland Security, assessed a penalty of \$15 million. Furie sued the federal agency in 2012.

Furie had applied for a waiver, but was denied when the department said U.S. vessels were available to carry the drilling rig. Furie disagreed and sought reconsideration of the denial. It began

moving the rig, believing a waiver would be granted.

The Jones Act allows the value of the transported merchandise to be factored into the penalty. The drilling rig's value was assessed between \$12 million and \$15 million.

Justice Department approval of a settlement was delayed for months after a preliminary agreement was reached in 2016. However, the paperwork was apparently lost, after it had been sent to different sections within the agency, and key employees had left.

Port of Oakland says hundreds of new jobs are on the way

Industrial development will soon create hundreds of new jobs at the Port of Oakland. The challenge is finding enough skilled workers to fill them. That was the message port officials delivered to a visiting delegation from the philanthropic Kellogg Foundation last month.

The port stated it wants to fill the skills gap with training for job candidates. It added that its aim is to put more local people to work.

Officials from Battle Creek, Mich-

igan-based Kellogg Foundation, along with some foundation grant recipients, travelled to Oakland to learn how the port creates jobs for underserved populations. The port listed the following:

- A project labor agreement that establishes aggressive local-hiring goals and workforce development funding for capital construction projects;
- Using project dollars to pay for job training to create a local workforce pipeline; and

- Partnerships with developers and contractors interested in putting local residents to work.

According to the port, major developments are underway that provide jobs ranging from construction to warehouse operations. Among them are expansion of the Oakland International Airport International Arrivals Building and a 280,000-square-foot refrigerated seaport warehouse. A just-completed rail yard provided 542 construction

jobs; 60 percent of those jobs went to local workers.

Employers are searching for workers with skills such as truck driving or forklift operation. The port assists local agencies that train workers for skilled blue-collar jobs. Developers pay into a job-development fund 30 cents for every employee-hour worked on a port project.

About 73,000 jobs depend on the Port of Oakland; workers in the East Bay fill two-thirds of those jobs.

Port of Oakland approves \$8.9 million for solar power

Port of Oakland Commissioners last month approved an \$8.9 million deal to purchase solar power for 20 years. The port stated its municipal utility will resell the electricity to tenants, including those at Oakland International Airport and the seaport.

Under the agreement, the port will buy approximately 11,000-megawatt hours of electricity annually from a planned expansion of a solar farm located in Lancaster, California. According to the port, that

is about 35 percent of the renewable energy it needs by 2030 to meet California renewable portfolio standards requirements under Senate Bill 350.

The Port of Oakland operates its own electrical utility. The utility purchases electricity and resells it to airport and seaport tenants. The port stated it will pay \$39 per megawatt hour for the solar-generated electricity. The solar farm expansion should go online in December 2020.

Danish researchers excited about prospect of unmanned ships

The potential of unmanned offshore vessels was examined and a pre-analysis of autonomous vessels conducted on behalf of the Danish Maritime Authority (DMA) by DTU Electro and DTU Management Engineering. Denmark's minister for industry, business and financial affairs has asked the DMA to continue dialogue with the industry and users to clarify whether there are projects that could be launched in the near future in order to strengthen knowledge in the area and help put Denmark on the map when it comes to autonomous vessel technology.

The pre-analysis focused primarily on smaller types of vessels engaged in near-coastal voyages, such as ferries, tugs, barges and offshore supply and service vessels for the offshore oil and gas industry and offshore windfarms. It also looked at the use of autonomous surface vessels with unmanned underwater and unmanned aerial systems that could carry out offshore inspections. The analysis pointed to several areas in which development projects and pilot projects would be beneficial.

The report describes an autonomous service vessel with combined underwater and above-water inspection units. The authors of the report described an autonomous service vessel that could be permanently present in an area and function as a mothership from which autonomous underwater vessels and airborne units could "tank up" with energy and to which they would deliver data from inspections.

"Autonomous underwater robots could perform regular inspections and return to an unmanned mothership to deliver video and other sensor signals from the inspection," said the authors of the pre-analysis. "Modular robot technology could undertake maintenance in the form of the replacement of units/components, if needed. Airborne units could land on the mothership in order

to be supplied with energy for continued operation. In such a way, an autonomous cluster would not require contact with human beings other than reporting of inspection data and the receipt of instructions about inspection plans."

"An autonomous cluster would not only report data about the condition of installations but also about the surrounding marine environment. Oil spills could be detected quickly and it would be possible to continuously and intensively monitor the ecosystem," they said. Other potential applications that the authors of the report identified were in connection with decommissioning offshore installations where, they said, "there would be many inspection tasks." Acting as a mothership to unmanned aerial systems would enable just this kind of autonomous cluster to monitor offshore wind turbines and detect corrosion or other problems prior to the dispatch of maintenance personnel.

The authors of the report noted the need for aerial units to comply with civil aviation regulations. In regards to underwater units, similar regulation is not yet in place, but operational requirements and safety procedures would need to be adapted to meet existing requirements for the operation of remotely operated vehicles.

Unmanned ships will be in operation by 2020, according to the Rolls-Royce director of engineering and technology. Speaking to reporters in late March 2017, he predicted that there will be a commercially running unmanned vessel on an inland waterway somewhere by 2020. That might be a ferry or a tug, he suggested. During the five years after that, there will be more such vessels, but "it will be 2025 and beyond before unmanned ocean-going" ships are in operation, he said. "We are confident about that."

Port of Hueneme celebrates 25 years

The Port of Hueneme is celebrating 25 years as a U.S. seaport this year. The port and its customers have grown into a recognized revenue source of national importance with cargo volumes more than tripling from 478,384 tons in 1992 to almost 1.5 million tons in 2016. Over \$9 billion in cargo is moved through the port annually, generating \$1.5 billion in economic activity and \$93 million paid in annual taxes that fund vital community services. The port also provides more than 13,633 direct, indirect, induced and influenced jobs regionally.

In 2015-2016, automobile imports totaled approximately 300,168 tons, while fruit and vegetable imports stood at over 108,000 tons. Liquid bulk fertilizer through the port equaled 160,145 tons. Total cargo increased by 10.6 percent to 1,574,903 measurement tons, a new record.

Port Hueneme consistently ranks amongst the top U.S. West Coast ports for banana imports. Since 1978 when Del Monte started calling the port, Hueneme has further developed over the years to become the hub for exports of many

varieties of fresh fruit grown in Ventura County and the rest of the West Coast.

Both global and local companies such as Chiquita, Del Monte, Mission Produce, Calavo, Westfalia Fruit, Five Diamond Cold Storage and Sun Fresh utilize the port to reach foreign markets through Hueneme. Annually the port handles over 688,000 tons of fresh fruit. The port is engaged in multinational trade missions to promote U.S. exports to Peru, Chile, Ecuador, Mexico and Central America to continue to grow local agricultural business.

The Port of Hueneme is also a West Coast strategic ro-ro port for automobiles and specialized high and heavy cargo projects. Automobile brands such as BMW, Volvo, Range Rover, Mitsubishi, Maserati, Kia, Hyundai General Motors, Honda, Nissan and Tesla make use of this efficient cargo operation where there is no congestion and focus is on the customers. In fiscal year 2016 over 300,000 autos were imported and 37,873 autos were exported through the port. 2016 was a record high year for car imports and exports at the port.

The Marine Fireman

Published Monthly By

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

ORGANIZED 1883

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

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

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

Senate democrats tell Trump "don't cut NOAA Sea Grant program"

Democratic senators from 15 U.S. coastal states are urging President Donald Trump not to stop funding the National Sea Grant program. In a letter to the White House, 23 senators asked Trump to reconsider eliminating funding for the network of 33 university-based programs that conduct research on beach safety, harbor management, fisheries, aquaculture and coastal economic development using state and tribal matching funds.

The Sea Grant program costs \$73 million this year. Trump eliminated funding in his 2018 skinny budget send to Congress as part of steep cuts to the National Oceanic and Atmospheric Administration (NOAA). The 2018 cuts are part of Trump's attempt to hike defense spending by \$54 billion.

Trump also asked Congress to cut 2017 Sea Grant funding by \$30 million

to help find money to make a down payment on a U.S.-Mexico border wall. The letter notes such a cut could lead to a mid-year program shutdown. The proposed cuts are part of negotiations with Congress over a large spending bill. The federal government is operating on a continuing resolution until April 28.

The \$67.3 million spent on Sea Grant in 2015 yielded \$575 million in economic return, according to the program's 2016 report to Congress.

The Senators stated that the "economic impact includes creating and sustaining nearly 3,000 local businesses and more than 20,000 jobs." The list of letter signatories:

Jeanne Shaheen, D-New Hampshire
Christopher Murphy, D-Connecticut
Richard Blumenthal, D-Connecticut
Sheldon Whitehouse, D-Rhode Island

Jack Reed, D-Rhode Island
Chris Van Hollen, D-Maryland
Benjamin Cardin, D-Maryland
Jeffrey Merkley, D-Oregon
Ron Wyden, D-Oregon
Maria Cantwell, D-Washington
Tammy Baldwin, D-Wisconsin
Amy Klobuchar, DFL-Minnesota
Al Franken, D-Minnesota
Thomas Carper, D-Delaware
Edward Markey, D-Massachusetts
Elizabeth Warren, D-Massachusetts
Debbie Stabenow, D-Michigan
Gary Peters, D-Michigan
Bernie Sanders, I-Vermont
Angus King, I-Maine
Sherrod Brown, D-Ohio
Mazie Hirono, D-Hawaii
Dianne Feinstein, D-California

South Louisiana container port proposed

The Plaquemines Port Harbor & Terminal District (PPHTD) has entered into an agreement with American Patriot Holdings (APH) to jointly develop a new intermodal container port on the lower Mississippi River. APH subsidiary American Patriot Container Transport (APCT) is set to provide its inland vessel design capability as part of the deal, which will be used to deliver containers to and from ports on the Mississippi and Illinois Rivers.

The proposed port will cover an area of 4,200 acres and will be designed to cater to the biggest ocean carriers, including vessels up to 20,000 twenty-foot equivalent unit capacity. Deep-water access and 21,600 feet of waterfront space will enable the port to accommodate multiple ocean and APCT vessels simultaneously. The port will feature a recently announced \$8.5 billion LNG re-liquefaction facility, a break bulk terminal and a container terminal, which will be built on 1,000 acres of land.

A Plaquemines Port spokesman said, "We're building a new, modern technology port from the ground up, where berthing depths exceed 60 feet and with the capability to accommodate the larger Post-Panamax vessels coming through the widened and deepened Panama Canal."

Containers imported to the Plaquemines Port would be transferred to APCT vessels for delivery to their upriver port destination. Export containers would be delivered from upriver ports to the Plaquemines Port for export on ocean carriers.

PPHTD and APH have recently completed a pre-feasibility report on the proposed container port and its entire logistic system. The new container port would increase competition with the Port of New Orleans, which is situated roughly 20 miles away.

Georgia Port Authority advances Savannah Harbor expansion

The Georgia Ports Authority (GPA) has reached the 60 percent completion mark for deepening the Savannah River entrance channel as part of the Savannah Harbor expansion project, according to a port director. The harbor expansion project is designed to deepen the inner harbor to 47 feet at low tide and 54 feet at high tide. Soon, the river entrance channel of the project will benefit ship traffic by opening a wider tidal window and greater flexibility for neo-Panamax vessels. Currently, the Port of Savannah is serving vessels up to 10,700 twenty-equivalent units (TEU) and is expected to handle 13,000 TEU

vessels in May.

At the Port of Brunswick, the fiscal-year 2017 entrance channel maintenance dredging was completed in March. As a result, the U.S. Army Corps of Engineers estimates channel depths up to 37 feet, the deepest draft for Brunswick in several years.

Expanding the Savannah Harbor and maintaining Brunswick's deeper draft are vital links to the future of maritime trade in Georgia. Along with other efforts to expand the state's logistics network, these initiatives will strengthen Georgia's position as a gateway to global commerce for the nation.

Piracy returns to the coast of Somalia

The brief hijacking of a Lebanese-registered ship has drawn attention to the resurgence of piracy off the coast of Somalia, after five years of inactivity. Pirates boarded the OS 35, a cargo ship, but then abandoned it the next day before naval forces rescued the ship. The pirates were unable to take the crew hostage because they locked themselves in a safe room. No pirates were arrested and international naval forces provided ship escort. The ship was hijacked off the coast of war-torn Yemen near Socotra Island.

Somali pirates have recently hijacked at least two vessels with foreign crews in the waters off Somalia and Yemen. In March, Somali pirates hijacked a Comoros-flagged oil tanker, marking the first such seizure of a large commercial vessel since 2012. They later released the vessel and its Sri Lankan crew without conditions.

Pirates later seized a fishing trawler, which Somali authorities warned could

be used for further piracy. Earlier this month, Somali pirates seized a small boat and its 11 Indian crew members as the vessel passed through the narrow channel between Socotra Island and Somalia's coast.

Piracy off Somalia's coast was once a serious threat to the global shipping industry. It has lessened in recent years after an international effort to patrol near the country, whose weak central government has been trying to assert itself after a quarter-century of conflict. Since then, concerns about piracy off Africa's coast have largely shifted to the West Africa's Gulf of Guinea on the Atlantic Ocean.

But frustrations have been rising among Somali fishermen, including former pirates, at what they say are foreign fishermen illegally fishing in local waters. A maritime safety company in Britain is warning its clients to stay at least 100 nautical miles away from the so-called Socotra gap over piracy concerns.

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Global shipping braces for chaos of \$60 billion fuel shock

Two-and-one half years from now, the global fleet of merchant ships will have to reduce drastically how much sulfur their engines belch into the atmosphere. The positive effects of diminishing the threat of acid rain and helping asthma sufferers may come with a \$60 billion price tag. That's how much more the global fleet may be forced to spend each year on higher-quality fuel to comply with new emission rules that start in 2020.

Higher operating costs will compound the financial strain on cash-strapped ship owners, whose vessels earn an average of 70 per cent less than they did just before the 2008-09 recession. The consequences may reach beyond the 90,000-ship merchant fleet, which handles about 90 percent of global trade. Possible confusion over which carriers comply with the new rules could lead to some vessels being barred from making deliveries, which would disrupt shipments. Oil refiners still do not have enough capacity to supply all the fuel that would be required and few vessels have embarked on costly retrofits.

Merchant ships around the world are required to cut the amount of sulfur emitted under rules approved in October by the International Maritime Organization, a UN agency that sets industry standards for safety, security and the environment. As well as contributing to acid rain, sulfur, combined with oxygen, can form fine sulfate particles that can be inhaled by humans and may cause asthma and bronchitis, according to the US Environmental Protection Agency.

There are two main ways to comply: vessel engines are fitted with scrubbers that would eliminate the pollutant, or oil refiners will have to make lower-

emission fuels. The limit on sulfur content will drop from 3.5 percent to 0.5 percent.

It is estimated that 2.5 million to 4 million barrels a day of fuel oil will have to shift into a different product. So far, neither the refining industry nor shipping is doing anywhere near enough for owners to achieve compliance in 2020. Just 2.2 percent of the fleet will have scrubbers installed by 2020 that would allow them to continue using current fuels. Most ships will switch to using a mix of lower-sulfur fuel oil or more-expensive middle distillates.

The scrubbing technology could cost as much as \$4 million per engine, depending on its size. Retrofitting engines might be worth doing, possibly paying off in two years, because the price of compliant fuel probably will be three times higher than what ships currently burn.

While the world's largest ship owners are already reserving spaces for refits, smaller operators are taking a more wait-and-see approach. One consultant estimates about 70 percent compliance globally by 2020 and full compliance by 2025 after a transition period.

Merchant ships earned an average of about \$9,800 a day this year, according to research data. Ten years ago, they were earning about \$34,000. In the industry's three main markets – container shipping, dry-bulk cargo transportation, and oil tankers – there's been evidence of overcapacity and depressed rates over the past several years.

Those tough markets are making it harder for owners to secure investment and finance they need to comply, which means the IMO and its member states will probably permit some kind of transition period when the 2020 rules begin.

First fully-automatic reefer container monitoring implemented at Port of Hamburg

The Port of Hamburg has achieved a fresh advance towards digitalization. The first fully-automatic system for monitoring reefer containers has been introduced at the C. Steinweg (Süd-West Terminal) multi-purpose cargo handling facility. The system has been developed and launched by the Austrian technology group Identec Solutions, specialists in wireless sensor and localization applications.

As a rule, reefer containers are manually checked by staff at cargo handling terminals at specific intervals, usually of between four and eight hours, for normal functioning, temperature, humidity and other parameters. This effort is supplanted by the CTAS Reefer System developed by Identec Solutions, which records, notifies and processes all data fully automatically.

Since the end of 2016, a monitoring device tag has been attached magnetically to every incoming reefer container at the terminal as an automatic link with the container's controller. Once

connected, the tag notifies relevant reefer data every 15 minutes by radio signal. Should any discrepancies occur, these generate an automatic alarm signal facilitating an immediate response.

CTAS Reefer is linked with the facility's terminal operating system, completely integrating reefer container processes in terminal operation. When the box leaves the terminal again, the tag is simply removed and used for the next container arriving. All data handled remain archived in the system and can be retrieved in the event of enquiries or insurance cases.

Use of the CTAS Reefer facilitates substantial reduction of labor-intensive, manual checking and documentation input. Multiple data input is unnecessary, virtually eliminating any risk of errors in data recording.

Besides Hamburg, CTAS Reefer is already in service in the Netherlands, USA, Mexico, Dominican Republic, Pakistan, Argentina, Nigeria, Saudi Arabia and Colombia.

APL starts first direct Indonesia-U.S. trade lane

Container shipping company APL has started the industry's first direct service from Jakarta, Indonesia, to the U.S. The Pendulum Loop 1 (PE1) service is now being offered as part of the Ocean Alliance, a vessel and slot sharing agreement between APL and China Cosco Shipping, Evergreen Line, CMA CGM and OOCL. APL accounted for 16 percent of the outbound volumes from Indonesia to the U.S. in 2016.

The PE1 service includes extensive coverage of ports in Southeast Asia as well as the U.S. East and West Coast. It holds the industry's fastest transit time

of 23 days from Jakarta to Los Angeles. Directly linking Jakarta with its top five trading partners such as Malaysia and Singapore, besides the U.S., APL's PE1 service makes weekly call at Port Klang, Singapore, Jakarta, Laem Chabang, Cai Mep, Los Angeles, Oakland, Hong Kong, Colombo, Halifax, New York, Norfolk and Savannah.

APL offers 38 loops under the Ocean Alliance, up from 29, to complement its existing global network of over 70 services. The Ocean Alliance is supported by a fleet of nearly 350 vessels with about 3.5 million TEUs of capacity.

How NASSCO built the most fuel efficient tankers to service the Jones Act trade

On March 25, General Dynamics NASSCO christened and launched the *Palmetto State* — the final ship in an eight-ship ECO Class tanker program to be constructed at NASSCO. Congresswoman Susan Davis (D-California) served as the principal speaker for the event.

As the ship's sponsor, Mrs. Linda Rankine christened the ship with the traditional break of a champagne bottle on the ship's hull. She is the wife of Bill Rankine, manager of marine chartering and operations for CITGO. Ms. Karen Herrmann, NASSCO's manager of planning, served as the trigger honoree, and Ms. Shari Flippin, marine chartering manager for CITGO, was the first shore removal honoree. More than a thousand shipbuilders, their family and friends, and members of the community attended the celebration.

In 2013, NASSCO entered into agreements with two companies, American Petroleum Tankers and SEA-Vista LLC, to design and construct a total of eight 50,000 deadweight-ton, LNG-conversion-ready product tankers to include a 330,000 barrel cargo capacity

each. Seven of the eight tankers have been delivered to their respective customers. The eighth and final tanker, the *Palmetto State*, is scheduled for delivery this summer.

A product of advanced technology, innovation and strong manufacturing, the *Palmetto State* and her sister ships are the most fuel-efficient tankers to service the Jones Act trade. With an "ECO" design, the tankers offer 33 percent increased fuel efficiency and cleaner shipping options.

NASSCO is the only major shipyard on the west coast of the United States conducting design, construction and repair of commercial and U.S. Navy ships. In the past decade, NASSCO delivered 29 ocean-going ships to government and commercial customers—including the world's first LNG-powered container ships. In the past two years, NASSCO processed more than 120,000 tons of steel.

For its commercial work, NASSCO partners with South Korean ship designer, Daewoo Ship Engineering Company, for access to state-of-the-art ship design and shipbuilding technologies.

How much must you make to live comfortably in San Francisco?

A new study finds that of the 50 most populous cities in the country, San Francisco requires the most income to reach a comfort level determined by the 50-30-20 budgeting rule. Under the rule, 50 percent of income covers necessities, 30 percent covers discretionary items and 20 percent is for savings. If your income is sufficient to cover your cost-of-living expenses, you can live comfortably.

The study found that you would need to earn \$110,357 to achieve that goal in San Francisco. San Jose was second (\$87,153); New York third (\$86,446) and Oakland fourth (\$80,438).

When subtracting median household income from income needed to live comfortably, San Francisco ranks third in deficit.

Another study calculated that renters in the Marin County/San Francisco metro area will spend more than 77 percent of their salary, on average, to pay rent in 2017. The national average is 38.7 percent. The required income for San Francisco city dwellers actually declined \$9,213 from the preceding year.

On the low end of income required to live comfortably are the cities of Detroit (\$42,161), San Antonio (\$46,154) and Las Vegas (\$48,111). In California, the most affordable metropolis is Fresno (\$44,648).

Rank	City	Income Needed To Live Comfortably	Median Household Income	Deficit
1.	Miami	\$75,891	\$31,051	\$44,840
2.	New York	\$86,446	\$53,373	\$33,073
3.	San Francisco	\$110,357	\$81,294	\$29,063
4.	Los Angeles	\$76,047	\$50,205	\$25,842
5.	Oakland	\$80,438	\$54,618	\$25,820
6.	New Orleans	\$76,047	\$50,205	\$25,842
7.	Philadelphia	\$61,974	\$38,253	\$23,721
8.	Boston	\$79,277	\$55,777	\$23,500
9.	Nashville	\$70,150	\$47,621	\$22,529
10.	Chicago	\$66,162	\$48,522	\$17,640

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Wilmington Port Agent's Report

Well, 2016 was a busy year again. Here is the recap, starting with shipping. The Wilmington Branch members and applicants filled a total of 713 jobs as listed to the left and below:

Overall the shipping has been steady here. We had a few breakouts in addition to the regular dispatches.

I would like to thank the members for re-electing me for the Wilmington Branch Agent's position and for covering the jobs as they came up. The contracted companies and the personnel involved also deserve a round of thanks for their help during the past year in all aspects of the job at hand. This comes from me, as well as the membership. Lastly, much thanks to the members who relieved me here so I could get some time off and the office staff at Headquarters for everything that they do.

2016	Rfr	Elec	D/Jr	Oiler	Rfr/Mech	Stbys	Pump	W/Jr	Wiper	Rfr/Stbys	Rfr/EI	APW's	Asst Eng
January	1	3	1	2	2	24	0	0	1	14	0	2	50
February	1	6	3	0	4	30	0	0	1	14	0	0	59
March	6	4	2	1	4	32	1	0	4	15	0	1	70
April	4	4	2	2	6	29	0	0	3	13	0	1	64
May	3	6	2	0	4	26	0	0	2	12	1	0	56
June	1	4	2	2	1	27	0	1	2	11	0	0	51
July	2	5	1	1	0	25	0	0	3	11	0	1	49
August	3	2	1	8	0	32	1	0	2	13	0	2	64
September	2	3	2	4	1	27	0	0	3	11	0	0	53
October	4	1	3	1	0	30	0	0	3	12	0	0	54
November	3	7	1	2	2	37	0	1	4	11	0	1	69
December	2	4	1	7	6	39	0	0	3	12	0		74
Totals	32	49	21	30	30	358	2	2	31	149	1	8	713

Financial Review for 2016

Total monies collected in 2016 amounted to \$60,540.00. This was broken down as \$53,625.00 for dues; \$5,950.00 initiation fees; General Fund donations \$345.00; Political Action Fund \$1,465.00; and watch caps \$75.00.

2016	As	Bs	Cs	NR	Applicants	Totals
January	12	10	23	0	5	50
February	15	19	22	0	3	59
March	10	20	29	0	11	70
April	12	18	31	1	2	64
May	12	16	24	0	4	56
June	12	9	28	0	2	51
July	12	14	21	0	2	49
August	17	13	25	2	7	64
September	15	17	18	0	3	53
October	10	17	21	1	5	54
November	17	24	26	0	2	69
December	16	24	32	0	2	74
Totals	160	201	300	4	48	713

Expenditures for the year 2016 were LA County Fed dues \$264.00; Maritime Trades Dept. dues \$400.00; LA/LB Labor Coalition donation \$500.00; AM-MMVC and wreath for Maritime Day \$853.90; AT&T phone \$1,154.15; and office supplies of \$806.46.

I am very interested to see what 2017 and beyond will bring us, as we move forward with the contracted companies. We will see.

Sincerely,
Sonny Gage

Honolulu Port Agent's Report

The Honolulu Branch's revenue for the year 2016 is as follows: Dues \$21,050; Initiations \$2,850; Political Action Fund \$1,045; General Fund \$395; Miscellaneous (baseball caps, beanies and pins) \$20. Grand total collected \$25,360.

The Honolulu Hall dispatched a total of 490 jobs in 2016 -- that's an increase of 17% from the previous year. Of the 490 jobs, 103 were steady jobs (shipboard and shore maintenance mechanic jobs) and 387 were standby jobs.

The breakdown by seniority: A's -148 jobs, B's - 64 jobs, C's -195 jobs and 83 jobs went to the applicants. The breakdown by billets: 6 CE, 13 ERJ, 16 REJ, 22 Juniors, 12 Oilers, 4 Shoreside Mechanics, 8 relief Shoreside Mechanics, 17 Wipers, 4 APWs, 149 Standby Electrician/Reefers, and 239 Standby Wipers.

The Honolulu Hall dispatched 70 more jobs than the previous year, and most of the increase came from Standby Wiper jobs. We received an increase of 38% more Standby Wiper jobs from the previous year and also doubled the amount of steady Wiper jobs dispatched. We averaged about 25 registered members and held on to approximately 29 steady jobs. Last year I took in five new members and have about ten applicants waiting.

The shoregang has been working to get the first barge ready for shipyard. I was told it might take a year for all of the barges to go and come back from shipyard. In the meantime, a barge has been leased from Sause Brothers.

I represented the Marine Firemen's Union at the monthly Honolulu Port Council meetings. and I'm now on the Hawaii State AFL-CIO executive board.

I want to thank all of you and the MFOW membership for helping me these last three years. There is much to learn and I'm still learning, but I couldn't have done it without your help. I'm grateful to the Marine Firemen's Union for all that it has given me and my family.

Fraternally yours,
Mario Higa

MFOW Vessel Report as of March 26, 2017

Vessel	Operator	Type	Built	Route or Location on March 26
MT SLNC Pax	PCS	Tanker	2008	Japan Coast
MV Maunalei	MNC	CV2500	2006	China - Long Beach Express
MV Manulani	MNC	CV2600	2005	China - Long Beach Express
MV Maunawili	MNC	CV2600	2004	China - Long Beach Express
MV Manukai	MNC	CV2600	2003	China - Long Beach Express
MV APL Belgium	APL	5500 TEU	2002	EX1 - Eagle Express Service
USNS Soderman	PCS	LMSR	2002	Saipan
APL Saipan	APL	1600 TEU	2002	GSX - Guam Saipan Express
APL Guam	APL	1100 TEU	2001	GSX - Guam Saipan Express
USNS Pomeroy	PCS	LMSR	2001	Diego Garcia
USNS Watkins	PCS	LMSR	2001	Diego Garcia
USNS Charlton	PCS	LMSR	2000	Bayonne, New Jersey
USNS Red Cloud	PCS	LMSR	2000	Busan, South Korea
USNS Dahl	PCS	LMSR	1999	Saipan
USNS Sisler	PCS	LMSR	1998	Diego Garcia
USNS Watson	PCS	LMSR	1998	Newport News, Virginia
MV APL Coral	APL	S-12	1998	UMX - Middle East Express
MV APL Philippines	APL	C-11	1996	EX1 - Eagle Express Service
MV APL China	APL	C-11	1995	EX1 - Eagle Express Service
MV APL Korea	APL	C-11	1995	EX1 - Eagle Express Service
MV APL Singapore	APL	C-11	1995	EX1 - Eagle Express Service
MV APL Thailand	APL	C-11	1995	EX1 - Eagle Express Service
USNS Waters	PCS	Survey Ship	1993	Caribbean Sea
MV R.J. Pfeiffer	MNC	Hawaii II	1992	China - Long Beach Express
MV Cape Victory	PCS	Ro/Ro	1984	Beaumont, Texas
MV Cape Vincent	PCS	Ro/Ro	1984	Beaumont, Texas
MV Mahimahi	MNC	C-9	1983	Pacific Northwest Triangle
MV Mokihana	MNC	C-9/Ro-Ro	1983	Long Beach - Honolulu
MV Manoa	MNC	C-9	1982	Shanghai, China
ITB Moku Pahu	ASM	ITB	1982	Arabian Sea
USNS Shughart	PCS	LMSR	1981	Violet, Louisiana
USNS Yano	PCS	LMSR	1981	Violet, Louisiana
MV Cape Orlando	PCS	Ro/Ro	1981	Alameda, California
SS Kauai	MNC	071 Class	1980	Oakland - Honolulu
MV Cape Henry	MNC	Ro/Ro	1979	Alameda, California
MV Cape Horn	MNC	Ro/Ro	1979	San Francisco, California
MV Cape Hudson	MNC	Ro/Ro	1979	San Francisco, California
SS Maui	MNC	071 Class	1978	Pacific Northwest Triangle
MV Cape Taylor	PCS	Ro/Ro	1977	Beaumont, Texas
MV Cape Texas	PCS	Ro/Ro	1977	Beaumont, Texas
MV Cape Trinity	PCS	Ro/Ro	1977	Beaumont, Texas
SS Matsonia	MNC	Ro-Ro	1973	Oakland - Honolulu
USNS Gordon	PCS	LMSR	1972	Newport News, Virginia
USNS Gilliland	PCS	LMSR	1972	Newport News, Virginia
SS Lihue	MNC	C-8	1971	Oakland, California
GTS Callaghan	PCS	Ro/Ro	1967	Alameda, California

APL = APL Marine Services - Rockville, Maryland ASM = American Ship Management - Concord, California
MNC = Matson Navigation Company - Honolulu, Hawaii PCS = Patriot Contract Services - Concord, California

Your Right to Union Representation

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

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

WILMINGTON NOTES

A total of 71 billets were dispatched from Wilmington, details are posted in this issue of the paper and locally at the hall. Six PCS, three APL, and three Matson shipboard billets, as well as four Shore Mechanics were shipped. Members took 69 jobs in March, one applicant made it to a ship, and one to a Standby Wiper job. We have 24 A-, 20 B-, and 39 C-seniority members registered here.

There were minor clarifications with some ships calling here. There were also a few food beefs brought up; they were legitimate and in line with our General Rules. Remember to bring beefs to the attention of your Delegate, and then the Delegate can address it with the Department Head: the Chief Engineer. Otherwise there were clean payoffs on all contracted vessels.

I also made the MTD meeting at the SIU hall and the LA/LB Labor Coalition meetings here at our hall. Regretfully, I missed the AMMMVC meeting, but I received an update and everything is coming together for our annual service and luncheon for Maritime Day on the 22nd of May. We will be seeking volunteers to clean up the memorial in prepa-

ration for this event, and if any members are in town, you are welcome and I encourage you to participate.

Over at Global Gateway South the gang has been busy and if the local weather holds, it looks like they will be very busy with this year's agriculture exports from California.

Work on the *SS Lane Victory* is still progressing. Chief Engineer Jim Gillen and a handful of retirees have been attending to the daily rounds as always. Volunteers are still accepted and appreciated, and can report to the gangway on Monday through Wednesday at 0800.

Deyne Umphress, JM-4967, ran the hall while I was up in San Francisco for the MFOW 2017 Convention, and Patrick Gillette, #3880, represented the Wilmington Branch members' concerns at Headquarters. Both did an excellent job with the tasks at hand and it is appreciated by the branch members, myself included.

That is it from here. I hope you all are working safely and that the voyage is pleasant and productive.

Aloha,
Sonny Gage
Port Agent

SEATTLE NOTES

Last month shipped one REJ, three Oilers to navy bottoms, and three Standby Reefers. The Matson vessels *MV Mahimahi* and *SS Maui* each called twice in Seattle. There were some storing and menu troubles on the *Maui* I will be following up on. The Patriot Contract Services-operated vessels *USNS Charlton* and *USNS Soderman* called for crew replacements during the month. The *MV APL Saipan* also called for an REJ. I registered two B- and eight C-seniority members for a total of eight A-, four B-, and 11 C-seniority registrants.

I represented the MFOW and SUP at the King County Labor Council Executive Board and Delegates meetings, the Puget Sound Harbor Safety Committee meeting, and the King County Labor Council Port Coalition meeting.

Greetings to all members. There are a lot of new faces in the hall since my permit days and I look forward to getting to know the new membership of both the MFOW and SUP. Brother O'Halloran has been kind enough to spend any spare time he has "showing me the ropes" concerning the day to day operation of the hall and dispatch. I should mention there is no stronger voice or advocate concerning the maritime industry and maritime labor on the Seattle waterfront than Vince O'Halloran. I have been fortunate to have him usher me through the introductions to industry, government, and labor leaders over the past few months. The respect and attention Brother O'Halloran has won for our

tradecraft is immense and I hope to help preserve these relationships and assist him with the industry challenges ahead.

Over the next few months I would like to focus on meeting with new members one on one to discuss and clarify union shipping and its fine nuances. For many of you this is your first union job and you should be fully aware of your responsibilities as well as the shipping rules and protocols. My door is always open and I will find time for any member. Although I am in almost daily contact with MFOW Vice President Cajun Callais I would appreciate any book MFOW members input on their shipping rules and past practice.

All hands should check your documents at least monthly. If you have any questions about them call the hall and I will work to find an answer.

Respectfully,
Brendan Bohannon,
Representative

Regular membership meeting dates 2017

(Start Wednesday meetings)

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

HONOLULU NOTES

In March I shipped a total of 39 jobs in Honolulu. I dispatched a Wiper and a Jr. Engineer to the *Saipan*; a one-year shoreside Maintenance Mechanic job; a Jr. Engineer for the *Mahimahi*; an Electrician to the *Maunawili* (family emergency); a Reefer for the *Mokihana*, and lastly an Oiler to the *Pomeroy*. The maintenance mechanic was a two-day relief job. I also dispatched 15 Stby Elect/Reefer jobs and 16 Stby Wiper jobs. Currently in Honolulu our registration has 12 "A", 5 "B", 8 "C".

I attended the monthly Honolulu Port Council meeting; and, this month, we also had two AFL-CIO executive

board meetings. There's a lot happening in Washington regarding labor unions.

As of this writing, I just came home from the MFOW Convention and Trustees Meeting. After some long discussions with my union brothers, we put together a well-thought-of list of changes to improve our welfare. I can assure you all that this Marine Firemen's Union is working for the betterment of its membership.

I want thank Guy Kepaa for sitting in for me and doing an excellent job.

Fraternally,
Mario Higa, Port Agent

HONOR ROLL

Voluntary donations to General Treasury — March 2017:

Brian Engcabo, #3796 \$100.00 Theo Price-Moku, JM-5299 \$20.00

Dues Paying Pensioners — First Quarter 2017:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	San Francisco
Kinzer Beavers, #3532 (P-2677)	Pensioned 5/1/07	Seattle
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Steven Callahan, #3558 (P-2686)	Pensioned 9/1/08	Seattle

Michael Carr, #3550 (P-2718)	Pensioned 5/1/11	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
John Daly, #3527 (P-2626)	Pensioned 1/1/99	San Francisco
Anthony De La Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando De Los Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco

Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Donald Feehan, #3344 (P-2589)	Pensioned 11/1/95	San Francisco
Daniel Fierro, #3336 (P-2653)	Pensioned 7/1/01	San Francisco
Marvin Honig, #1765 (P-2582)	Pensioned 4/1/95	San Francisco
Joseph Lategano, #3470 (P-2749)	Pensioned 10/1/13	San Francisco

Joel E. McCrum, #1126 (P-2536)	Pensioned 3/1/93	San Francisco
William OBrien, #3552 (P-2755)	Pensioned 4/1/14	San Francisco
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/09	San Francisco

Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
Steven Sedy, #3566 (P-2782)	Pensioned 3/1/17	
Charles Stahl, #3821 (P-2726)	Pensioned 12/1/11	Seattle
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

POLITICAL ACTION FUND

Voluntary donations for March 2017:

Theo Price-Moku, JM-5299.....	\$80.00
Andrew Church, JM-6259.....	\$100.00
Rogelio Rivera, JM-5171.....	\$20.00
Gregory Dziubinski, P-2675.....	\$30.00
Donald Robinson, JM-5197.....	\$10.00
Mario Higa, #3728.....	\$100.00
Jacob Sperling, P-2640.....	\$10.00
Janna Hoover, JM-5122.....	\$10.00
Wendelyn Sugui, #3863.....	\$25.00
Joel E. McCrum, P-2536.....	\$50.00
Paul Yancik, P-2742.....	\$25.00

MARINE FIREMAN SUBSCRIPTIONS, H&B AND VOLUNTARY PAF DONATIONS

Please use the following form.

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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

FINISHED WITH ENGINES



John A. Rutherford, #1234.
Born February 15, 1924, Los Angeles, CA. Joined MFOW January 29, 1945. Pensioned February 1, 1983. Died March 16, 2017.