



THE MARINE FIREMAN

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



Volume 75

SAN FRANCISCO, CALIFORNIA, JUNE 18, 2019



No. 6

Matson on schedule to meet IMO 2020 emission regulation

Matson, Inc. has begun the installation of state-of-the-art exhaust gas cleaning systems on six vessels deployed in its Hawaii and China-Long Beach Express services as part of its strategy to reduce fleet emissions in line with new worldwide regulations established by the International Maritime Organization (IMO). The regulations take effect on January 1, 2020. Three of the vessels will receive the new equipment in 2019 and the remaining three in 2020.

While new low-sulfur fuels designed to meet the new IMO emission standard have been in development for years in

anticipation of the change, there is still uncertainty about their costs and availability. Liquefied Natural Gas (LNG) is an alternative, but the infrastructure for production and distribution remains insufficient to support Matson's operations in the Pacific.

To start, Matson embarked on a fleet renewal program, replacing older vessels with four new ships that are equipped with dual-fuel engines designed to run on new low-sulfur fuels or LNG. The other main component of Matson's strategy involves expanded use of exhaust gas cleaning systems, or scrubbers, which

enable vessels to achieve compliance with the new IMO regulations while continuing to use existing higher sulfur fuels. Matson installed scrubber systems on three vessels in its Alaska fleet in 2015 and 2016, and the success of that project became the foundation of its IMO 2020 compliance strategy.

Similar to the systems Matson deploys in Alaska, the scrubber technology being installed in the six additional

vessels will reduce sulfur oxides emissions to levels at or below the limits set by the new IMO regulations, and below those of vessels using low-sulfur fuel. With the deployment of dual-fuel engines in new ships and scrubbers in additional vessels, Matson will be able to meet or exceed the IMO 2020 emission standard while mitigating the expected higher cost of low-sulfur fuel over more than half of its current fleet.

APL cuts carbon emissions in half since 2009

Following the CMA CGM Group's recent announcement on reinforcing its environmental objectives, APL announced a 47.4 percent reduction in carbon dioxide emissions per container transported per kilometer in 2018, compared to its base level in 2009. The result follows the Environmental Performance Assessment (EPA) of APL's 2018 carbon dioxide emission data by the global non-profit organization Business for Social Responsibility's Clean Cargo Working Group. The Clean Cargo EPA data was verified by Lloyd's Register Group according to the Clean Cargo verification protocol and principles of ISO14064-3:2006 standard.

APL is fully aligned with the CMA CGM Group's ambitious commitment to reduce its carbon dioxide emissions per container transported per kilome-

ter by 30 percent between 2015 and 2025, after the Group has achieved a 50 percent reduction between 2005 and 2015. Behind APL's responsible shipping course is its holistic approach in driving operational efficiencies, fleet and voyage optimization, as well as the deployment of a fuel-efficient fleet of vessels. Complementing a rigorous maintenance regime, the carrier also identifies solutions that improve its vessel fleet performance.

Gearing up for 2020 Global Sulphur Cap, APL will be using low-sulphur compliant fuel oil across its vessel fleet; employing advanced air quality systems on some vessels that clean emissions before they are released into the atmosphere; and deploying liquefied natural gas-fueled vessels. APL will make further inroads in environmental protection and ocean conservation as the Group takes delivery of nine new 22,000 TEU LNG-powered ships from 2020 onwards. Reducing air pollutants, APL vessels fitted with cold ironing capabilities use shore power while at berth in U.S. West Coast ports and in Yantian, China after a successful pilot with the port.

Halls to close

Independence Day — The MFWU hiring halls will be closed on Thursday, July 4, 2019, in observance of Independence Day, which is a contract holiday.

Nominations for MFWU officers open September 1

Nominations to elect officers of the Marine Firemen's Union for the 2020-2022 term of office will open on September 1, 2019.

Nominations may be made in person at the September 4 Headquarters meeting or the September 11 branch meetings or handed in to the officials at Headquarters and branches. They may also be made by mail any time during the month, provided that mailed nominations are received at MFWU Headquarters by September 30, 2019.

The following positions will appear on the ballot this year, along with three positions open on the Board of Trustees:

1. President/Secretary-Treasurer
2. Vice President
3. San Francisco Business Agent
4. Wilmington Port Agent
5. Honolulu Port Agent
6. Trustee (three positions)

In addition, an SIUNA Convention is scheduled for 2022, and it will be necessary to elect a Convention delegate on the upcoming ballot. The MFWU is entitled to two Convention delegates, which is based on the average monthly per capita tax paid over the last five years. However, our Constitution provides that the President of the Union is already a delegate to the Convention by virtue of his office.

Any member wishing to become a candidate for office must be nominated and have a second to his nomination. Any member in good standing may nominate himself. The names and book numbers of members doing the nominating and seconding must be included.

Balloting in the MFWU election will begin on Saturday, December 7, 2019, and will continue through Thursday, February 6, 2020.

For the information of all members, and of particular importance to any member who may be thinking about running for office, Articles IV and V of the Constitution, which explain the entire election procedure in detail, are printed on page 2 of this issue.

All members who run for office are urged to comply with the Constitutional procedures governing nomination and election. Failure to do so will result in disqualification by the Credentials Committee.

Any candidates for office who submit their photograph on a timely basis will have their picture published in *The Marine Fireman* during the entire election period.



On May 18, MFWU members participated in the Annual Veterans Memorial Cruise aboard the Liberty Ship *SS Jeremiah O'Brien*. From left to right are Ernesto Salazar, #3842; MEBA pensioner Joe Rogers; Bert Voto-Bernales, #3723; Mario Bolanos, #3893; MFWU President Anthony Poplawski; Sam Garrett, JM-5317; and San Francisco Business Agent Robert Baca.



A Mark VI patrol boat assigned to the U.S. Navy's Coastal Riverine Squadron 2 transits away from the Military Sealift Command Maritime Prepositioning Force ship *USNS Dahl* after completing a replenishment-at-sea training exercise near Apra Harbor, Guam. MFWU unlicensed engine crew aboard the *Dahl* during the exercise were Electrician Tarajar Inthapanti, #3910; Oiler Dylan Cole, JM-5240; Oiler Joey Pineda, JM-4894; Oiler Erik Gomez, JM-5340 and Wiper Earl Parker, JM-5031.

Photo by U.S. Navy Mass Communication Specialist 1st Class John Philip Wagner, Jr.

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

MFOW Constitution regarding Voting and Election of Officers

ARTICLE IV — MEMBERSHIP

SECTION IX. Voting Qualifications: The following members are eligible to vote:

Each Full Book dues paying member in good standing;
Each Junior member who is a dues paying member in good standing, and:

- (a) had 180 or more days of Covered Employment and
- (b) holds the ratings of Oiler and Rating Forming Part of an Engineering Watch and
- (c) had 90 days of Covered Employment within the preceding 12 months.

ARTICLE V — NOMINATION AND ELECTION OF OFFICERS

SECTION I. Qualifications for Officers: Any candidate must have the following qualifications to be eligible to be a candidate or to serve as an officer of the Marine Firemen's Union:

A. Any member of the Marine Firemen's Union, to be entitled to hold office, must have been a member in good standing continuously for one year immediately preceding his nomination. Any member desiring to run for office, unless an incumbent, must produce proof he has worked 90 days in covered employment in the twelve (12) months preceding his nomination.

B. Any member who meets the other qualifications for nomination who is eligible to vote in the election may be a candidate for election to any office of the Union.

C. Any member who has not been working in covered employment or as an officer of the Marine Firemen's Union or in the employment of directly associated organizations on behalf of the Marine Firemen's Union must have worked in covered employment for at least 90 days in the 12 months immediately preceding the final date for nomination.

D. It shall not be necessary for a candidate, once certified, to resubmit discharges as evidence of his eligibility to appear on the ballot.

E. In computing time of officials, time spent in the service of the Union shall count the same as sea time.

F. Any nominee desiring to run shall submit, with his written acceptance, a statement, witnessed by the signature of two members in good standing:

(1) affirming the fact that he is able to read and write the English language to the extent necessary to read the Constitution and By-Laws of the Union, the collective bargaining agreement, the shipping rules, general correspondence and to write grievances in the English language for submittal to employers, and

(2) is not a pensioner, and

(3) has been a member in good standing for one year immediately preceding his nomination, and

(4) is not engaged in the liquor business, wholesale or retail, or holds an interest in any boarding house if either is within a radius of 60 miles from the Union office in any port, and

(5) has not been interested in either such a liquor business or boarding house during the 24 months preceding the date of his acceptance, and

(6) is not prohibited from holding office by the provisions of any federal or state law and, in particular, that he has not had a criminal conviction which would render him unable to hold office within the meaning of the Labor-Management Reporting and Disclosure Act and has read such law.

A form for this statement shall be made available at all Branches for execution by candidates.

SECTION II. Disqualification: A member shall be disqualified to be a candidate or to serve as an officer if:

(a) he is unable to read or write the English language to the extent necessary to read the Constitution and By-Laws of the Union;

(b) he is ineligible to serve as an officer of the Union because of any provision of applicable federal law;

(c) he is engaged in the liquor business, wholesale or retail, or holds an interest in any boarding house if either is within a

radius of 60 miles from the Union office in any port or has been engaged in either such a liquor business or boarding house during the 24 months preceding the date of his acceptance;

(d) while running for office, he accepts a ballot for "Posting" or votes any ballot other than his own;

(e) he is a pensioner;

(f) he has previously been removed from office after a proper trial;

(g) he fails to meet any of the requirements for qualification for office;

(h) he is found guilty of theft, embezzlement or similar acts in any other organization;

(i) he has accepted severance pay;

(j) he has been on disability and has drawn disability from the Welfare Fund, until he is found to be fit for duty by the United States Public Health Service or a competent physician designated by the Union.

SECTION III. Enforcement of Qualifying and Disqualifying Provisions: Prior to the commencement of an election, the Credentials Committee shall determine all questions of qualification or disqualification subject to an appeal to the membership at all Branches at a regular meeting. After an election has been completed, any question of the propriety of an officer taking office or continuing to serve shall be determined by charges and trial pursuant to the provisions of Article VI, Section XIII.

SECTION IV. Notice of Nomination Procedure: For at least 30 days in the 90 days preceding the month of September of each election year, a notice shall be posted in each port office setting forth the procedures of this Constitution for effecting nominations; and such notice shall also be set forth in the Union newspaper at least 60 days prior to the date of nomination.

SECTION V. Time of Nomination: Nomination of officers shall be open at all regular meetings at Headquarters and other Branches in September of each election year starting with the 2010 ballot for the 2011-2013 term of officers, and election of officers shall then be held at three-year intervals.

SECTION VI. Method of Nominating by Mail: Any member may nominate another member by mail, and such nomination shall be accepted if it is duly seconded and received at Headquarters during the month of September preceding the election of officers. There shall be no "blanket" nominations for "all jobs." A member may be nominated for more than one office, providing such nominations are submitted on an individual basis.

SECTION VII. Nominations Requirements: All candidates must be nominated and duly seconded. The names and book numbers of persons doing the nominating and seconding must be clearly written or printed. Any nominations not submitted in this manner shall be null and void.

SECTION VIII. Written Acceptances: Any nominee desiring to run must send in a written acceptance. All such acceptances shall be mailed to a neutral address as specified by the Union and must be received at the neutral address by 10 a.m. on the 10th day of October, provided, however, if the 10th day of October is a Saturday, Sunday or holiday, the following Monday shall be the deadline for receipt of a written acceptance. Any acceptances not submitted in this manner or by the time specified shall be null and void. All acceptances shall be directed to the Credentials Committee unopened.

SECTION IX. Re-Election: All officers, otherwise eligible, shall be eligible for re-election.

SECTION X. Posting of Nominees: A list of nominees shall be prepared and copies thereof forwarded to each Branch. Such list shall be conspicuously posted in each office or hall.

Continued on page 3

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS

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San Francisco, CA 94105

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Medical/Dental Coverage:

Active Members

Email: EHernandez@mfoww.org

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Medical Claims:

Dependents and Pensioners

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Celia Chu

Optical/Death Benefits/Accounts Payable

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Peggy Artau

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Fax: (206) 467-8119

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Email: seattle@sailors.org

MFOW Constitution regarding Voting and Election of Officers

Continued from page 2

SECTION XI. Checking Acceptances and Eligibility: The Credentials Committee shall remove and check all acceptances on the 10th day of October of the election year. Any acceptances not at the neutral address at 10 a.m. on the 10th day of October for checking shall not be counted and shall be null and void. The Credentials Committee shall report to the membership its determination of the eligibility of the candidates and shall prepare a ballot in which all names for an office shall be listed in alphabetical order.

In the event there is no qualified nominee for any particular office, the Credentials Committee shall announce the fact to the membership and a further period of ten days shall be allowed for nominations and acceptances for such office.

SECTION XII. Issuance of Ballots: Immediately after the close of nominations, ballots, which shall be stamped or printed with the seal of the Union, shall be distributed to all Branches to be available to the membership. Any member desiring a ballot shall present his membership book and, upon verification of the fact that the member is in good standing, a ballot shall be issued to the member and his book shall be stamped to evidence the fact that a ballot has been issued. Upon written request to Headquarters or at any Branch, a member may have a ballot forwarded to his home or other address. Such request must be accompanied by submission of the membership book of the member to verify the fact that the member is in good standing and to permit stamping of his membership book to evidence the fact that a ballot has been issued to him. Ballots must be returned in time to reach the address specified on the exterior ballot envelope prior to the counting of the ballots. The address shall be a neutral address such as a bank, safety deposit vault, company or post office box or drawer as the Board of Trustees may determine. Such depository shall be notified by the President/Secretary-Treasurer that ballots are to be released only to the Balloting Committee.

In the event a member is at sea during the balloting period and does not anticipate returning to port during the remaining balloting period, he may request the Ship Delegate to ask the Union to mail an absentee ballot to the ship. The Ship Delegate, upon receipt of any such absentee ballot addressed to a member, shall make entry in the member's membership book to evidence the fact that a ballot has been issued to him.

SECTION XIII. Form of Ballot Submission: Names of members and their numbers shall be written on each envelope and mailed to the address on the ballot envelope. There shall be a second envelope inside the ballot envelope in which the member shall insert his ballot, and such interior envelope shall bear no identifying mark or sign.

SECTION XIV. Time of Election: The balloting shall commence 31 days after the first Headquarters regular meeting in November, and balloting shall continue for two (2) calendar months from the date on which ballots are first issued.

One member from each Branch on the Pacific Coast shall be elected at a regular meeting of Headquarters and Branches so as to commence their duties as Balloting Committee on the first Monday of February following the conclusion of balloting. In addition to the foregoing requirements for the conduct of an election, the Board of Trustees shall issue such further regulations for the conduct of elections as may be required to comply with any federal law, including the mailing of notices to members at their last known address, the determination of eligibility to vote and similar questions.

SECTION XV. Balloting Committee: The function of the Balloting Committee shall be to check and count ballots and to announce the results at the first regular business meeting after the conclusion of the count. The members of the Balloting Committee shall receive the regular standby rate provided under the Union's collective bargaining contract for day men. Balloting Committee members will also receive transportation to and from their home port plus expenses. Candidates may attend the count on their own behalf or notify the Committee of any other member authorized to act for them.

All ballots received by the neutral depository up to and including the time the Balloting Committee first goes to the neutral depository to receive ballots shall

be counted by the Balloting Committee. All ballots, except those being counted daily by the Committee, shall remain at the neutral address specified on the envelope; and orders shall be issued that no one shall remove ballots except on conclusion of balloting, when the Balloting Committee, with proper credentials attested with the seal of the Union and the signatures of the President/Secretary-Treasurer and Vice President, shall be empowered to remove the ballots for official checking and accounting at Headquarters. The Balloting Committee shall check the eligibility of the member casting the ballot and, after determining the eligibility, shall remove the exterior envelope and place the interior envelope in a ballot box. This procedure shall be followed until all eligibility questions have been resolved. After completion of the removal of exterior envelopes, the Balloting Committee shall then shuffle the interior envelopes, assuring secrecy of the election, and then remove one by one for official count. The Balloting Committee shall have the power to pass on all questions of eligibility, and any member of the Balloting Committee may challenge any ballot and such challenged ballot and the reasons for the challenge shall be duly recorded in the minutes of the Balloting Committee for report in connection with the official count. To speed the count, two members shall be elected off the floor at the Headquarters Branch meeting as a subcommittee of the Balloting Committee to be under the direction, order and supervision of the Balloting Committee. Upon the completion of all balloting and the certification of results from the Balloting Committee, the Balloting Committee shall turn over all ballots to the Executive Secretary of the Union who shall preserve the ballots and the records for the period required by law.

SECTION XVI. Assumption of Duties by Elected Candidates: Elected candidates shall take office the day following the meeting at which the results of the ballot are announced. If the elected candidate is at sea when the results of the election are announced, he shall be allowed a reasonable time to take over his duties when his vessel arrives in a United States mainland port and he is paid off the vessel.

SECTION XVII. Maintenance of Election Records and Protests on Elections: The President/Secretary-Treasurer shall retain copies of all requests for distribution of campaign literature and copies thereof, make a record of the date the literature was distributed, the cost thereof and the amount received for such work and postage, a copy of the notices of nomination and of the election, a copy of the ballot, the official tally sheet submitted by the Balloting Committee and such other records including election rules as shall relate to the conduct of the election. In the event there shall be any protest or charges made concerning the election by any member prior to the holding of the election, such protest or charge shall be made in writing by such member within 72 hours of knowledge of the event complained of or 10 days, whichever first occurs, and shall specify the exact nature of the protest. In the event there shall be any protest or charge concerning the conduct of the election after the election has been held, such protest or charge shall be made in writing by a member within 72 hours of the date of knowledge of the basis of any protest or 15 days, whichever first occurs, setting forth the exact nature of the protest and how it has affected the outcome of the election. Such protest shall be made to the President/Secretary-Treasurer who shall refer the protest to

the membership for disposition. Failure to file protest or charges within the time limits above specified shall constitute a waiver by the member of the right to complain against the matter forming his grievance.

SECTION XVIII. Vacancies and Elections to Fill Vacancies: If the office of President/Secretary-Treasurer becomes vacant, the Vice President shall succeed to the office and a new election shall be held, in the manner set forth in this Section, as expeditiously as possible to elect a successor; provided, however, if the office of President/Secretary-Treasurer should become vacant during a period after September of any election year, the Vice President shall fill the office until a President/Secretary-Treasurer is elected on the triennial ballot for officers. Upon the succession of the Vice President to the office of President/Secretary-Treasurer, in order that the duties of the Vice President and the Port may be effectively handled, he may request assistance from Business Agents in Headquarters and may recommend to the membership the temporary election of an additional Business Agent pending an election to fill the vacancy.

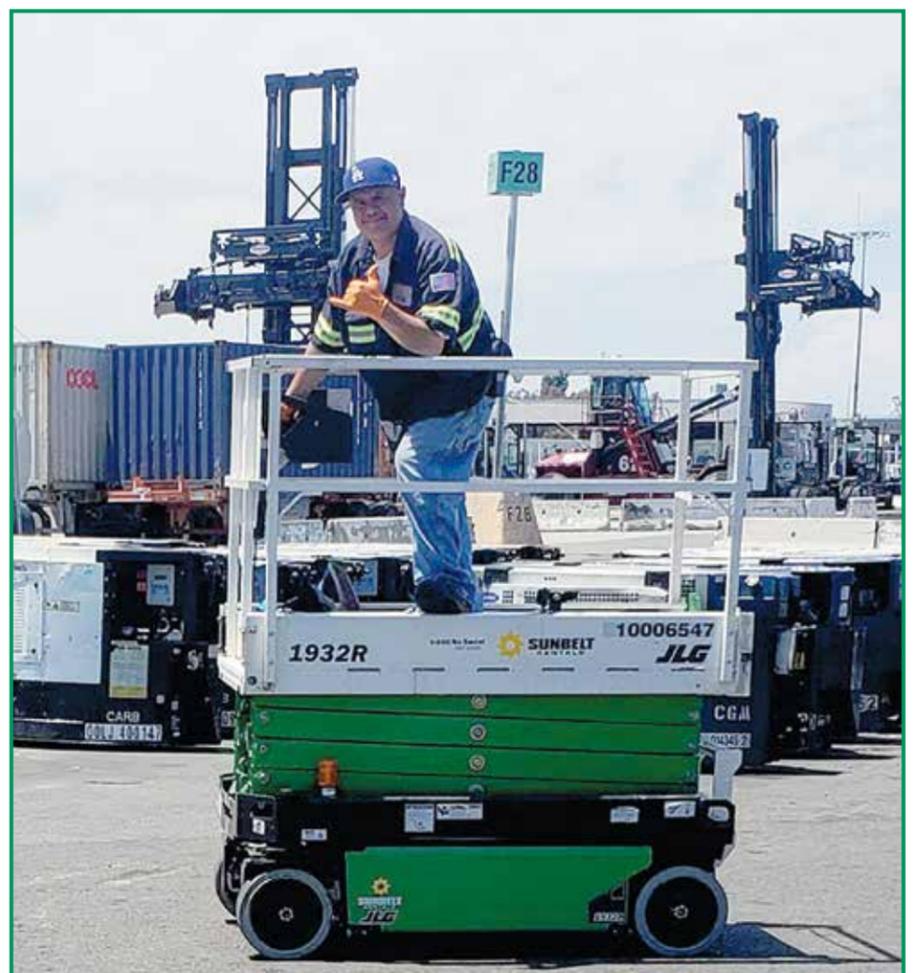
In the event of a vacancy in the position of Port Agent, the Business Agent in the Port shall fill the vacancy pending an election. In any one-man port, the President/Secretary-Treasurer shall appoint a man temporarily to fill the vacancy pending an election.

In view of the fact that officers are elected triennially, any vacancy arising during an unexpired term or resulting from a newly created position shall be filled in the following manner: At the first regular meeting following the vacancy, nominations shall be held at Headquarters and Branches. Acceptances must be in Headquarters before the next regular meeting. Nominees must have the same qualifications as required for the regular election of officials. Immediately following this meeting, the Credentials Committee, elected at Headquarters, shall check all acceptances and ballots shall be printed at Headquarters and sent to all Branches.

Election by secret ballot shall take place at the next regular business meeting, and tally of all votes taken by balloting committees elected in each port shall be sent to Headquarters.

In the event of any vacancy in the position of Business Agent, a temporary successor must be elected to fill the vacancy pending the election specified in this Section at the next regular meeting after the vacancy occurs.

SECTION XIX. All Officers to be Elected: All full-time jobs in the organization (excepting office administrative help, clerks, janitors' jobs and joint janitors or dispatching jobs mutually arranged with other unions or organizations) shall be placed on the annual referendum ballot for officials.



MFWO Shore Mechanic Robert Rivas, #3874, is mobile at the Fenix Marine Services terminal in the Port of Los Angeles.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

HOWARD TERMINAL

On May 13, over protests from mariners, longshoremen and maritime business representatives, the Port of Oakland cleared the way for the Oakland A's to build a 35,000-seat ballpark on its Howard Terminal site. The port's board of commissioners unanimously approved an exclusive negotiating term sheet that would give the A's four years to obtain land use permits, conduct an environmental review and do other preparatory work needed to eventually lease the 50-acre Howard Terminal.

The term sheet lays the framework for an agreement that would allow the A's to lease the port property for about \$3.8 million in each of the first 20 years of the 66-year lease, with the rent to increase after the first couple of decades. A spokesman from the Pacific Merchant Shipping Association, a trade group representing marine terminals and vessel operators, said he believes the A's are getting special treatment under the proposed deal, noting that other companies who lease terminals have to pay more per acre.

Before voting, port commissioners listened to over two hours of public testimony, much of it from people saying they oppose a ballpark in that location because it would drive existing port businesses away and result in a loss of maritime jobs. The commissioners added a last-minute amendment to the term sheet, calling on the A's and the seaport businesses to negotiate standards that would ensure the project does not hurt or otherwise interfere with port operations.

The A's plan is to build the ballpark/office/housing project by 2023. Other obstacles to the proposal may come from environmental and community groups in the form of opposition to the relaxation of environmental laws that apply to the construction of the stadium project and the extension of gentrification (waterfront condos and apartments) in West Oakland.

MATSON NAVIGATION COMPANY

Arbitration — As previously reported, an arbitration hearing was held in Oakland, California on February 19, 2019. The case involved the termination of an MFOW Junior Engineer (the "grievant") aboard the *SS Lihue* in 2018.

The letter of termination stated that the grievant "verbally threatened harm to the 1st Assistant Engineer" and was in "direct violation of Matson Navigation Company's Workplace Violence Policy." The letter of termination also stated that the grievant had violated the same policy on two separate occasions in 2015.

The company position was that the termination was justified and that the grievant would no longer be eligible for hire with the company. The Union position was that just cause termination must be "by clear and convincing evidence" and that "self-serving, uncorroborated testimony does not meet that burden." After receiving the arbitration transcripts, the Union and company filed closing briefs prior to April 3, 2019.

On May 22, the Union was notified by attorney Andrew J. Palma that the griev-

Coast Guard warns of cyber attacks on merchant ships

The U.S. Coast Guard warns that unidentified hackers have recently attempted to gain access to ship electronic systems in order to steal sensitive business information and disrupt shipboard computer systems. Cyber adversaries are attempting to gain sensitive information from shipboard systems, including the contents of an official Notice of Arrival, using email addresses that pose as an official Port State Control authority. These phishing attacks have been documented before in the maritime sector, especially in business-to-business transactions between shoreside stakeholders. The Coast Guard urges vessel operators to verify the validity of the email sender prior to responding to unsolicited email messages. If there is uncertainty regarding the legitimacy of the email request, the vessel or its representatives should try contacting the Port State Control authority directly by using verified contact information.

Additionally, the Coast Guard has received reports of malicious software designed to disrupt shipboard computer systems. The Coast Guard is aware of these incidents because vessel masters have reported suspicious activity to the

Coast Guard National Response Center (NRC), thereby enabling federal agencies to understand and address cyber threats in the maritime sector. By federal regulation, American vessels must report cyberattacks and suspicious activity to the NRC.

Phishing attacks are a longstanding problem in the maritime sector: cyber criminals send legitimate-looking correspondence to solicit payments, defrauding the ship operator or other stakeholder by getting them to wire money to the wrong account. In 2014, a marine insurer drew attention to a case in which a scammer pretended to be the Suez Canal Authority and emailed vessels to ask for detailed and confidential information. The scammer would then ask for the settlement of fake invoices, defrauding the vessel operator.

The marine insurer warned that the risks from this form of cyberattack could extend well beyond monetary losses. If a malicious actor obtained sensitive information about a vessel's itinerary, schedule and operations, it could compromise the vessel's security and make it more vulnerable to a physical attack like armed robbery or hijacking.



Maritime industry unionists from the IBU, ILWU, MEBA, MFOW, MM&P and others gathered for a press conference prior to a crucial port commission vote on the Oakland A's ballpark at Howard Terminal in Oakland.

ance was denied by the arbitrator. The arbitrator determined that the narrow issue turned on the credibility of both the accuser and the grievant, in other words, a "he said, he said" situation between the 1st Assistant Engineer and the Junior Engineer. However, the arbitrator chose to believe the employer's witness because he saw no evidence of ill-will or bias and did not believe the grievant's version of events surrounding the interaction. The end result was that the arbitrator denied the grievance and upheld the company decision to terminate the grievant.

Wage Increase — In accordance with the collective bargaining agreement between Matson Navigation Company and the SIU Pacific District Unions, effective July 1, 2019, there shall be a three percent increase on all offshore unlicensed crew rates of pay and wage-related items. There shall also be a \$0.25 per manday increase to the MFOW Training Plan effective July 1, 2019. In addition, there shall be a three percent increase in wage and wage-related items for MFOW shore maintenance and standby personnel.

The Memorandum of Understanding covering the CV700 vessel — *Kamokuiki* — also calls for a three percent increase in wage and wage-related items effective July 1, 2019.

Recommend the wage increases are applied directly to wage and wage-related items and that fringe benefit rates be reallocated as necessary.

MV Lurline — I have been invited to the christening and launch of Matson's first purpose-built combination container roll-on/roll-off (Con-Ro) vessel, the *Lurline*, on June 15, 2019, in San Diego. The *Lurline* is the first of two *Kanaloa*-class vessels to be built for Matson by General Dynamics NASSCO. The second ship will be named the *Matsonia*.

GOVERNMENT VESSELS

Shallow Draft Tanker — Back in March, I notified the membership that on February 27, 2019, the Military Sealift Command (MSC) had put out a request-for-proposal (RFP) for a five-year shallow draft tanker charter. Bids on the RFP were due on March 11.

Since 2014, Patriot Contract Services (PCS) has been managing the *MT SLNC Pax*, a shallow draft tanker, owned by Schuyler Line Navigation Company, operating in the Western Pacific shuttling U.S. Navy cargoes. The *SLNC Pax* is still operating on an interim charter.

On May 17, the Union was notified by Tim Gill of PCS that Schuyler had submitted a bid for the follow-on contract, based on the package negotiated between PCS and the relevant Unions. Schuyler has been holding discussions with MSC and reported that "best and final" bids may be due shortly. Will keep the membership informed.

Watson-class Vessels — On May 28, MSC published solicitation number N32205-19-R-3009, the successor contract for the operation and maintenance of the eight *Watson*-class, large, medium-speed, roll-on/roll-off (LMSR) vessels. This is a one-year firm, fixed-price solicitation with four option years.

The government anticipates prepositioning three of the vessels in the Indian Ocean (Diego Garcia — Squadron 2) and four of the vessels in the Western Pacific (Guam, Saipan and Korea — Squadron 3). One ship will be in reduced operating status in the Continental United States. The anticipated operating tempo for each ship in full operating status is as follows:

Location	Support	In Port	Underway
Indian Ocean	Army	86 percent	14 percent
Western Pacific	Army	83 percent	17 percent
Worldwide	Marine Corps	92 percent	8 percent

The due date for proposals is July 1, 2019. I will be working with PCS (the incumbent operator) to assist in formulating a competitive bid for the work.

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VICE PRESIDENT'S REPORT

On May 8, SUP Vice President Matt Henning and I attended a senior officers' conference at Patriot Contract Services offices in Concord. As usual, it was a very productive and informative meeting. We had a great session of questions and answers for the attendees. As an aside, Patriot now requires a current flu vaccination and TB test for all dispatches.

On May 13, President Poplawski and I attended a publicity gathering, prior to the Port of Oakland's Board of Commissioners meeting to discuss and vote on the proposed new Oakland A's stadium (see President's report).

Maritime Day is observed during the month of May. The annual cruise of the *SS Jeremiah O'Brien* was held on Saturday, May 18, with several MFOW members in attendance. There were additional observances on May 22 at the port of Oakland and elsewhere in the nation.

While researching past issues of *The Marine Fireman*, I came across an article in the May 1945 issue. To wit: "In the U.S. fleet, there are 1,566 oceangoing vessels consisting of 62 passenger liners, 468 tankers and 1,036 cargo ships. The U.S. merchant mariner pool available to man those vessels totals 81,000; of these, there are about 17,200 licensed officers and 63,800 unlicensed mariners.

VESSEL RUNDOWN

Matson: All vessels are calling for two-plus Standby Wipers and/or Standby Electrician/Reefers.

The *Lihue* has been laid up at MHT since April 6, 2019, and she is no longer listed on MNC's long-range color report. The *Kauai* was laid up on April 21, 2019, at Alameda RRF. The *Mauui* has been removed from Matson's fleet.

Maunawili is scheduled to be out of drydock in mid-August. *Manoa* will stay on the China run through September. The *Matsonia* is on the pineapple yo-yo run; the Chief Electrician returned after a trip off. The *Mahimahi* and *Kaimana Hila* are both on the Pacific Northwest triangle run; shipped a rotary DJU/Oiler to the *Hila*. The *Daniel K. Inouye* is on the Pacific Southwest triangle run.

APLMS: All vessels are calling for two or more Standby Wipers.

President Truman — REJ open job from Wilmington was filled at Headquarters by a pierhead jump. *Presidents Roosevelt* and *Eisenhower* were in and out and running smoothly. *President Wilson* — shipped two additional Day Jrs. for 10-day overhaul.

Fraternally,
"Cajun" Callais

BUSINESS AGENT'S REPORT

For the month of May, we dispatched the following jobs to Patriot Contract Services' vessels:

USNS Sisler — on May 1, called for two Electricians while in RAV. The *USNS Pomeroy* laid up in Newport

News, VA, on approximately May 15. All crew was laid off, except for the Wiper. *USNS Watson* — one Wiper was flown out to Diego Garcia.

Fraternally,
Bobby Baca

Expansion of the Corpus Christi ship channel begins

The Port of Corpus Christi celebrated the commencement of the Port of Corpus Christi Ship Channel Improvement Project last month, spotlighting the first Great Lakes Dredge & Dock Company dredgers in the Gulf. The channel will be deepened 47 to 54 feet and widened from 400 to 530 feet as the port prepares to accommodate major growth in crude oil production.

Following the 40-year ban on crude oil exports, the Port of Corpus Christi handled the first shipment of U.S. crude oil abroad on December 31, 2015. Its location on the Gulf of Mexico and proximity to the West Texas oil and gas boom drove demand and traffic for the Port of Corpus Christi. Three years later, in 2018, the Port of Corpus Christi exported \$10.8 billion worth of crude oil to U.S. trading partners. The port is currently the fourth largest port in the U.S. in total tonnage, and the expectation is that the port's crude oil exports will tri-

ple, and perhaps quadruple, as production continues to increase.

For the second year, the Port of Corpus Christi's Ship Channel Improvement Project was included in the President's budget for U.S. Army Corps of Engineers Coastal Navigation Construction that was released in March by the White House.

In December 2018, Cheniere Energy loaded its first LNG commissioning cargo from its Corpus Christi terminal, the first LNG cargo ever exported from the state of Texas. The Corpus Christi liquefaction facility consists of three large-scale LNG trains, with an additional seven smaller trains proposed. Train 2 is expected to reach completion in the second half of 2019, and Train 3 in the second half of 2021. At full build-out — with the seven smaller trains — the \$13 billion Corpus Christi LNG terminal would have an annual maximum capacity of 23 million tons.

Port of Long Beach awards \$100,000 in scholarships

The Port of Long Beach recently announced \$100,000 in scholarships for 77 local college and high school students as part of a dramatically expanded and acclaimed education outreach effort. The students receiving the scholarships were recognized at the port's sixth-annual Celebrating Education event, along with the port's 25 incoming high school summer interns, and the 22 local teachers who were trained in engineering education earlier this year as part of the port's externship program. The event brings together students, educators, public officials and business leaders to highlight the port's education outreach programs and accomplishments in the goods movement industry.

The port also announced that participation, grade-point averages and enrollment in advanced placement courses have steadily improved among students registered in the Academy of Global Logistics at Cabrillo High School since the program was established by the port three years ago with the Long Beach Unified School District. The four-year, career-based AGL program combines academic curriculum with training for students interested in global trade, logistics and supply chain management.

Recently, the Washington D.C.-based University Professional and Continuing Education Association awarded its annual Engagement Award to the partnering organizations for AGL. The award recognized "an outstanding mutually beneficial exchange of knowledge and resources" between the AGL and the California State University, Long Beach, Center for International Trade and Transportation, along with the university's College of Continuing and Professional Education. Among the accomplishments:

- There are 464 students currently

enrolled in AGL, up from 433 students who participated in the inaugural 2016-17 program.

- 67 percent of AGL students earned a 2.0 GPA or higher in 2019, up from 61 percent in 2016.
- About 16 percent of AGL students are enrolled in advanced placement classes, up from six percent in 2016.

The \$100,000 in scholarships was the highest amount to date for a single year. The port also added engineering and environmental science categories for LBCC and Cal State Long Beach students, and increased from 39 to 77 the overall number of scholarship recipients this year compared to last.

Since 1993, the port has awarded scholarships to 541 students pursuing careers in international trade and goods movement. This year's scholarships went to students from local high schools, Long Beach City College and Cal State Long Beach. Additionally, the port welcomed 25 Long Beach-area high school students who will work as interns this summer. The six-week program offers real work experience and mentoring for those interested in careers in international trade and related fields.

The Port of Long Beach expanded other education programs, including:

- Launching the Maritime Center of Excellence at LBCC to offer training in logistics and supply chain jobs requiring more than a high school diploma, but less than a four-year degree.
- Adding new Science, Technology, Engineering and Math programs — STEM — across LBUSD high schools.
- Becoming the first industry partner of the Long Beach College Promise.
- Receiving the Cal State Long Beach President's Distinguished Service Award for accomplishments in education.



Pensioner Herman Richter visited the Columbia River Maritime Museum in Astoria, Oregon.

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

- 1) Current contact and beneficiary information
- 2) Insurance Enrollment Card
- 3) Medical Coverage selection

Contact: MFOW Welfare Fund

240 Second St., San Francisco, CA 94105

(415) 986-1028/(415) 986-5720, Email: welfare@mfoww.org

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2019

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.

(a) 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.

(b) 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 Maritime Institute (TRLMI)

Courses are conducted at Training Resources Maritime Institute in San Diego, California, contingent on enrollment levels. Tuition, lodging and transportation are pre-arranged by the MFO Training Plan.

MILITARY SEALIFT COMMAND (MSC) 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.

July 22-26

August 12-16

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

July 15-19

August 26-30

ENDORSEMENT UPGRADING COURSES

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.*

July 8-August 2

September 9-October 4

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.*

August 5-9

October 7-11

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.*

July 8-August 16

August 19-September 27

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.*

August 19-23

September 30-October 4

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.*

August 12-September 20

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.

TRLMI, San Diego, CA (one day): June 28; July 12; August 2; August 23

California Maritime Academy, Vallejo, CA: August 12-13

El Camino College, Hawthorne, CA (one day): July 14

MITAGS-PMI, Seattle, WA: July 13-14; August 16-17

Maritime License Center, Honolulu, HI: September 12-13

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.

TRLMI, San Diego, CA: July 24-26; August 14-16

California Maritime Academy, Vallejo, CA: July 15-17; September 16-18

Compass Courses, Edmonds, WA: July 30-August 1; August 27-29

El Camino College, Hawthorne, CA: July 18-20

Maritime License Center, Honolulu, HI: as needed

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.



MFOW members attending the QMED Electrician/Refrigerating Engineer class at TRLMI in San Diego are (left to right) Moki Akeo, JM-5252; training instructor Marcos Almazan, JM-4933; Rafael Trigo, JM-5298; Duane Keegan, JM-5291; Anthony Hicks, JM-5269; and Lauren Zander, JM-5287.

Maritime History Notes: 150 years of refrigeration

By Capt. James McNamara

The last few years have brought major changes, as well as explosive growth, to the refrigerated cargo trades. This growth is not only attributable to the greater volumes of traditional refrigerated products, such as meat and bananas, but to new cargoes that could not have been shipped economically in the past due to their temperature or atmospheric sensitivities.

With today's technology, it is now possible to ship any perishable commodity anywhere in the world in a refrigerated container and arrive in good condition for the consumer. These reefer or controlled atmosphere containers are fitted with digital equipment that can maintain a temperature range of 40 below zero Celsius to 52 degrees Celsius, with a tolerance of one degree Celsius, at a desired humidity and atmospheric content.

The composition of the atmosphere is of great importance, since proper levels of oxygen, carbon dioxide, ethylene and nitrogen must be maintained to prevent accelerated ripening, spoilage or damage due to respiration of perishable cargoes. Respiration is the process by which stored organic materials are broken into simple end products with a release of energy. This process uses oxygen and produces carbon dioxide. Ethylene gas is produced by all plants and is the natural aging or ripening hormone. Introduced into the container, the gas helps control ripening of produce that otherwise would not arrive to markets at optimum maturity. Examples of these sensitive cargoes are strawberries, raspberries, asparagus and fresh cut flowers. Additionally, many chemical cargoes require proper temperature management, not only to retard deterioration but also control chemical reactions that could create health and safety hazards.

The history of how we got to this

HOWZ SHIPPING?

May 2019

San Francisco

Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	3
Wiper.....	2
Standby Electrician/Reefer.....	12
Standby Wiper.....	24
TOTAL.....	43

Wilmington

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	3
Oiler.....	3
Wiper.....	1
Shore Mechanic.....	4
Standby Electrician/Reefer.....	19
Standby Wiper.....	44
TOTAL.....	78

Honolulu

Electrician/Reefer/Jr. Engineer.....	1
Junior Engineer (Day).....	4
Oiler.....	1
Wiper.....	2
Shore Mechanic.....	1
Standby Electrician/Reefer.....	29
Standby Junior Engineer.....	2
Standby Wiper.....	32
TOTAL.....	72

Seattle

Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	2
Standby Electrician/Reefer.....	5
TOTAL.....	9

level of sophistication with refrigeration dates back about 150 years. During the first half of the 19th century, ice was used to keep food cool during transport. Additionally, fishing boats used large quantities of ice to keep their catch fresh. The ice was obtained by cutting it from frozen lakes in Maine, Canada or Scandinavia. By 1890, the trade in ice reached its peak with more than 500 ships employed, mostly powered by sail.

It was in the mid-1860s that Ferdinand Carre and Charles Tellier, two Frenchmen, first experimented with mechanical refrigeration. They used an ammonia absorption freezing plant first on the ship *City of Rio de Janeiro* and then an ammonia compression plant on the ship *Frigorifique*, with reasonable success. Significant progress with shipboard refrigeration was finally attained in 1878, when the *Paraguay* arrived at the French port of Le Havre with 5,500 frozen carcasses in good condition.

Meanwhile, in 1879, the British employed their cold air machine aboard two ships, the *Circassia* and *Strathleven*. The three-masted sailing ship *Dunedin* in 1882 transported the first shipment of frozen meat from New Zealand to England. These early reefer ships were insulated by flaked charcoal silicate, cotton pumice, cow hair or, later, granulated cork to ease the work on their cold air machines.

Reefer, or refrigerated, ships are generally thought of as a single entity. However, they tend to come in two distinct types. The first dedicated to the frozen meat trades and the second to the fruit or predominately the banana trade. The meat trades were dominated by British companies, which had fleets that traded regularly to Argentina, Australia and New Zealand. Today, the frozen meat trade is worldwide and predominately carried by containerships. The banana trade began in 1866 when the schooner *Raymond* arrived in Boston from Jamaica with a small cargo of bananas. On June 23, 1870, when Capt. Lorenzo Baker of Boston brought his two-masted, 85-ton schooner *Telegraph* to anchor at Jersey City, New Jersey with several hundred bunches of bananas and sold them at a profit, the trade became established. Due to the success of these and other profitable voyages, the organized shipment of bananas turned Boston into the "capital" of this trade.

Due to the perishable nature of fruit, steamships rapidly replaced sail and many small fruit companies were founded. The early banana ships were easily identified, since their hulls were usually painted white to absorb the least amount of solar heat. Additionally, large ventilators were fitted on the decks. These ventilators allowed air to circulate through the cargo holds. This activity was required because bananas emitted ethylene gas which, if not promptly removed, would prematurely ripen the fruit.

By 1899, the United Fruit Co. was founded by a number of smaller companies coming together and a large fleet of ships was acquired. Many Norwe-

gian ships of about 900 deadweight tons originally built for the Mediterranean fruit trades were chartered by United Fruit and other U.S.-based competitors. Most all of these Norwegians ships were naturally ventilated and their size and speed assured a good out-turn on arrival.

In 1914, United Fruit had a fleet of 23 owned and 30 chartered ships. The chartered ships, known as the "mosquito fleet," carried bananas north and general cargo and coal southbound. These ships were rather Spartan. The company's owned fleet, on the other hand, was fitted with luxurious staterooms and accommodations for large numbers of passengers and was technologically advanced mechanically for the time.

There were well over 200 reefer ships at the outset of World War I, most flying the British or Norwegian flags. France, Germany, Sweden, Denmark and the U.S. also participated in the reefer trade. However, many of these ships were lost during the war, which led to a building boom of faster and larger reefer ships in the 1920s with more efficient mechanical refrigeration systems. Most of the fleet that relied on natural ventilation was now gone, but due to their speed surplus navy destroyers were often purchased and converted into banana carriers.

Since refrigerated ships and their cargoes became a favorite target for submarines during World War II, another building boom resulted in the post-war years. This fleet served the burgeoning fruit and meat trades well into the 1960s. It was also common for cargo liners and passenger ships of the post-World War II period to carry meat, fish and fruit in dedicated reefer compartments. Their cooled air refrigerating systems provided the equivalent of 75 exchanges of air per hour.

In the late 1960s, the container revolution was gaining momentum and bananas were no longer shipped on the stem but in perforated cardboard car-

tons that held about 20 "hands" of bananas. Each hand averaged about 10 bananas. It wasn't long before these cartons were being stowed in refrigerated containers and carried on board containerships fitted with electrical outlets, or plugs, to power the individual refrigerated containers.

In 1972, United Fruit built two 345-foot-long containerships, named *Barranca* and *Bayano*, for a pilot program. Each ship could carry 85 reefer containers, with each holding 950 cartons of bananas. The containers were equipped with their own refrigeration system powered by the ship while aboard and operated independently when ashore. Although these two ships were highly successful, many traditional reefer ships continued to be built in Scandinavia and Japan. The Soviets also built and maintained a large fleet of reefer ships, many of which were dedicated to the frozen fish trade.

However, as the years have passed, advances in controlled atmosphere, remote digital monitoring and reliability have favored the container at the expense of traditional reefer ships. Today, reefer operators are increasingly looking to utilize containerships that have a higher reefer capacity. This is not only due to economics, but to growing numbers of seaports that can no longer accommodate specialized reefer ships.

It appears the traditional white "banana boats" will become an even rarer sight in years to come. What remains of this bit of history is "Day-O, The Banana Boat Song," sung by Harry Belafonte, and memories of an occasional ride-along tarantula jumping out of a stem or box of bananas.

McNamara, who is retired as president of the National Cargo Bureau, currently serves as historian of the Maritime Industry Museum at Fort Schuyler, N.Y., and remains active in the maritime industry. This article appeared in the *American Shipper*.

LA port boss says workers must prep for future

The Port of Los Angeles saw May container volumes grow at their best year-to-date level since January, even as empty containers still account for most of the growth. To keep volumes going, the seaport's employees will face a changing workplace in the coming years as new technologies improve cargo fluidity, the port's executive director said.

Los Angeles reported May container volumes of 828,661 TEU, a 7.8 percent increase from a year ago and the highest total volume since January. Import volumes were also the strongest since January, reaching 427,789 TEU, about 5.5 percent higher than a year ago levels.

But it is the empty cans that still make up most of the volume growth. Overall empties at Los Angeles were up 20 percent year-on-year at 233,515 TEU, also the highest level since January.

The Port of Long Beach reported a 17 percent annual drop in total TEU handled to 573,624 for May. Import volumes saw the steepest decline falling 20 percent from a year earlier to 290,568 TEU.

Port of Los Angeles Executive Director Gene Seroka said he was "pleased with another record month of throughput and grateful to our supply chain stakeholders, terminal operators and unparalleled labor force for their performance."

But it may be tougher to match that performance this year amid "heightened unpredictability" due to the U.S.-China trade war.

At a board meeting approving the port's next budget, Seroka reiterated his forecast that Los Angeles container volumes will double in the next 15 years, representing roughly 5 percent annual growth through 2035. The larger volumes will create more demand for labor. But Seroka said "we will also need other areas that will help our competitiveness." To that end, he asked the port's board to create a committee on the future of work at the Port of Los Angeles. His request comes as one of the port's largest marine terminals considers automating some steps in container handling.

Recognizing the uncertainty facing the 14,300 unionized workers at the Ports of Los Angeles and Long Beach, Seroka said, "What this workforce sorely needs is a look to the future...you may be talking about automation, you may be talking about digitization, artificial intelligence, or you may be talking about competitiveness," Seroka told the board. "These workers need to know what's going to happen next year, in five years, ten years or fifteen years. The industry has never given them that before."

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**

WILMINGTON NOTES

Wilmington dispatched 78 jobs in May. Five APL, three Matson, and three PCS shipboard billets were shipped along with three Shore Mechanic jobs. Applicants were dispatched to six standby jobs. We currently have 19 A-, 13 B-, and 24 C-seniority members registered.

All ships arrived and departed on time this last month. Many had engine work performed both at sea and a few clarifications were the norm. The food quality and quantity has improved on some ships, but a few were worse than last month. I still cannot figure out why these ships run out of the basics sometimes, such as milk, bread and juices.

Our members onboard are working hard for the money with reefer rounds every four hours at Matson, these Reefers and Electricians are getting burned out on the pineapple run; not so much on the 35-day run. At least on those runs you have a chance to catch up on rest by not requiring a temp round every four hours after departure Honolulu. Routine maintenance and repair and a few breakdowns were thrown in the mix for all contracted companies.

On May 15, MFOW members attended "First Blood" memorial services at John Gibson Memorial Park in San Pedro. Ironically, the ILWU lost another of their members the same morning due to an accident at the Port of Los Angeles Terminal, the same terminal where our reefer gang works. ILWU Mechanic Jose G. Santoyo Arenas was killed instantly while working on a tire at the Power Shop on site. At this time the details of what led up to his loss of life are not widespread. This incident was investigated by first responders, with preliminary reports turned over to OSHA for analysis, final investigation, and report. OSHA's report will take as long as necessary to determine the root cause of the accident, hopefully coming up with a cause and solution to stop another accident, or loss of life. Three ILWU mechanics were also in the work area, while two were not physically injured, the third was not so fortunate and required hospitalization and is recovering. Pasquale Gazillo #3699, and I attended Jose's burial and offered our condolences to the family on behalf of the membership.

On May 22 the MFOW was joined by other seagoing and land-based unions for our service in honor of our brothers for

National Maritime Day held at the American Merchant Marine Veterans Memorial in San Pedro. Honored guest speakers this year were Commanding Officer USCG LA/LB Sector Captain Monica Rochester, Los Angeles Harbor Commissioner Diane Middleton, Lynda Johnson from Los Angeles County Supervisor Janice Hahn's office, and Tess Harmon from U.S. Representative Nanette Barragan's (D-California, 44th District) office. AMMVM President John Pitts opened the ceremony with the national anthem. USMMV WW2 SS Lane Victory President David Jones delivered the invocation and AMMVM Treasurer Bent Christiansen read President Trump's National Maritime Day Proclamation. Colors were presented by VFW Post 2967. Former MFOW Port Agent Bob Bugarin, members and retirees attended the service and luncheon that followed at the Doubletree Hotel in San Pedro.

The LA/LB Labor Coalition Meeting was held at our hall as usual in preparation for the 40th Annual Labor Day March scheduled for September 2. Prep work is moving along and will be on time with a little help from all the volunteers and donations to the Coalition. I attended the local MTD meeting at the SIU hall as well with little to report.

Work on the SS Lane Victory is on hold until USCG inspections are conducted. Volunteers are not required until we get word from Chief Gillen and USCG; hopefully soon. That's it from here. Work safely and I will see you when you get home.

Aloha,
Sonny Gage, Port Agent

HONOLULU NOTES

Honolulu dispatched 72 jobs in the month of May. The Mahimahi ERJ rotated out, the Mokihana and Maunalei Day Junior Engineers rotated out, the Manoa and the Mahimahi Day Junior Engineers took a trip off, a Shore Mechanic rotated out, a Kamokuiki Watch Oiler was called for one trip, the Manoa Wiper called for emergency trip off, and the Mahimahi Wiper got lucky and was dispatched again to the job after losing it. I also dispatched 29 Standby Electrician/Reefers, two Standby Junior Engineers, and 32 Standby Wipers. The Honolulu registration list has swollen to 39 members registered: 18 A-, 10 B-, and 11 C-seniority registrants.

I represented the Marine Firemen's Union at the monthly Honolulu Port Council Meeting, the Hawaii AFL-CIO Executive Board Meeting, and a Labor Leaders meeting with United States Senator Brian Schatz. Senator Schatz reaffirmed his commitment to upholding the Jones Act and to being pro labor.

Congratulations to member Kris Mahalath on having a baby girl Alayla on May 9, 2019; to Lopaka Mene on having a baby boy Haze on May 14, 2019; and to Travis Kehoe for attaining his A- seniority.

Mahalo,
Mario Higa
Port Agent

SEATTLE NOTES

During the month of May, Seattle shipped one Reefer/Electrician/Junior, two government vessel Electricians and five Standby Electrician/Reefers. Seattle currently has six A-, six B-, and seven C-seniority members registered for shipping.

Kaimana Hila was in with a question about common area sanitary duties and jurisdiction. The sanitary schedule agreed upon by the Union and the company is posted for all departments and will be adhered to. With the help of the MFOW Honolulu Agent, this issue should be settled.

Please stay current on your documents! Mariners dispatched to Military Sealift Command vessels should remember to check the date of your Basic Training Certificate to be sure it will be valid for the duration of your next job. If you need renewal, don't go it alone. You should schedule training through the MFOW hiring hall and the Training Coordinator.

Fraternally,
Brendan Bohannon
Representative

Port of Hueneme spurs economic growth for Ventura County

The Port of Hueneme leads Ventura County's economic growth with 15,834 total jobs in 2018, an increase from 13,633 in 2015. In their newest economic study, the port shows substantial increases in job creation, economic activity, tax revenue generated for local cities, and total economic activity.

Port cargos grew to 1.6 million tons in fiscal year 2018, a new all-time high for the port which resulted in a record number of jobs being created for local residents. Since 2015, the port has increased its economic impact from \$1.5 billion to \$1.7 billion annually. This includes local business revenues and responding by direct employees. The port's growth has also increased the tax revenues that will go directly to local municipalities and the state by 28 percent over the past three years, from \$93 million to \$119 million.

In addition to the economic benefits the port brings to local residents, it also focuses its resources on improving the social fabric of the community through sponsorships and community events. The port sponsored over 80 non-profits and community groups this past year, the most to date in the history of the port. Investments were focused with groups that promote youth engagement, veteran assistance, cultural empowerment, affordable housing, increasing accessibility to healthy food and internet access. These groups included Habitat for Humanity, the Ventura County Bookmobile, FOOD Share, MICOP, Boys and Girls Club, Latino Peace Officers Association, Reel Guppies, and Diversity Collective.

Since 2015, the port's customer base has grown, spurring much of the local economic opportunity and enabling the port to invest in the local community.

Regular membership meeting dates 2019

July	3	S.F. Headquarters
	10	Branches
August	7	S.F. Headquarters
	14	Branches
Sept.	4	S.F. Headquarters
	11	Branches
October	2	S.F. Headquarters
	9	Branches
Nov.	6	S.F. Headquarters
	13	Branches
Dec.	4	S.F. Headquarters
	11	Branches

Benefits paid during May

Death Benefits		
Thomas D. Capley, P-991		\$1,500.35
Burial Benefits		
Thomas D. Capley, P-991		\$1,000.00
Joseph Costa, P-1934		\$1,000.00
James A. Soto, P-1756		\$1,000.00
Excess Medical		\$4,044.65
Glasses and Examinations		\$399.37

POLITICAL ACTION FUND

Voluntary donations for May 2019:

Jefferson Basuel, #3829	\$30.00
I "Cajun" Callais, #3592	\$175.00
Andrew Church, JM-5259	\$100.00
Anthony DelaRosa, P-2785	\$25.00
Ely Hermano, #3873	\$40.00
Francisco Lazzara, #3725	\$25.00
Jonard Revocal, JM-5290	\$50.00
Artemio Rivera, #3804	\$25.00
Wendelyn Sugui, #3863	\$20.00

HONOR ROLL

Voluntary donations to

General Treasury — May 2019:

I "Cajun" Callais, #3592	\$25.00
Anthony DelaRosa, P-2685	\$25.00
Jonard Revocal, JM-5290	\$50.00

FINISHED WITH ENGINES



Salvador Chavez, #590/P-2495. Born December 24, 1920, San Pedro, CA. Joined MFOW October 29, 1941. Pensioned May 1, 1991. Died May 2, 2019.

Louis G. Gonzales, #958/P-805. Born August 21, 1924, Vacaville, CA. Joined MFOW February 25, 1944. Pensioned January 1, 1969. May 26, 2019, Livermore, CA.