The union that represents dockworkers along the West Coast has ratified a three-year contract extension, a move that will likely quell fears of a work stoppage or slowdown in 2019, when the contract was originally set to expire.

The International Longshore and Warehouse Union (ILWU) announced that 67 percent of its members approved the extension through July 1, 2022.

"The rank-and-file membership had their decision and expressed a clear choice," ILWU International President Robert McEllrath said in a statement. "During the past year, we saw a healthy debate and heard different points of view, with concerns raised by all sides. The democratic process allowed us to make a difficult decision and arrive at the best choice under the circumstances."

The news comes nearly three years after contentious negotiations resulted in a major backlog of cargo ships outside the U.S. A breakdown in contract talks between the ILWU and the workers’ employers, represented by the Pacific Maritime Association, slowed cargo movement and cost the economy billions of dollars as retail inventories were held up on the docks. It also blemished the reputation of the nation’s busiest seaports, Los Angeles and Long Beach, which were already losing market share to East Coast hubs.

The ILWU represents roughly 20,000 workers at 29 ports across California, Oregon and Washington. The unusual early vote came amid pressure from both sides of the labor movement marked a new phase in labor’s crusade to reform the U.S. health care system. At least 20 unions, led by the United Steelworkers and the Amalgamated�rden, denounced the Trump administration’s program for prepositioning ships for military use.

"This contract extension, the West Coast waterfront has a tremendous opportunity to attract more market share. It demonstrates how our ports and our workforce are truly world-class," Pacific Maritime Association President James McKenna said.

MPF ships successfully conduct group sail

Maritime Prepositioning Ships Squadron Three (MPSRON 3) successfully conducted an underway multi-ship training exercise, called “group sail” on August 2-3 off the coast of Saipan. For the first time in 10 years, MPSRON 3 conducted its largest successful multi-day group sail event with six preposition ships: the USNS 1st Lt Jack Lummus, USNS 2nd Lt John P. Boden, USNS GYSGT Fred W. Stockham, USNS Pilkington, USNS Red Cloud and USNS Sodermans. The MPFOW provided unlicensed engine ratings aboard the Red Cloud and Soderman.

This demanding two-day exercise was used to train the ships in interoperability with other ships within the squadron and to prepare them to work with other U.S. Navy assets and escorts. During the exercise, the fleet executed close quarter turns, torpedo evasions, tactics and formation steering. They also practiced night time signal communications and worked with Helicopter Sea Combat Squadron Two Five for night time deck landing qualifications. While the purpose of this exercise was to prepare the squadron in tactical movement, it was also used as valuable training time for military staff of the squadron, who took the opportunity to improve their skills in command and control of multiple ships.

Under the command of Capt. Eric Lindfors, MPSRON 3 operates in the western Pacific, maintaining tactical control of the 13 ships carrying prepositioned U.S. military cargo and equipment to the U.S. Army and the U.S. Air Force. The squadron’s mission is to enable force from the sea by providing swift and effective transportation of vital equipment and supplies for designated operations. MPSRON 3 is part of the Military Sealift Command.

AFL-CIO executive board backs Medicare for All

A position statement from last month’s AFL-CIO Executive Council meeting revealed a strong endorsement of government-run, single-payer Medicare for All as the ultimate solution to the problems in the U.S. health care system. The council’s health care statement, issued from the three-day meeting in Silver Spring, Maryland, first denounced Congressional Republicans for blocking Medicare for All Suisun Bay vessel removal project finishes ahead of schedule

With this contract extension, it is indeed a right for everyone in this country," it declared.

Endorsement of single-payer government-run health care as the ultimate goal of the labor movement marked a new phase in labor’s crusade to reform the U.S. health care system. At least 20 unions, led by the United Steelworkers and the Amalgamated Transit Union, have campaigned for single-payer for years. The AFL-CIO endorsed it as a potential objective in prior health care statements.

Other AFL-CIO Executive Council statements include:

- Denounced the Trump administration’s rollback of government regulations — including dumping of the rule requiring fuller disclosure from union-busters.
- Reiterated pro-worker goals for negotiating a “new NAFTA.”
- Blasted the denial of voting rights through so-called Voter ID laws and said the stacked “election fraud” commission Trump named is probing a problem that doesn’t exist.
- Defended the rights of undocumented people, including more than one million covered under the Obama administration’s program for protecting teenagers and young adults brought to the U.S. as children, and other workers under "Temporary Protected Status.”

Halls to close

Labor Day — The MFW hiring halls will be closed on Monday, September 4, 2017, in observance of Labor Day, which is a contract holiday.

Suisun Bay vessels, 27 vessels were sold for recycling, approximately $3.75 million was provided to the National Park Service to fund the Maritime Heritage Grant Program, which provides competitive grants to maritime related projects that preserve historic sites and artifacts related to our nation’s maritime history. Built as the USS Howell Lydres in 1967, the Cape Borda served in the commercial trade for nearly two decades, after which the U.S. government acquired the vessel, renamed it, and assigned it to MARAD’s Ready Reserve Force in 1985. Cape Borda was maintained in a reduced operating status in Alameda, California, until it was transferred to the SBRF in July 2003. The vessel was downgraded from retention status to non-retention status on July 31, 2006.

The Maritime Administration keeps ships at three National Defense Reserve Fleet sites for national defense and national emergency purposes: the James River Reserve Fleet in Virginia, the Beaumont Reserve Fleet in Texas, and the SBRF in California. When ships become obsolete, the Maritime Administration arranges for their environmentally safe disposal at qualified domestic ship recycling facilities.
Matson, Inc. announces second quarter results, affirms 2017 outlook

On July 31, Matson reported net income of $22 million for the second quarter ended June 30, 2017, compared with $15.1 million in 2016. Consolidated revenue for the second quarter 2017 was $312.5 million compared with $347.7 million reported for the second quarter 2016. For the six month period ended June 30, 2017, Matson reported net income of $31 million, compared with $36.1 million in 2016. Consolidated revenue for the six month period ended June 30, 2017 was $696.9 million, compared with $921.9 million in 2016.

“According to a Matson executive, the company achieved better than expected second quarter results, buoyed by stronger demand for their expedited China service, the timing of fuel surcharge collections, higher lift volumes at their SSAT terminal joint venture, and improved performance in logistics. However, these gains were mitigated by lower construction related cargo to Hawaii as the boom of high-rise condominium developments in Honolulu has begun to ebb and other real estate construction activity has yet to offset that decline. For the balance of 2017, Matson expects modest improvement in each of their core trade lanes with the exception of Guam, where they expect further competitive losses due to a strike by local APL’s weekly service in December 2016.

Ocean Transportation — The Hawaii economy experienced modest growth in the second quarter 2017; however, average cargo volumes were lower due to the absence of volume gains associated with a competitor’s service reconfiguration and related issues in the second quarter of 2016, and lower construction related volumes. Given the timing of the expected transition of construction activity to the absence of a strike in mid-June 2017, the company expects its full year 2017 Hawaii container volume to be modestly lower than the level achieved in 2016.

In China, container volume in the second quarter 2017 was 15 percent higher year-over-year due to stronger demand for Matson’s expedited service and an additional sailing. The company continued to realize a sizeable rate premium in the second quarter 2017 and achieved average freight rates modestly higher than the second quarter 2016. For the remainder of 2017, they expect continued strong demand for their highly differentiated expedited service amid a chronically over-supplied international container shipping market. In Guam, container volume in the second quarter 2017 was lower on a year-over-year basis, the result of competitive losses to APL’s containership service that increased its service frequency to weekly in December 2016.

For the balance of 2017, the company expects a continued heightened competitive environment and lower volume. In Alaska, container volume for the second quarter 2017 was 1 percent lower year-over-year due to the result of the continued energy sector related economic contraction, partially offset by improved seafood harvest. For the remainder of 2017, the company expects modestly lower volume based on declining northbound freight due to ongoing contract negotiations and an increase in southbound activities between our island communities.”

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Port of Los Angeles and other participating Environmental Ship Index (ESI) incentive providers have expanded their rewards programs for vessel operators reducing air emissions to beyond the new levels of the Environmental Protection Agency’s (EPA) Tier 3 standards that could be achieved by using advanced emissions control technology. The new structure, scheduled to go into effect on October 1, 2017, at the beginning of the Canal’s fiscal year, comes following a recommendation from the Panama Canal Authority (ACP) board of Directors who are aiming to safeguard the competitiveness of the waterway.

San Diego to expand breakbulk storage

San Diego’s Tenth Avenue Marine Terminal is making room for more and larger containers.

The Port of San Diego is about to start a two-year project to demolish obsolete transit sheds at its Tenth Avenue Marine Terminal in order to clear more open space for oversize breakbulk cargoes such as windmill components. A shortage of usable open storage has forced ESI receivers to ship bulky windmill blades, which can be as long as 200 feet.

The $24 million demolition project is part of a broader ESI program to be included in the Port’s federal Transportation Investment Generation Economic Recovery grant the port received in 2015. The project recently completed an environmental review of the project and expects to begin demolition during the next two months.

More than 350,000 square feet of sheds will be cleared. More important, the additional 30 acres or so of contiguous open space the port will have when the work is complete.

The Tenth Avenue terminal is blessed by deep water and San Diego to the north and by historic areas to the east and south, leaving no room to expand its 96-acre footprint. However, the Port’s current berth layout interlocks between the northbound and the southbound transit is not greater than 28 days.

In order to promote the use of the service, the Port has increased the Panama’s logistics hub, any additional days that the vessel requires to perform port-related activities in the Panamanian terminals will not add to the 28-day period. The ACP’s tolls proposal had originally set 25 days as the maximum time lapse for the turn around voyage. After evaluation of 15 comments received during the consultation period, it was decided to extend this time to 28 days.

Container/breakbulk vessels formerly part of the other markets segment will be reclassified into the general cargo group, which has less attractive tariffs. This change was made in response to a request submitted by customers during the 2015 tolls hearing and consultation process and due to the fact that container/breakbulk vessels operate in a manner similar to that of general cargo vessels.

Additionally, the new structure modifies the tolls charged to LNG and LPG vessels.

The current Panama Canal toll structure, which has been in place since April 2016, calls for each vessel segment to be priced based upon different units of measurement. For example, dry bulk vessels are based on deadweight tonnage capacity and metric tons of cargo; container ships are based on TEUs and cubic meters; tankers are measured and priced on Panama Canal Universal measurement system (PC/UMS) tons and metric tons of cargo; and breakbulk vessels are measured and priced on TEU, and passenger vessels are based on berths or PC/UMS tons and metric tons of cargo. The new toll structure now includes for the first time, a customer-loyalty program for the container segment, where frequent container customers will receive premium prices once a particular TEU volume is reached.

Christian H. Yngve
The Port of Oakland, California predicts that ships will be 35 percent larger within 15 years and carry up to 18,000 containers. 2.6 million twenty-foot equivalent containers (TEU) are expected to be handled by the port by 2022. Record cargo volumes have been predicted at the port over the next five years from 2018 with eight percent more volume than the port has ever processed in a calendar year.

The figures appear in a Strategic Maritime Roadmap recently released by the port. The blueprint for the future foresees increased cargo volume arriving at Oakland on larger ships, driven by Northern California’s expanding freight market. New logistics capabilities, such as distribution centers and freight transfer facilities, should provide a further boost, according to the document. The roadmap forecasts record volume of more than 2.4 million cargo containers in 2018. The current record is 2.39 million, set three years ago.

Larger ships would reduce the number of vessels needed in Oakland and should help mitigate the impact of cargo growth. Fewer ships would mean fewer diesel exhaust emissions. Emissions would also be reduced as a result of logistics developments near railway lines lessening the reliance on trucks.

Oakland’s roadmap incorporates a commercial strategy that calls for an increase of 15 percent in the amount of import cargo that arrives in Oakland and is loaded to the rails for inland distribution, and in an effort to attract containerized cargo to a new refrigerated distribution center and the 440,000-square-foot first phase of its Seaport Logistics Complex. The strategy also includes attracting more automotive imports and making Oakland the first U.S. port of call for at least one vessel service originating in Asia.

Like us on Facebook
https://www.facebook.com/ Marine-Firemen-Unions-121622254757986/
In July Headquarters had job order requests for 15 rotatory assignments. Of those 15, seven jobs went “open.” Headquarters and Wilmington claimed two each, Seattle filled one, one man re-shipped, and the first watch Mate on-trip relief (Watch Jr. on the Kauai) stayed open! These are not good numbers for job retention in San Francisco! A total of 21 standby workers were requested, with members filling 18 and new applicants filling three.

Vessel rundown, with all vessels utilizing Standby Wipers, bunkers/overs and/or Standby Electrician/Reefers:

Matson: The company policy on standby workers is currently under review.

The Mahonhaid and the Maui are currently on the northern triangle run. The Re on the Maui voluntarily quit and the open job went to the Wilmington hall, shipped two Watch Jr. reliefs.

The Manna is on the southern triangle run.

The Kauai, which is on the OAK-HNL run, requested a Wiper relief for a NFED. She will revert to the northern triangle run in August.

The Mattsonia called back the crew to activate from DDX in Nantong, China.
$130 million of Nazi gold may be in a sunken cargo ship

A sunken German cargo ship — located in the waters off Iceland — could hold up to $130 million worth of Nazi gold. The treasure trove is believed to be hidden in a chest inside the merchant vessel, known as the SS Minden.

A British salvage company discovered the ship scuttled about 120 nautical miles south of Iceland. Crew members were said to have found the chest in the ship’s post room. It is believed to contain four tons of gold, all of which came from South America in the mid-1930s. The loot was being shipped to Germany by the Nazis in the attempt to get it back before the start of World War II.

The SS Minden reportedly set sail from Brazil on September 6, 1939, just days after the war began. Under orders from Adolph Hitler, the crew was said to have scuttled the ship in a bid to protect its valuable cargo from falling into the hands of the British. Icelandic officials are expected to salvage the ship. They cannot, however, make claim to any treasure trove is believed to be hidden in the chest because it belongs to the people who found it.

The AMOC team has reportedly requested permission from Icelandic authorities to enter the SS Minden and retrieve the gold. A spokesman for the Icelandic Environmental Agency said that an application had been received, though it could take weeks before a decision is made. The AMOC team wants to ultimately take the chest back to Britain, under the claim that its contents belong to the people who found it.

While the Minden is not technically in Iceland’s territorial waters, it does sit in the country’s exclusive economic zone, meaning authorities can enforce pollution controls and environmental impact measures so no one interferes with the wreck. They cannot, however, make claim to any treasure. Icelandic officials are expected to make a decision about the chest’s ownership soon.

Loss of Arctic sea ice impacting Atlantic Ocean water circulation system

Scientists at Yale University and the University of Southampton say the ongoing Arctic ice loss can play an active role in altering one of the planet’s largest water circulation systems: the Atlantic Meridional Overturning Circulation (AMOC). AMOC has a lower limb of dense, cold water that flows south from the north Atlantic, and an upper limb of warm, salty water that flows north from the south Atlantic as part of the Gulf Stream. AMOC plays a major role in regional and global climate, affecting the Atlantic rim countries — particularly those in Europe — and far beyond.

Earlier this year, a different Yale-led study cautioned that the AMOC system was not as stable as previously thought. That study said the possibility of a collapsed AMOC under global warming conditions is being significantly underestimated. The researchers based their findings on a combination of comprehensive climate model simulations and novel computations of the sensitivity of ocean circulation to fluctuations in temperature and salinity at the ocean’s surface over time.

Experiments showed a potential loss of 30 to 50 percent of AMOC’s strength due to Arctic sea ice loss. That is a significant amount, and it would accelerate the collapse of AMOC if it were to occur.

In the short-term, changes in the subpolar North Atlantic have the greatest impact on AMOC, the researchers found; but over the course of multiple decades, it was changes in the Arctic that became most important to AMOC, they said.

Grants from the U.S. Department of Energy Office of Science, the National Oceanic and Atmospheric Administration, and the Natural and Environmental Research Council U.K. supported the research.

MARINE FIREMEN’S UNION TRAINING PROGRAM 2017

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfuwon.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 RPFEW 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., (TRI)

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.

ENDORSEMENT UPGRADEING

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. Prerequisites: Coast Guard approval letter for endorsement upgrading, which certifies sea time of six months (180 days) as a Wiper; RPFEW endorsement or application to USCG for RPFEW.

September 25-October 20

October 30-November 17

Rating Forming Part of an Engineering Watch (RPFEW)

Members who successfully complete the 40-hour RPFEW course will satisfy the requirements needed for the STCW endorsement of Rating Forming Part of an Engineering Watch (RPFEW). Prerequisites: See QMED Fireman/Watertender/Oiler course. It is recommended that eligible candidates schedule the QMED Fireman/Watertender/Oiler and RPFEW courses back-to-back for a five-week combined training session (unless the candidate already has the RPFEW endorsement).

September 18-22

October 23-27

November 27-December 1

QMED-Electrician/Refrigerating Engineer

In accordance with the 2010 Manilla Amendments and NVIC 02-14, the QMED Electrician and QMED Refrigeration Engineer have been combined into the new QMED Electrician/Refrigeration 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 Electrical modules, provided all other requirements, including sea service, are also met. Prerequisites: Minimum of one year of sea time with the Marine Firemen’s Union PLUS endorsements as Oiler, Junior Engineer and RPFEW.

August 28-October 6

September 9-November 17

Able Seafarer-Engine

The Able Seafarer-Engine Course provides training required for candidates desiring to obtain an U.S. Coast Guard endorsement as Able Seafarer-Engine (AS-E). Any person completing the Able Seafarer-Engine course will satisfy the approved training requirements of 46 CFR 12.607(a)(3)(ii). AND the competency requirements of 46 CFR 12.607(a)(4) AND be credited for all assessments of the Able Seafarer-Engine in NVIC 18-14, as long as the individual has completed the assessment as a RPFEW. Prerequisites: Endorsements as Electrician-Refrigerating Engineer and Oiler/RPFEW or Junior Engineer and Oiler/RPFEW; have a minimum of 360 days’ sea time in the engine department while qualified as RPFEW; have a minimum of 360 days’ sea time with the MFOW.

September 18-22

October 16-20

November 13-17

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 of approved Sea Service within the last five years.

September 25-October 20

October 30-November 17

Rating Forming Part of an Engineering Watch (RPFEW)

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August 28-October 6

September 9-November 17

MILITARY SEALIFT COMMAND TRAINING

Basic Training Revalidation

This four-day course (1/2 day) includes the following segments: Shipboard Damage Control; Environmental Programs; Chemical, Biological and 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.

September 11-15, 2017

Marine Firemen’s Union Training Plan

Notice to All Participants

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

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

Any request for reimbursement without preapproval from the Marine Firemen’s Union Training Plan will be denied.

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The eradication of Somali piracy in 2012 was heralded as a key success story for international intervention, and the operational structure advertised as a model for counter-terrorism globally.Warnings that Somali piracy was merely experiencing a lull and would inevitably return were largely ignored. The November 2011 hijacking of the MV Nave Andromeda, the first since 2012, appears to have proven such warnings correct.

Ongoing activities are predominately involving product theft rather than kidnap-for-ransom, which has traditionally failed to catch headlines to an extent comparable with its more violent counterpart. Oil tankers are targeted. As the Somali government is frequently viewed as ‘probing’ missions, support it are quick to take advantage of. They show that the piracy business model, in protection of the waters – appears to cite copycat crimes by advertising gaps.

In April 2017, an uptick in hijackings in the Sulu Sea, and more specifically the Sibutu Passage, a deep water strait situated between the eastern Philippines, Malaysia and the southern Philippines, triggered renewed calls from the Philippines for international, specifically ASEAN, support in safeguarding the passage. The Sibutu Passage, used by over 13,000 vessels per year, provides the transit link to international waters, and is the growing trend by Abu Sayaf militants, largely based in the Tawi-Tawi and Sulu archipelago, to mimic the successful model of piracy.

These hijackings can be attributed to higher product theft rates than at the peak of Somali piracy. This supports the belief that Somali pirates merely experienced a temporary setback and that, with operations expanded to the Sulu Sea, the conditions remained ripe for resurgence.

The first hijacking of a Conosflagged oil tanker resulted in the re-release of both ship and crew with few alternatives. Illegal fishing remains. The 2017 state of hijackings represent the first successful hijackings since 2012, however, attempted hijackings have continued from 2012 to the present day, though the value of the hauls rates than at the peak of Somali piracy. This supports the account that Somali pirates merely experienced a temporary setback and that, with operations expanded to the Sulu Sea, the conditions remained ripe for resurgence.

The link can more accurately be classed as the most successful model of piracy. These hijackings can be attributed to, militancy, based largely in the Tawi-Tawi and Basilan Islands, where the Abu Sayaf’s financial streams. They can therefore afford to conduct hijackings with kidnap-for-ransom snatch and grabs. These militants hand over hostages in return for payment to Islamists, and are held responsible in the media for beheading hostages, both for ransom and for acts of terrorism. Abu Sayaf follows, often through the Sulu Sea, mimicking the successful model of piracy. The link can more accurately be classed as the most successful model of piracy. These hijackings can be attributed to, militancy, based largely in the Tawi-Tawi and Basilan Islands, where members are held responsible in the media for beheading hostages, both for ransom and for acts of terrorism. Abu Sayaf follows, often through the Sulu Sea, mimicking the successful model of piracy.

HOWZ SHIPPING
July 2017
San Francisco
Seattle
Honolulu
Seattle
Seattle
Standby Electrician/Reefer ....................4
Junior Engineer (Day) ........................1
Electrician ..............................................3
Junior Engineer (Watch) ........................1
Wiper .........................................................2
Reefer/Electrician ................................... 1
Electrician/Reefer/Jr. Engineer .............4
Standby Electrician/Reefer ....................4
Junior Engineer (Day) ........................1
Oiler .........................................................2
Wiper .........................................................2
Wiper .........................................................2
Wiper .........................................................2
Wiper .........................................................2
Wiper .........................................................2
A number of Puntland fishermen have reported that approaching Iranian dhows fishing illegally results in little or no action from international forces, despite their presence.

Intentionally involving product theft rather than kidnap-for-ransom, which has traditionally failed to catch headlines to an extent comparable with its more violent counterpart. Oil tankers are targeted. As the Somali government is frequently viewed as ‘probing’ missions, support it are quick to take advantage of. They show that the piracy business model, in protection of the waters – appears to cite copycat crimes by advertising gaps.
A total of 66 billets were dispatched from Wilmington in July. Details are posted in Home Shipping. In this issue and here at the hall. Break down is five APL, nine PCS, and five Matson shipboard billets, and one APL Shore Mechanic. Wilmington members took 61 jobs this month, while one applicant made a ship and three made standby jobs. We have 14 A-, 13 B-, and 27 C-seniority members presently registered here.

On September 4 at 10:00 a.m., union members, their families, and marching units from high schools from the Los Angeles/Long Beach Area and beyond will gather and march up Avalon Blvd. in the heart of the harbor to Ban ning Park where we will spend the day in part, roaming hot dogs, listening to music and various speakers in the spirit of Labor Day and its roots. All are invit ed at this free annual event. Please come down and enjoy the day. Details can also be found on facebook (https://www.face book.com/ Harbor.union/?ref=py-c).

Fleetweek 2017 sponsored in part by the Port of Los Angeles and the City of Los Angeles will be held from September 1-4 on the San Pedro waterfront. This local event will be keeping everyone busy over the Labor Day weekend. Check it out the schedule on the web at http://www.lafleetweek.com.

Benefits paid during July

Death Benefits
None
Burial Benefits
Alphonso Lougaya, P-2676 $1,000.00
Excess Medical
$960.81
Glasses and Examinations
$1,000.00

New-builds could push idle containership fleet to one million TEU by 2018

Although the idle containership fleet has dropped below 500,000 twenty-foot equivalent units (TEU), it could pass the one million TEU level by the turn of the year as an onslaught of newly-built ships were due to be delivered. This good capacity level in two years. This good news was tempered though by the fact new-builds in the 14,000 – 21,000 TEU range would continue to be delivered at one a week over the summer period.

During the first six months of 2017, 26 ships of over 14,000 TEU have been delivered, and a further dozen new-builds of this size are expected to join before the annual low season begins in October. In total, over 700,000 TEU in capacity is expected to be delivered over the next five months while just 150,000 TEU is likely to be heading to the break - yard.

The net result could be the idle fleet rising to over 950,000 TEU by the end of the year.

Voluntary donations for July 2017:
Ira Bing, JM-5146 $65.00
Keith Bitran, JM-5092 $5.00
Anthony De La Rosa, P-2753 $25.00
Henry Diedey, P-2716 $50.00
Richard Domaniski, #3793 $100.00
Joel E. McCrum, P-2536 $50.00
Steve Ondreako, #3815 $50.00
Jermaine Sheppard, JM-5143 $20.00

Marine Exchange of Puget Sound membership meeting.
Members, when you make the hall bring all your documents with you. Let’s go through them to be sure you are current. Other than your drug-free certificate, you cannot go to work on documents that will expire during your dispatch.

Respectfully,
Brendan Bohannon
Representative

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In the month of July, Honolulu hall dispatched a total of 53 jobs. We had five steady jobs called in July, which included a Wiper for the Mahinakiki and the Gordon and Jr. Engineers for the Motiki hana, Pfeiffer and Saita gn.

We also dispatched 13 Standby Wiper jobs and 15 Standby Electrician/Reef er jobs in the month of July. There are 15 “A” seniority members, 3 “B” seniority members and 9 “C” seniority members on the Honolulu registration list.

July was all about the new Matson contract — what did we get and how does that work. But let’s all thank those involved who helped to make this con tract happen, from our own Convention delegates and negotiating team to our union brothers and sisters in our affiliated unions who backed us up. When all of labor sticks together, we can stand strong. A big Mahalo for sticking with us, and we want you to know that we’ll be there for you, too.

Aloha,
Mario Higa
Port Agent

Seattle Notes

Last month we shipped one Junior Engineer (Watch) to the Matsonia and four Standby Electrician/Reef er jobs in the month of July. There are four A-, two B-, and six C-seniority members registered for work leaving a total of eight A-, seven B-, and 17 C-seniority registrants in Seattle.

We represented the MFOW and SUP at the following meetings: King County Central Labor Council executive board and delegates meetings, Ballard Locks Economic Impact Study meeting, and...