



First Aloha-class ship delivered to Matson

On October 31, Matson, Inc. took delivery of the first of two new Aloha-class containerships built for Matson's Hawaii service at Philly Shipyard. Christened *Daniel K. Inouye* in honor of Hawaii's late senior U.S. Senator, the vessel is the largest containership ever built in the United States. Weighing in at over 51,400 metric tons, the 850-foot long and 3,600 TEU capacity *Daniel K. Inouye* is Matson's largest and fastest ship, with a top speed in excess of 23 knots.

"This new ship, our fifth delivered by Philly Shipyard, is the product of a

great partnership with the Philly team in designing and constructing a new class of containership that will set a new standard for cargo delivery in the Hawaii trade," said Ron Forest, President of Matson.

The ship embarked on its 5,298-mile, 13-day maiden voyage to Oakland, California via the Panama Canal on November 7; and will enter commercial service on November 22. After a port call at Long Beach, the new vessel plans to make its first call at Honolulu on the morning of November 28.



The MFOW plank owner crew aboard the *Daniel K. Inouye*: Day Junior/Utility Emilio Siguenza, JM-5112; Wiper Enrique Maiden, #3808; Reefer/Electrician/Junior Edward Tokarz, #3770; and Electrician/Reefer/Junior Baldev Singh, #3782.

Matson launches new U.S.-flag Marshall Islands service

Matson, Inc. has launched its new direct U.S.-flag service between Honolulu and the Republic of the Marshall Islands (RMI), reducing cargo transit times to the RMI from the U.S. mainland by as many as eight days. The new service will call at three ports in the RMI - Kwajalein, Ebeye and Majuro every 17 days.

Matson purchased a 700 TEU, U.S.-flag containership to operate the new service. Christened *Kamokuiki*, the vessel is well suited to serving island communities with two 45 ton cranes on-board, hydraulic folding hatch covers and high maneuverability that will permit docking without tugs.

The vessel departed Honolulu on October 27 westbound for Kwajalein. Matson has served the RMI since 1972.

It currently serves Kwajalein, Ebeye and Majuro from the U.S. West Coast via Guam, where westbound containerized and bulk cargo is trans-shipped to Matson's Micronesia service. The new service from the U.S. West Coast to Kwajalein, Ebeye and Majuro via Honolulu will deliver cargo with a transit time of approximately two weeks, compared to three weeks or more with the current service.

Along with unrivaled transit times, advantages of the new service include Matson's dedicated terminal operations at Seattle, Oakland and Long Beach, offering shippers late cut-off times, industry-leading truck turn times and use of Matson's extensive owned chassis inventory.

MV Daniel K. Inouye MV Kaimana Hila Aloha-class Containerships

Matson's 3,600 TEU Aloha-class vessels are the largest containerships built in the U.S. Designed specifically for the Hawaii service, the new ships bring greater capacity as well as state-of-the-art green ship technology features, including a more fuel efficient hull design, dual fuel engines that can be adapted to use liquefied natural gas, environmentally safe double hull fuel tanks and fresh water ballast systems. The two ships represent an investment of more than \$400 million.



Type: Containership
Length: 854 feet
Maximum Speed: 23.5 knots
Main Engine Horsepower: 51,000 HP (38,000 kW) at 84 rpm
Max Deadweight (Long Tons): 50,794 (*Daniel K. Inouye*);
50,981 (*Kaimana Hila*)
Container Capacity: 3,600 TEU
Reefer Capacity: 408 slots

Fun Facts:

- 130 miles of electrical cable was used in construction of the *Daniel K. Inouye*
- The propeller weighs 72 tons
- 60,000 gallons of paint were used; enough to paint 10,000 cars
- Total structural steel weight = 13,108 tons



The *Daniel K. Inouye* was named in honor of the late Senator from Hawaii. Born in Honolulu in 1924, Daniel Inouye served with the U.S. Army's famed 442nd Regimental Combat Team during WWII. He returned to Hawaii a decorated war hero and practiced law prior to entering politics. When Hawaii was admitted to the union in 1959, the fledgling state elected Inouye as one of its first representatives to the U.S. Congress. In 1962 he was elected to the U.S. Senate and was successfully reelected nine times in an unparalleled public service career spanning 50 years.

Considered one of the most influential members of Congress in his time, Inouye served as a member of the Senate Watergate Committee during the early 1970s and as chairman of the Senate Iran-Contra Committee in 1987. He was a long-time member of the Senate Appropriations Committee, which he chaired from 2009 to 2012, and served as the Senate's president pro tempore from 2010 to 2012. Senator Inouye was an ardent supporter of the people of Hawaii, and also of the U.S. maritime industry and its important role in Hawaii's economy.

"The decision to name the first Aloha-class ship in honor of Senator Inouye was a natural one. He left an unparalleled legacy in Hawaii history, and was a true champion of the U.S. Merchant Marine. He is recognized throughout the maritime industry as one of its most powerful advocates. Having a modern, U.S.-flag containership dedicated to serving Hawaii bear his name is an appropriate tribute to this great man."

— Matt Cox, Matson Chairman and CEO

Halls to close — holiday schedule

The MFOW hiring halls will be closed in observance of the following holidays:

- Thursday, November 22— Thanksgiving Day
- Monday, December 24 — Christmas Eve*
- Tuesday, December 25 — Christmas Day
- Monday, December 31 — New Year's Eve*
- Tuesday, January 1, 2019 — New Year's Day

* **Christmas Eve and New Year's Eve** — Christmas Eve and New Year's Eve are ILWU holidays on the West Coast and therefore are recognized MFOW holidays aboard APL and Matson vessels in Pacific Coast ports. For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

Members are reminded that no shipping cards will be stamped at the regular business meetings immediately preceding and following the holidays.

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

Ship operating costs expected to rise

International accountant and shipping consultant Moore Stephens says total vessel operating costs in the shipping industry are expected to rise by 2.7 percent in 2018 and by 3.1 percent in 2019. Responses to the firm's latest an-

nual Future Operating Costs Survey revealed that dry-docking is the cost category likely to increase most significantly in both 2018 and 2019, accompanied in the latter case by repairs and maintenance. The cost of dry-docking is ex-

pected to increase by 2.1 percent in 2018 and by 2.3 percent in 2019, while expenditure on repairs and maintenance is predicted to rise by 2.0 percent in 2018 and by 2.3 percent in 2019.

The increase in expenditure for lubricants is expected to be 1.9 percent in 2018 and 2.1 percent in 2019. Meanwhile, projected increases in spares are 1.9 percent and 2.2 percent in the two years under review, while those for stores are 1.6 percent and 1.9 percent respectively. The survey also revealed that the outlay on crew wages is expected to increase by 1.3 percent in 2018 and by 1.9 percent in 2019, with other crew costs thought likely to go up by 1.5 percent in 2018 and by 1.8 percent in 2019.

The cost of hull and machinery insurance is predicted to rise by 1.3 percent and 1.6 percent in 2018 and 2019 respectively, while for protection and indemnity insurance the projected increases are 1.2 percent and 1.4 percent respectively. Management fees, meanwhile, are expected to increase by 1.0 percent in 2018 and by 1.2 percent in 2019.

The predicted overall cost increases were once again highest in the offshore sector, where they averaged 4.1 percent and 4.2 percent respectively for 2018 and 2019. In contrast, predicted cost increases in the bulk carrier sector were 1.8 percent and 2.6 percent for the corresponding years. Operating costs for tankers are expected to rise by 2.4 percent in 2018, and by 2.9 percent the following year, while the corresponding figures for container ships are 4.2 percent and 3.8 percent.

Respondents to the survey highlighted various areas of concern likely to result in increased operating costs over the next two years. Regulation was high on the list, with one respondent noting that new regulations will lead to extra costs for all owners. For example, the Ballast Water Management Convention and IMO's 0.50 percent global limit on the sulfur content of fuel oil used on board ships.

On the subject of crew costs, one respondent said that they do not expect any major variations in 2019. Fuel and maintenance costs were referenced by a number of respondents. On a more general level, respondents voiced concerns about environmental issues, trade wars, the cost of securing finance, and the global economic recession, all of which were perceived to have the potential to result in increased operating costs.

Overall, the cost of new regulation was identified as the most influential factor likely to affect operating costs over the next 12 months, at 23 percent, up from equal third place at 15 percent last year. 18 percent of respondents identified finance costs in second place, down from 20 percent and first place last year. Competition ranked in third place at 15 percent as it had last year. Meanwhile, crew supply fell to 12 percent compared to 19 percent and second place in last year's survey.

Port of Hueneme breaks cargo record

Cargo imports and exports hit an all-time high at the Port of Hueneme for fiscal year 2018 with 1.6 million tons of cargo moving through the Southern California port. This represents an 8.1 percent increase over last year's performance of 1.48 million cargo tons. The previous cargo record was set in fiscal year 2015 with 1.56 million cargo tons.

With the port's strategic location being only 60 miles north of the San Pedro Bay ports, customers enjoy an uncongested harbor with efficient access to both the Southern and Northern California markets. On average, the port saves its customers 10 percent of operation costs to process their cargo through Hueneme.

This new cargo record resulted from increases in nearly all areas of cargo im-

ports and exports. Pineapples and melons raised a staggering 50 percent and banana imports increased by five percent. Since 2012, the port's cargo volume has increased by 23 percent and an impressive 44 percent since the Great Recession in 2009.

"This new cargo record is a result of our customer's commitment to send their products through Hueneme, to the hard work of our dedicated longshore men and women who handle the cargo efficiently and safely, and to the willingness of our community stakeholders to work with us in moving cargo to the marketplace," said a port official.

"Every spoke in the wheel is necessary to move this amount of cargo and achieve this type of unprecedented growth."

ICS and ITF publish guidelines on welfare aspects of the MLC

The International Chamber of Shipping (ICS) and the International Transport Workers' Federation (ITF) have jointly released new guidelines for implementing the welfare aspects of the Maritime Labor Convention (MLC). Adopted by the International Labor Organization (ILO) in 2006, the MLC aims to ensure comprehensive worldwide protection and enforcement of the rights of seafarers and to establish a level playing field for ILO member states and ship owners committed to providing decent working and living conditions for seafarers.

ICS and ITF emphasize that a number of countries with highly developed arrangements for providing seafarer welfare services and facilities are not yet signatories to the MLC, while many seafarer supply countries have also not yet developed welfare organizations to provide services or facilities for seafarers ei-

ther at home or abroad. The new complementary publication is intended to assist governments and welfare agencies in drafting their own guidelines for implementing the welfare provisions of the MLC or in adapting the new guidelines to complement their current practices.

The new guidelines, which can be downloaded from the ICS and ITF websites free of charge, are currently being distributed throughout the global shipping industry via ICS national ship owners' associations and ITF union affiliates.

As representatives of ship owners and seafarers respectively, ICS and ITF have previously teamed up to promote initiatives of mutual benefit. In 2016, both organizations joined forces to publish the international Guidance on Eliminating Shipboard Harassment and Bullying, which can also be downloaded from the ICS and ITF websites free of charge.

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Oakland 'Cool Port' opens

Lineage Logistics, LLC and Dreisbach Enterprises recently announced the official opening of Lineage Cool Port Oakland (Cool Port), the world's latest next-generation cold storage and logistics facility. Set on 25 acres at the Port of Oakland's waterfront, Cool Port will serve as the newest hub for temperature-controlled cargo transitioning through Northern California.

Cool Port is the result of collaboration between warehousing and logistics industry leaders Lineage and Dreisbach, with additional funding and support from the Port of Oakland and the State of California. This combination brings together world-class cold-chain logistics expertise and steadfast commitment to innovation and community growth.

Cool Port sets a new standard in efficiency, food safety and speed in the temperature-controlled and transportation industry. The 280,000-square-foot depot with 90 truck dock doors can send up to 1,000,000 tons of perishable products through the Port of Oakland annually. Cool Port's strategic proximity to the Port of Oakland's marine terminal entrance will expedite the transition process between ship and warehouse, thereby reducing transportation costs and energy expenditure. Oakland is the last port of call for transpacific cargo —

ensuring faster transit times for shipping perishable food products to Asian markets.

A secure, fully cold-chain compliant facility, Cool Port offers 20,000 pallet positions, has three blast cells and includes a 100,000-square-foot, high-cube, multi-temperature storage environment. The new facility also supports a full range of services including rail trans-load and truck cross-dock operations, frozen and refrigerated storage, import-export services, onsite U.S. Department of Agriculture inspection and labeling capabilities.

Cool Port will significantly reduce truck usage compared to standard temperature-controlled facilities, resulting in reduced diesel emissions. Up to 36 railcars per day can go straight to shipping containers to be loaded eliminating the burdensome need to load cargo onto trucks for transfer between ships and rail.

Cargo-handling equipment is also 100 percent electric-powered, which is projected to prevent nearly 9,000 pounds of CO2 emissions in the first five years of operation. Cool Port will also use lightweight chassis and tractors to increase pounds per container, decreasing shipping costs and lowering transaction complexity.

Port of Seattle plans \$340 million cruise terminal

The Port of Seattle, Washington is considering a \$340 million plan to add a new cruise terminal and invest in other waterfront improvements. The port welcomed 1.1 million cruise passengers last year, the second year in a row that it has surpassed the one-million-passenger mark, and it is looking for room to accommodate more growth. According to the Puget Sound Business Journal, the port has been in conversation with Seattle's mayor about renovating its existing cruise terminals, adding one more, and making improvements to the waterfront, a plan that it calls Waterfront 2040.

"This continued growth points to a bright future for cruise in Seattle, and we are proud that each homeported cruise vessel brings approximately \$2.7 million for our local economy. Through innovation and collaboration, we con-

tinue to work with our partners to make this the greenest port in the nation," said a port commissioner.

The port is ahead of all other cruise homeports on the West Coast for passenger volume, including Vancouver, B.C., which trails Seattle with about 900,000 passengers per year. Cruising generates about \$500 million in revenue for local businesses, according to the port.

Next year, Seattle will host seven cruise lines and 11 vessels for a range of itineraries, almost all bound for Alaska via the Inside Passage. Royal Caribbean has announced that it will deploy the 4,200-passenger *Ovation of the Seas* to Seattle next year, the largest cruise ship ever home-ported in the city, and it will add a third vessel to its Seattle homeport schedule for the first time in 2020.

Matson opts for scrubbers on China-Long Beach service

Matson announced in its third quarter earnings call that it will install scrubbers on most of its container ships on the China-Long Beach Express service (CLX). The CLX rotation serves Long Beach – Honolulu – Guam – Xiamen – Ningbo – Shanghai using Jones Act-qualified vessels, and it offers a guaranteed expedited service for full container loads. In the third quarter, every sailing was full, and the service commanded rates at a sizeable premium over the Shanghai Composite Freight Index.

The rate premium pays for the fastest transit time in the industry on the busy Shanghai-San Pedro Bay route. Loads departing Shanghai are guaranteed to arrive on the U.S. West Coast within 10 days. Relative to its competitors, Matson says CLX shaves 3-6 days off of the combined transit and discharge.

CLX operates with five U.S.-built,

U.S.-crewed sub-Panamax vessels: the *Maunalei*, *Manulani*, *Maunawili*, *Manukai* and *R.J. Pfeiffer*, making it one of a very small number of transoceanic services deploying Jones Act ships. The vessels' cabotage qualifications allow them to serve multiple domestic ports in California, Hawaii and Guam on their way to China.

Earlier this year, Matson announced that it would install a scrubber on one of these ships and would consider installing two more. As of November 5, Matson has committed to installing all three in fiscal 2019 at a cost of about \$9 million per vessel.

Matson has already installed scrubbers on the *Matson Anchorage*, *Matson Kodiak* and *Matson Tacoma*, three vessels dedicated to its Alaska service area. The units are used to comply with North American ECA zone requirements.



The MFOW gang aboard the *USNS Dahl* (left to right) is Electrician Tarajar Inthapanti, JM-5134; Wiper Theo Price-Moku, JM-5299; Oiler Jimmy Fagaragan, JM-5157; Oiler Rafael Trigo, JM-5298; and Oiler Jeffery Baker, JM-5196. The *USNS Dahl* (T-AKR-312) is a Military Sealift Command large, medium-speed, roll-on/roll-off ship, operated by Patriot Contract Services, and is part of the MSC repositioning program.

APL receives Safety at Sea award

APL was recently awarded the Safety at Sea Award at the CrewConnect Global Awards 2018 in the Philippines. The accolade is a recognition of APL's best practices and initiatives which has demonstrably led to the reduction of risk to human life at sea.

"The accolade re-affirms APL's 'Safety First' emphasis on board our vessels and at the terminals that we operate. Through safety protocols and training, APL imbues in our seafarers the right attitude towards safety management," said Dennis Yee, APL Global Head of Safety, Security and Environment.

APL adopts policies and processes that safeguard early detection, prevention and mitigation of risks associated with the business to enable safe and secure operations. In 2017, APL reported its 10th consecutive year of zero fatality and a low lost-time injury frequency rate of 1.55 incidents per million man hours.

APL deploys the latest navigation assistance tools and technologies to track and analyze wide-ranging nautical, meteorological and geographic information from ashore in real-time – 24 hours a day, 7 days a week. Based on live an-

alytics of the vessels' operating speeds, ocean currents, weather forecasts and high traffic areas, a team of onshore experts are empowered to assess, anticipate and mitigate any navigation-related risks to its vessel operations.

Complementing the effort, route optimization systems are being installed onboard its vessel fleet. These systems take into account the hydrodynamic properties of the vessel, loading parameters and weather forecasts to map out the safest and most efficient voyage that enable ship officers to make best informed and real-time navigation decisions throughout its voyage.

Besides safeguarding its assets and cargoes, APL also renders the voluntary support of its sea crews to maritime safety. Through the Automated Mutual assistance Vessel Rescue (AMVER) Maritime Safety Program, APL joins over 160 merchant shipping companies to provide a worldwide safety network that assists search and rescue coordinators in responding to emergencies at sea. In 2017, seven APL-operated vessels were acknowledged for APL's dedication to the Program that rescued 283 survivors in 2016.

Maritime piracy on the rise

A total of 156 incidents of piracy and armed robbery against ships were reported to the ICC International Maritime Bureau's (IMB) Piracy Reporting Centre in the first nine months of 2018 compared to 121 for the same period in 2017, showing an increase in maritime piracy. The 2018 figure is broken down as 107 vessels boarded, 32 attempted attacks, 13 vessels fired upon and four vessels hijacked — although no vessels were reported as hijacked in the third quarter of 2018. This is first time since 1994 when no vessel hijackings have been reported in two consecutive quarters.

Nevertheless, incidents of this crime persist, with the number of crew members held hostage increasing in comparison to the same period in 2017—from 80 incidents to 112 by the third quarter of

2018. An IMB official said, "While the record low number of hijackings in the second and third quarters of 2018 is of course to be celebrated, incidents of maritime piracy and armed robbery remain common. ICC urges governments to leverage the timely data available from the IMB Piracy Reporting Centre to concentrate resources in these hotspots."

Statistically, the Gulf of Guinea accounts for 57 of the 156 reported incidents. While most of these incidents have been reported in and around Nigeria (41), the Nigerian Navy has actively responded and dispatched patrol boats when incidents have been reported promptly.

There has also been a noticeable increase in the number of vessels boarded at the Takoradi anchorage in Ghana.

Moved recently?

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

OFFICIALS AND STAFF PAY INCREASE

At the annual Board of Trustees meeting on April 24, 2018, a recommendation was made that MFOW officials and Headquarters custodian receive a pay increase effective January 2019, based on the 2018 average pay increase per billet under the commercial fleet and shore maintenance contracts. The average 2018 master contract increase amounted to 1.6 percent. I recommend that a 1.6 percent salary increase for officials and Headquarters custodian be effective the first pay period of 2019, which starts on January 3, 2019.

Also, in accordance with the collective bargaining agreements between the Marine Firemen's Union and OPEIU Local 3, and the MFOW Welfare Plan and OPEIU Local 3, effective November 1, 2018, there shall be a "me too" increase for MFOW union and welfare staff equal to the increase given to officials. Therefore, a 1.6 percent increase in wages shall apply to union and welfare staff effective November 1, 2018.

APL MARINE SERVICES

On October 3 at Headquarters, and on October 10 at the Wilmington and Honolulu Branches, the membership voted to ratify the recently negotiated contract with APL Marine Services. The Seattle-Port Serviced could not muster a quorum on October 11 to hold a Special Meeting. The contract passed by a 59 to 41 percent margin.

On October 15, I notified APL Marine Services, the SUP, and the SIU-AGLIW, that the MFOW had ratified the agreement. On October 16, SUP President Gunnar Lundberg notified all parties that the SUP had ratified the contract at their October 9 and October 15 Headquarters and Branch meetings, respectively. Also on October 16, SIU-AGLIW Vice President Nick Marrone notified all parties that the SIU-AGLIW had ratified the contract.

The parties are still working toward completing final contract documents.

TRIAL COMMITTEE APPEAL

On October 10, a Trial Committee was selected and convened in Wilmington to adjudicate charges filed by two members against another member. The charges stemmed from an incident that took place on September 20, 2018, in the Wilmington hall. The charges filed, defined under ARTICLE VI, SECTION II of the MFOW Constitution were:

- Assault upon or menace toward a fellow member on the ship or in the hall of the Union.
- Frequent drunkenness.

The Trial Committee determined that the shipping rights of the accused are suspended for one year. On October 15, Headquarters was notified that the accused wished to appeal the sentence. On October 22, Headquarters received a written appeal as required by the MFOW Constitution.

ARTICLE VI, SECTION IX of the MFOW Constitution provides the following:

Any member who has been found guilty and sentenced shall file his appeal in writing to Headquarters and shall set forth therein the nature of the grounds in which he feels the judgment was not in accordance with justice. Upon receiving this written appeal, Headquarters shall request the port agent at the port where the trial was held or the President/Secretary-Treasurer, if the trial was held at Headquarters, to forward a summation of the evidence and the written findings of the Trial Committee to Headquarters. Headquarters will reproduce this material and promptly forward it to all Branches. The appeal shall be considered by all Branches at the next regular business meeting following receipt of the material from Headquarters. Each Branch shall promptly notify Headquarters of the vote on the appeal. Headquarters, in turn, will notify the port agent where the trial was held, the accuser and the accused, of the results of the appeal.

On October 24, I forwarded all relevant information to the Branches for review. The appeal was scheduled to be taken up under "New Business" at the November 7 Headquarters meeting, at the November 14 Branch meetings in Wilmington and Honolulu, and at a Special Meeting at the Seattle-Port Serviced hall on November 15.

MFOW SUPPLEMENTARY PENSION PLAN

As in the previous six years, under the calculations required by the Pension Protection Act of 2006, if no action was taken, the MFOW Supplementary Pension Plan was projected to have a minimum funding deficiency within seven years. This would have triggered "endangered status" requiring a funding improvement plan by the trustees.

The plan actuary calculated that a contribution of \$45,000 would keep the plan out of endangered status for one year. In order to keep the plan out of endangered status, the plan trustees proposed and agreed to a \$45,000 reallocation of contributions to the plan normally allocated to MFOW Welfare Plan Guaranteed Account.

For the record, the following details the fund amounts reallocated from MFOW Welfare Plan contributions to the MFOW Supplementary Pension Plan over the years:

Plan Year Ending	Reallocation	MFOW Welfare Account From
July 31, 2013	\$20,000	Special Account #1
July 31, 2014	\$20,000	Special Account #1
July 31, 2015	\$27,000	Special Account #1
July 31, 2016	\$27,000	Special Account #1
July 31, 2017	\$27,000	Special Account #1
July 31, 2018	\$27,000	Special Account #1
July 31, 2019	\$45,000	Guaranteed Account
Total	\$193,000	

In the coming year, the trustees of the MFOW Supplementary Pension Plan will enter into discussions to produce a long-term solution to the funding deficiency.

The MFOW Supplementary Pension Plan is a closed plan which provides a maximum benefit of \$560 per month to participants who had covered employment prior to September 1, 1985.

Port of Redwood City announces best year in history

The Port of Redwood City announced that fiscal year 2017-18 was its best year in history, generating \$8.6 million in revenue and over 2.3 million metric tons of cargo moving across the port's docks, a 49 percent increase in cargo over the prior year. Additionally, the port had 65 vessel calls, 53 barge calls and hosted 202 passengers. The last record breaking year was in 2005, which generated 1.9 million metric tons of cargo. The port's fiscal year runs from

July 1 to June 30.

Strong annual results provide a deeper look into the port's significance to regional economic growth, with continued focus on construction materials to the area, and exports of scrap metal abroad. The top ranking materials imported included sand, gypsum and aggregates, with scrap metal as the primary export. One cargo ship can displace 2500 truck trips reducing congestion on the region's already crowded roads and highways.

Several other major initiatives are underway to support port operations and provide the potential to ease regional traffic congestion. The City of Redwood City and the port are working with the Water Emergency Transportation Authority, and the San Mateo County Transportation Authority to assess the feasibility of ferry service between Redwood City and San Francisco and the East Bay. Recently, the city and the port issued a request for proposals to conduct

a ferry feasibility study and cost benefit analysis. Port and city officials anticipate selecting a consultant to conduct the feasibility study later this fall.

Also later this fall the port is undergoing a dredging project to maintain and improve the width, depth and length of ship berths. This infrastructure investment will allow the port to better support existing customers and grow operations serving larger cargo vessels in the future.

Reefer digitalization services grow

The use of sensor-based technologies continues to grow in the logistics supply chain with two key announcements this week on refrigerated container monitoring systems. Orbcomm recently launched its solution for remote monitoring and control of reefers traveling by land, rail or sea on Tuesday. The CT 3000 series provides wireless connectivity using ruggedized hardware and a Cloud-based analytics platform. It supports built-in and external sensors, cellular connectivity and wireless technologies to deliver data including asset location, status, performance and cargo area temperature.

The system connects directly to the reefer to enable real-time alerts and two-way control, allowing operators to quickly react to discrepancies and remotely adjust temperature and humidity levels. In addition, the system automates pre-trip inspections.

The new series comes in two variants, one that can be temporarily installed to monitor assets for a specific duration and one that is permanently installed for continuous tracking.

Maersk Container Industry announced that it is launching its new reefer digitalization service in 2019.

The system, Sekstant Global Guidance, will provide data to container operators wherever the reefers are located in the world - at sea on board a container ship or inland carried on a truck.

The data will be able to be visualized on the shipper's desktop and seamlessly integrated into their IT systems. The system remains online continuously using a centralized cloud architecture and is enabled by a Smart Edge device that includes wide-band 4G LTE modem connectivity with global coverage. Everything is incorporated into the single device, which shares the same power supply as the reefer controller. Using the Linux OS platform, the device features Near Field Communication and Bluetooth for mobile communication. All data transmissions are secured and encrypted.

The system can provide a range of

functions including GPS location and temperature readings and alarms can be expanded to include G-shock recording, ITI diagnostics stamps, replacing manual pre-trip inspections and potentially automated government approvals, as well as remotely activated trip preparation. Data captured can be used to support warranty handling, and product quality can be monitored via remote Controlled Atmosphere readings and sensor alarms. Sekstant will also offer opportunities for geo-fencing, equipment condition status and reefer lifetime reports.

Maersk Container Industry says the system is its most significant technological breakthrough since the introduction of its Star Cool reefer. It is part of a growing suite of digital services: earlier this year, the company launched its Star Cool Service app to support service technicians on site.

Active MFOW members

Retain your Welfare Fund eligibility.

MAIL or TURN IN all your Unfit for Duty slips to:

MFOW Welfare Fund, 240 Second Street, San Francisco, CA 94105

VICE PRESIDENT'S REPORT

At the end of October, there were 162 members registered for work MFOV-wide. The APL reflag vessels are starting to request their first round of reliefs.

On October 23, the front door glass at our Headquarters' building was shattered by persons unknown. We have since replaced the glass to the door and the transom, which was previously cracked.

Congratulations to those members applying for advancement in seniority: Jameala Hagens, JM-5204; Jesse Martinez, JM-5237; Cicero Lacaba, JM-5248; Victor Armenta, JM-5301; Cedric Joseph, JM-5121; and Manuel Dacuycuy, JM-5124.

VESSEL RUNDOWN

Matson: All vessels continue to call for Standby Wipers and/or Standby E/Rs. The *Maui* has been laid up since December 8, 2017. On October 28, she was flat towed to Pier 3, Alameda's Ready Reserve Fleet.

The *Lihue* was laid up in Portland since August 26. On October 8, we received a job order for emergency activation to fill in for the *R.J. Pfeiffer*, which was delayed in China. On October 29, she laid up at MHT's Berth 60, calling for two Standby Wipers. She suffered a boiler blowout on October 30, laid off the two Standby Wipers and hired an NRC hazmat crew.

The *Manoa*, which is on the Northwest triangle run, called Oakland three times last month. On her second call, she pierheaded a second Reefer for 300+ RVs. On her third call, with 300+ RVs, the vessel requested a 2nd Reefer, but the request was declined by the company!?

The *Matsonia* called Oakland three times; shipped a rotary Chief Electrician and a REJ for a voluntary quit. After a couple of false starts, the new plank owner crew for the *Daniel K. Inouye* was flown to Philadelphia on October 30 for her shake-down run via the Gulf of Mexico and the "canal" to Oakland for loadout on her maiden voyage west to Paradise. She is expected here on November 20.

APLMS: The following vessels called OAK last month: *President Kennedy*, *President Truman*, *President FD Roosevelt*, *President Wilson*. The *Wilson* called for four Standby Wipers. All vessels were in and out clean.

The *APL Saipan* and *APL Gulf Express* are running with little or no problems. The *APL Guam* was experiencing internet connection problems; the company was contacted, and this was addressed in a timely fashion. Vendors are installing internet access for all crew members.

Fraternally,
"Cajun" Callais

BUSINESS AGENT'S REPORT

In late September, Patriot Contract Services (PCS) activated the *Cape Taylor*, *Cape Trinity*, *Cape Texas*, *Cape Vincent* and *Cape Victory* for approximately seven days. The vessels were laid up around October 4.

For the month of October, we dispatched the following jobs to PCS vessels: *USNS Dahl* — one Electrician was flown out to Saipan. *USNS Watson* — one Electrician and one Oiler were flown to Norfolk, VA.

On September 30, the *USNS Pomeroy* laid off its crew for RAV in Bayonne, keeping one Electrician and one Oiler. On October 19, the Oiler was laid off, with the Electrician kept for RAV completion.

M/T SLNC Pax — one Oiler is awaiting fly out to Korea.

Matson Navigation's *Cape Horn*

called for four Standby Wipers to clean the engine room bilges and the port side pipe duct for four days' work. The company and the vessel were highly satisfied with their performance.

On October 25, Super Typhoon Yutu made its way across the South China Sea. The equivalent of a Category 5 hurricane, Yutu made landfall at Tinian and Saipan and then headed approximately 700 miles south to the U.S. territory of the Northern Mariana Islands, where it destroyed homes and cut power and water to thousands of residents. The *USNS Soderman* and *USNS Dahl* relocated to this area to assist with the recovery efforts and serve as berthing areas for the responders.

Fraternally,
Bobby Baca

Guidance on missing seafarers issued

New guidance on dealing with situations involving missing seafarers has been produced by the International Seafarers' Welfare and Assistance Network (ISWAN), the International Chamber of Shipping and InterManager. Good Practice Guide for Shipping Companies & Manning Agents working with situations involving missing seafarers covers managing relationships on board, actions that should be taken and managing relationships with the families of seafarers who have gone missing. It includes details of recommended procedures to follow, templates and scripts for communicating with families and further resources including contact details for reporting incidents of missing seafarers.

The guide expands upon ISWAN's previous publication, Good Practice

Guide for Shipping Companies and Manning Agents: Humanitarian support of seafarers and their families in cases of armed robbery and piracy attack to cover a broader range of issues where seafarers may be missing.

Separately, the flagship program of the charity Human Rights at Sea, the Missing Seafarers and Fishers Reporting Program, has been updated and the website refreshed to ensure easier and more efficient use. The charity has been running the program since 2015, during which time individual cases have been submitted by families and details uploaded from publicly available information highlighting losses of seafarers and fishermen at sea. The database continues to develop and grow with private donor support.

How working people defined the midterm election

By AFL-CIO President Richard Trumka

November 12, 2018

There was plenty of punditry plastered across cable news last week. But, as the dust settles, there is one story that has come to define this election: working people standing together to make a difference. The labor movement unleashed an unprecedented political program this year. Across the country, union members made the difference, fighting for our issues, for union candidates and for our proven allies.

Over the last few months, we knocked on more than 2.3 million doors and distributed five million fliers at more than 4,600 worksites. That represents millions of conversations between fellow union members, talking earnestly about the opportunity we embraced in this election — a chance to stand up and demand the fairer economy and more just society that we deserve.

That issue-focused, member-to-member communication extended to every part of our organizing operation, from a 12-million-piece direct mail program to the largest digital ad campaign in our history.

At the heart of every effort we made, there was a powerful advantage unique to the labor movement: working people trust our unions. In fact, persuadable voters trust unions more than any other source of political information, including friends and family. We earned that trust and built on it, mobilizing our members to the polls.

The result was game changing. We're filling the halls of power with our own. More than 900 union members were elected to office last week, including a U.S. Senator, two governors and at least 18 U.S. House members.

We're also tossing out the hand-

picked politicians who have dutifully served corporate interests at the expense of working families. It gave me no small pleasure waking up last Wednesday knowing that Scott Walker and Bruce Rauner will be packing their bags in the coming weeks. But, it gives me even greater confidence knowing that we elected an army of pro-worker governors all across America, not just in Wisconsin and Illinois, but Nevada, Maine and even Kansas.

Working people took an important step forward last week. From state houses and governor's mansions to Capitol Hill, we are building the foundation for a brighter future. And we are ready to hold our elected leaders accountable to their promises, and do our part to win a pro-worker policy agenda.

We're tired of a corporate-controlled government and a corporate-run economy. We aren't standing for politicians who listen to the whispers of a few CEOs and ignore the voices of working families. We're dismantling a broken system that expects us to work harder and longer and produce more wealth than ever before — but take home the same or even less.

We're doing the work of ending that injustice. There's an energy unlike anything I've seen in my 50 years in the labor movement — an urgency to demand something better. We're organizing. We're marching. We're striking. We're fighting for our most fundamental rights and dignities on the job. And, as we made clear last week, we're making ourselves heard loud and clear at the ballot box.

Richard L. Trumka is the president of the AFL-CIO, the largest labor federation in the United States with over 12.5 million members and 55 affiliated unions.

CMA CGM completes acquisition of Containerships

The CMA CGM Group recently announced that it has completed the acquisition of Containerships, a container-transportation and logistics company. The European Commission authorized this transaction on October 22. Containerships, which specializes in the intra-European market, will complement CMA CGM's service offering.

Founded in 1966, Containerships is a Finnish company specialized in Intra-European containerized trade with 690 employees. Containerships offers its clients a complete range of high-quality services, as well as logistics solutions through all types of transportation (sea, road, rail and barge).

With the acquisition of Containerships, the CMA CGM strengthens its position as a major player in intra-European transport, in particular through the combination of the geographical areas covered by Containerships and MacAndrews. MacAndrews recently merged with OPDR and covers Great Britain, Poland, Sweden, Ireland, the Netherlands, Spain (including the Canary Islands), Portugal and Morocco. Containerships is present in the Baltic markets, Russia, Northern Europe, North Africa and Turkey.

Customers of the CMA CGM Group's intra-European activity will now benefit from the expertise of 2,700

employees located in 130 offices. In 2017, 2.2 million TEU were transported on CMA CGM Group's and Containerships' intra-European lines.

The acquisition of Containerships is part of the CMA CGM Group strategy aimed at densifying its regional network, which began in 2002 with the acquisition of MacAndrews. CMA CGM is thus strengthening its intra-regional offer, a rapidly expanding market in which the Group is already present through its subsidiaries: CNC Line, one of the leaders in the Intra-Asia market; Mercosul, a leader in the domestic container transport market in Brazil; Sofrana, a major player in regional trade in the Pacific Islands; and MacAndrews, specialist in intra-European door-to-door multimodal solutions.

With Containerships, CMA CGM is also pursuing its strategy towards the protection of the environment with the upcoming entry into Containerships' fleet of four 1,400 TEU vessels powered by liquefied natural gas (LNG). These vessels will be followed, from 2020 onwards, by the entry into service of the nine 22,000 TEU and two 1,400 TEU container ships ordered by the CMA CGM Group. In addition, Containerships has a fleet of LNG-powered trucks, enabling the CMA CGM Group to offer LNG throughout the transport cycle.

MARINE FIREMEN'S UNION TRAINING PROGRAM

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.

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 five-day course 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.

November 26-30

January 21-25, 2019

HIGH VOLTAGE SAFETY

This five-day course is open to members who have electrical equipment background and training. Each student should:

- Have the requisite skills (knowledge and techniques) to distinguish exposed energized electrical conductors and circuit parts from other parts of electrical equipment, capability to determine nominal system voltages;
- Have the ability and be capable of providing first aid, including resuscitation, CPR and AED (where provided);
- Be capable of determining the proper use of personnel protective equipment to protect against shock and arc flash.

Prerequisites: QMED Electrician/Refrigerating Engineer, QMED Junior Engineer, RFPEW and Able Seafarer-Engine endorsements.

November 26-30

December 10-14

January 21-25, 2019

ENDORSEMENT UPGRADING

QMED Fireman/Oiler/Watertender

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Oiler/Watertender course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. **Prerequisites:** 180 days or more of MFOW-contracted sea time as Wiper; PLUS Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.

November 26-December 21

January 7-February 1, 2019

STCW Rating Forming Part of an Engineering Watch

A member who successfully completes the 40-hour Rating Forming Part of an Engineering Watch (RFPEW) course will satisfy the requirements needed for the STCW endorsement as RFPEW. **Prerequisites:** See QMED Fireman/Oiler/Watertender course. It is recommended that eligible candidates schedule the QMED Fireman/Oiler/Watertender and RFPEW courses back-to-back for a five-week combined training session.

December 17-21

February 4-8, 2019

QMED Electrician/Refrigerating Engineer

A member who successfully completes the 240-hour QMED Electrician/Refrigerating Engineer course will satisfy the requirements needed for the national endorsement as QMED Electrician/Refrigerating Engineer, provided all other requirements, including sea service, are also met. **Prerequisites:** Endorsements as QMED Fireman/Watertender, QMED Oiler, and RFPEW; PLUS 180 days of MFOW-contracted sea time while qualified as RFPEW.

January 7-February 15, 2019

STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. **Prerequisites:** Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days' or more of MFOW-contracted sea time while qualified as RFPEW.

December 3-7

February 18-22, 2019

QMED Junior Engineer

The MFOW Training Plan does not sponsor the QMED Junior Engineer course. A member who has successfully completed the modules for QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, and QMED Oiler can be issued the national endorsement as QMED Junior Engineer without testing provided he or she has met all other sea service and training requirements.

QMED Pumpman/Machinist

A member who successfully completes the 240-hour QMED Pumpman/Machinist course will satisfy the requirements needed for the national endorsement as QMED Pumpman/Machinist. **Prerequisites:** 360 days or more of MFOW-contracted sea time while holding the endorsements as QMED Electrician/Refrigerating Engineer, QMED Junior Engineer, QMED Fireman/Watertender, QMED Oiler, RFPEW and AS-E.

February 4-March 15, 2019

STCW Electro-Technical Rating

The required Coast Guard-approved courses leading to the STCW endorsement of Electro-Technical Rating (ETR) are not available. When the courses are available, preference shall be given to those members who have satisfactory MFOW-contracted sea time as Electrician, ERJ, REJ or Reefer/Electrician.

STCW BASIC TRAINING*

***NOTE: ALL BASIC TRAINING CERTIFICATES HOLD A ONE-YEAR VALIDATION WHEN USED FOR MARINER DOCUMENT (MMD) RENEWAL.**

Basic Training Revalidation (two days)

The BT Revalidation course 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.

Training Resources, Ltd., San Diego, CA (one day): November 30; December 14; 2019-January 11; January 25

MITAGS-PMA, Seattle, WA: November 29-30; December 17-18; 2019-January 15-16; February 18-1

Basic Training Refresher (three days)

The BT Refresher 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: December 19-21; 2019-January 16-18; February 13-1

Compass Courses, Edmonds, WA: November 27-29; December 11-13; 2019-January 29-31

MITAGS-PMI, Seattle, WA: December 14-17

Second Poe-sized lock on Great Lakes a step closer to reality

Following Congressional approval and a presidential signature, legislation authorizing funding for a second lock that can handle the large 1000-foot ships on the Great Lakes within the Soo Locks system brings the project a step closer to happening. Last month, President Trump signed the America's Water Infrastructure Act of 2018 which included the Soo Lock Post-Authorization Change report to authorize construction of a second Poe-sized lock. The project is expected to cost just under \$1 billion and take several years to complete.

The Maritime Trades Department, AFL-CIO worked with its affiliates and Great Lakes shipping interests to spotlight the need for a second large lock. MTD Secretary-Treasurer Daniel Duncan toured the Soo Locks in fall 2015 with representatives from the AFL-CIO Metal Trades Department and MTD-affiliated Machinists to call attention to the situation.

"A second Poe-sized lock was authorized in 1968, but has languished under several administrations," said James Weakley, president of the Lake

Carriers' Association, upon the measure's passage.

"For far too long, America's economy has been at risk because we have only one Poe-sized lock," Weakley added. "The Department of Homeland Security predicts 11 million Americans will lose their jobs if the Poe Lock is down for just six months. President Trump's signing of this bill means we can now concentrate on funding the lock."

The Soo Locks are located between Lake Superior and Lake Huron. The system allows commercial and pleasure crafts to sail between the higher waters of Superior and the rest of the waterways. It is operated by the Army Corps of Engineers. Besides the Poe Lock, which was built in 1968 to handle the largest vessels on the Great Lakes, the system includes two reduced-sized facilities – the MacArthur Lock (built 1943), which can handle smaller commercial vessels as well as pleasure boats, and the Davis Lock (built 1914), which only handles pleasure crafts.

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.



Free College for Union Members and Their Families

The Union Plus Free College Benefit, brought to you in partnership with AFSCME, can help you (and your family members) afford a college education without piling on thousands of dollars in student debt.

What is The Union Plus Free College Benefit?

Under an academic partnership with Eastern Gateway Community College, the Union Plus Free College Benefit offers grants — known as “last dollar scholarships” — that fill the gap between any federal, state and employer education grants for tuition, fees, and e-books for certain online programs at Eastern Gateway.

Free College is possible thanks to the early support and enthusiasm of AFSCME, who collaborated with Eastern Gateway Community College in 2016. Since 2016, thousands of students have taken advantage of millions of dollars in Free College scholarships.

Earn an Associate Degree — completely online, for FREE! Even if you don't qualify for student financial aid, the Union Plus Free College Benefit will be applied to your balance for tuition, fees and e-books.

Eastern Gateway Community College

Eastern Gateway Community College is a fully accredited, non-profit public institution that is part of the University System of Ohio. Students can enroll in the distance learning program from anywhere in the U.S. The program offers seven associate degrees and two certificate programs. Credits can be transferred to a four-year college.

Degree Programs

- Accounting
- Associate of Arts
- Business Management — with Optional Concentrations in Labor Studies, Entrepreneurship, Health Care Management, Human Resources; Information Technology and Marketing or Finance
- Criminal Justice
- Early Childhood Education
- Individualized Study
- Paralegal

Certificate Programs

- Business Management – with an optional concentration in Accounting
- Patient Navigator

Classes Begin Every 8 Weeks

- Classes are online so they fit into your schedule
- Attend full-time or take as little as one class per term
- Credits can transfer to other schools
- Advising and tutoring is available to support students

Learn more:

call 888-590-9009 to speak to an enrollment advisor

HOWZ SHIPPING?

October 2018

San Francisco	Wilmington
Electrician..... 3	Electrician..... 1
Electrician/Reefer/Jr. Engineer..... 1	Electrician/Reefer/Jr. Engineer..... 2
Reefer/Electrician..... 1	Reefer/Electrician/Jr. Engineer..... 2
Junior Engineer (Watch)..... 2	Junior Engineer (Watch)..... 1
Oiler..... 2	Junior Engineer (Day) 4
Standby Electrician/Reefer 16	Wiper..... 2
Standby Wiper..... 30	Shore Mechanic..... 1
TOTAL55	Standby Electrician/Reefer 20
	Standby Wiper..... 42
	TOTAL75
	Seattle
	Electrician..... 2
	Reefer/Electrician..... 1
	Junior Engineer (Watch)..... 1
	Oiler..... 2
	Wiper..... 1
	Standby Electrician/Reefer 5
	Standby Wiper..... 8
	TOTAL20

Mexico to develop national maritime transport policy

Officials from various government entities in Mexico have received training in how to develop a National Maritime Transport Policy (NMTP), said a statement from the International Maritime Organization (IMO). The concept is being promoted by the IMO as a good governance practice to guide planning, decision making and legislation in the maritime sector, and as a key driver for a country's sustainable development.

Representatives from the Mexican Navy and from other Government bodies and other stakeholders involved in

the development of NMTP were trained on the formulation process and content of maritime transport policy with the aim being to assist them to put into place a NMTP for Mexico as well as a strategy for its implementation.

The workshop took place in Mexico City earlier this month and was organized by IMO in close cooperation with the Unit for the Captain of the Port Offices and Maritime Affairs of the Secretariat of the Mexican Navy and with the involvement of the World Maritime University.

Oakland cancels coal terminal lease

The City of Oakland has terminated a lease agreement for a controversial coal terminal, citing breach of contract due to a lack of progress on the ground. The terminal has been held up in court ever since early 2016, when Oakland's city council voted to bar shipments of coal using city land.

Among other potential bulk and breakbulk uses, the terminal would have provided an outlet for Utah-based coal producers to sell to overseas buyers. American coal consumption has been in decline for years, and access to foreign markets is a key concern for coal mining firms - especially trans-Pacific access to China, the world's largest coal importer.

Prior to the 2016 vote, a health advisory panel to Oakland's city council found that coal trains passing through

the city would significantly increase air concentrations of fine particulate matter due to emissions of both coal dust and diesel exhaust. It also noted that coal dust typically contains mercury, lead, arsenic, cadmium and crystalline silica. These substances are a health risk if inhaled or ingested.

The operator, Terminal Logistics Solutions, said that banning a legal commodity like coal would send the wrong signal about Oakland, not about coal. A U.S. District Judge struck down Oakland's ban on coal transport earlier this year, and the city is appealing his verdict.

In the interim, the city has informed the project developer that it is canceling the lease for the terminal. Despite the history of the disagreement, the City of Oakland said that its decision was not related to coal or to public health, but rather with the “developer's failure to meet its obligations and perform the work it agreed to do.” The city is also seeking \$1.6 million in damages for nonperformance.

The 20-acre facility would have been built on the city's half of the former Oakland Army Terminal, which was decommissioned in 2006 and split between Oakland and the Port of Oakland. City leaders have said that they were not informed of the developer's plan to handle coal at the terminal when Oakland signed the lease agreement in 2012.

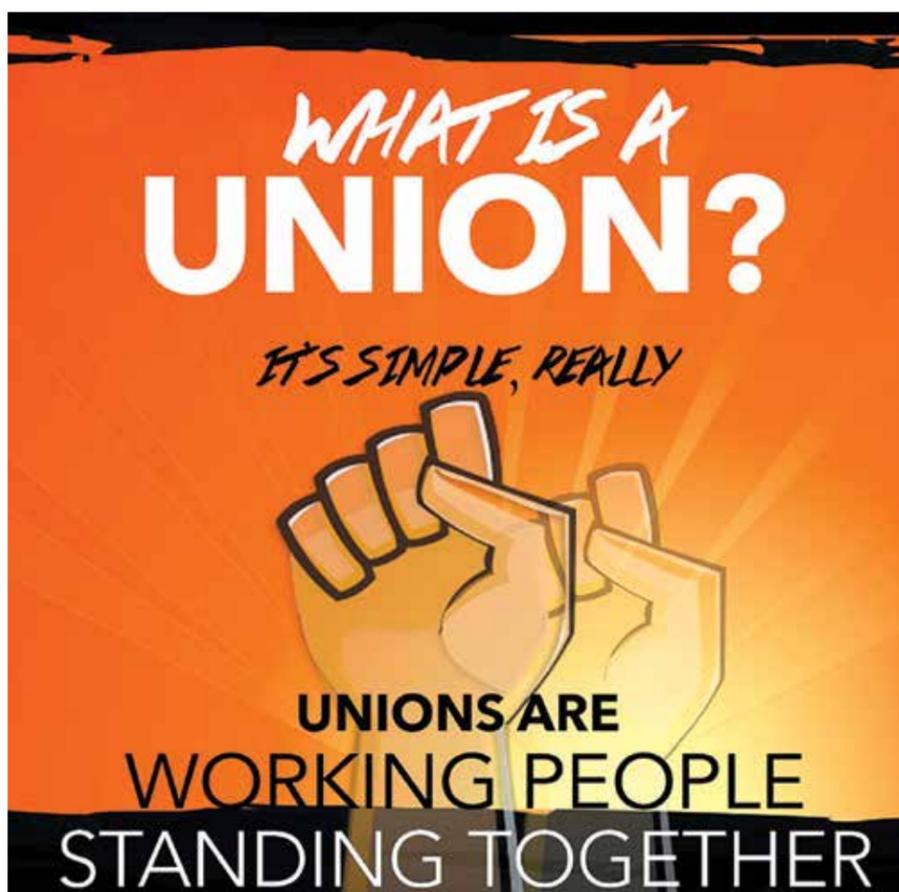
Your Right to Union Representation

"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.

HONOR ROLL

Voluntary donations to General Treasury — October 2018:
 Travis Kehoe, JM-5137\$50.00
 Helaman Taaga, JM-5185\$ 5.00



HONOLULU NOTES

The Honolulu Branch dispatched 60 jobs in the month of October. There were 11 steady jobs: one Electrician, one Reefer and one Day Jr. for the *Mahimahi*; one Electrician and one Oiler for the *Kamokuiki*; one Day Jr. and a Wiper for the *Gulf Express*; one Day Junior each for the *Maunalei* and *Pfeiffer*; and one Wiper each for the *Manoa* and *Soderman*.

There were two calls for vacation relief on the shoregang. The rest were standby jobs: 17 Standby Elect/Reefers and 30 Standby Wipers.

Presently the Honolulu registration list has 11 "A" seniority members, 5 "B" seniority members and 6 "C" seniority members.

At the monthly Hawaii Port Council meeting, we were informed about the ongoing labor strike by Local 5, which is the hotel workers union that is getting pushed out by automation. The hotels are wanting to replace labor with robots. This is something we (workers) should all be concerned about. Before, automation assisted workers with their jobs; but now with new technology, it will be re-

placing most of us workers.

Every day there are articles about autonomous shipping. We are not talking about AI (artificial intelligence) programming, just regular software programs that can run all these autonomous devices. Right now, there is a McDonald's in Arizona that is run entirely by robots. I watched a PBS forum on this topic. Someone said that this happens all the time and that we just need to adapt and retrain for the new jobs that it will create. The problem I see with that statement is it will create a lot fewer jobs. The educators said that they will be teaching more computer science and engineering courses (robotics). Even doctors were praising the autonomous devices that help with lab work. They don't see it coming — the day a program or robot with replace them as well.

Let's not wait for this to affect us at sea; let us come together now with all workers and stand together.

Aloha,
Mario Higa
Port Agent

SEATTLE NOTES

During the month of October, we shipped the following: one R/E, two Electricians, one W/JR, two Oilers, five Standby Reefers and 8 Standby Wipers. We currently have 11 "A" members; 6 "B" members and 8 "C" members registered for shipping.

I represented the MFU/SUP at the King County Labor Council delegates meeting.

A few ships delegates have checked in reporting that departing crew have been "blowing up" the common garbage areas, leaving soiled linens strewn about (even when a laundry bag is furnished), and are leaving their staterooms in an unsanitary state with no linens or con-

tractual toiletries in place. This is unacceptable! We all know that, after long flights around the world or interstate drives, the last thing we as joining crew want to do is turn to upon arrival for sanitary before we can get a good night's sleep. We should always leave a ship better than we found it, period!

Our pride in tradition, past practice, and our respect for our union brothers and sisters is what sets us apart. Remember this when you are packing your bags before pay-off and leave a space that is up to our standards.

Respectfully,
Brendan Bohannon
Seattle Business Representative



2018 MFOW and SUP Welfare Plans Joint Holiday Benefit

San Francisco

Friday, December 14 • 11:30 a.m. to 2:30 p.m.

Marine Firemen's Union Headquarters
240 2nd Street, San Francisco, California 94105

Wilmington

Sunday, December 9 • 10:30 a.m. to 2:00 p.m.

Masters, Mates and Pilots Hall
533 North Marine Avenue, Wilmington, California 90744

Honolulu

Sunday, December 9 • 11:00 a.m. to 2:00 p.m.

O'Toole's Banquet Room (Enter Marin Street side entrance)
902 Nuuanu Avenue, Honolulu, Hawaii 96813

Seattle

Saturday, December 15 • 10:00 a.m. to 3:00 p.m.

Leif Erikson Hall
2245 NW 57th Street, Seattle, Washington 98107



WILMINGTON NOTES

Wilmington members and applicants were dispatched to 75 jobs in October: One PCS, three APL, eight Matson shipboard billets and one Shore Mechanic filled by members. Four applicants were dispatched as well to standby jobs. Members registered here number 22 A-, 19 B-, and 29 C-seniority registrants.

Weather persisted, hampering the schedules of the trans-Pacific ships this month. But pineapple runs were not affected. A two-year contract with APL and parent company CMA-CGM was agreed upon and terms have been initiated. Almost all reflag problems on the APL ships calling here have been resolved. Adjustments are still being made to the vessels.

Matson's newest ship will call here in November. Her maiden voyage will be the lower triangle, while the *Mahimahi* went north for now.

UTLA is still in mediation, and MEBA and MMP are still in negotiations with APL at this point also. And some local nurses might be walking out

this month if terms are not agreed upon quickly. The ongoing strike between Local 5 and Marriot Hotels in Hawaii is still in progress with both sides talking; however, no resolution has been made as of yet.

Work on the *SS Lane Victory* has progressed to the point of lighting off the boiler for USCG inspections; volunteers are very much appreciated. Report to Chief Engineer Jim Gillen in the engine room; turn-to time onboard on Wednesday and Saturday at 0900.

The Wilmington Branch Christmas Luncheon will be held on December 9 at 1030-1400. MFOWW will host this year and it will be held at our hall. Work safely every day.

Aloha,
Sonny Gage, Port Agent

Benefits paid during October

Death Benefits	NONE
Burial Benefits	
Walter H. Ballard, P-2603	\$1,000.00
Harry J. Mynes, P-1284	\$1,000.00
Excess Medical	\$13,809.58
Glasses and Examinations	\$200.00

FINISHED WITH ENGINES



Roland Lum, #1975. Born July 21, 1920, Hawaii. Joined MFOW November 21, 1947. Pensioned July 1, 1979. Died October 26, 2018, Wailuku, HI.

POLITICAL ACTION FUND

Voluntary donations for October 2018:

Mark Geiler, #3727	\$50.00
Alan Graves, N/A	\$5.00
William Hansen, P-1933	\$25.00
Ely Hermano, #3873	\$30.00
Janna Hoover, JM-5122	\$40.00
Travis Kehoe, JM-5137	\$50.00
Anthony Petrovich, P-2633	\$100.00
Frank Portanier, SUP	\$25.00

Regular membership meeting dates 2018

Dec.	5	S.F. Headquarters
	12	Branches

Regular membership meeting dates 2019

January	2	S.F. Headquarters
	9	Branches
February	6	S.F. Headquarters
	13	Branches
March	6	S.F. Headquarters
	13	Branches
April	3	S.F. Headquarters
	10	Branches
May	1	S.F. Headquarters
	8	Branches
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