



THE MARINE FIREMAN

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



Volume 75

SAN FRANCISCO, CALIFORNIA, JULY 11, 2019



No. 7

Sixth *Lurline* launched in San Diego

General Dynamics NASSCO christened and launched the container ship *Lurline* on June 15, the largest container ship ever built in San Diego. The *Lurline* is an 870-foot-long, 3,500 TEU, 44,200 deadweight metric ton, combination container/roll-on/roll-off vessel built for Honolulu-based Matson, Inc. She has LNG-capable engines and is the lead ship of a two-vessel contract being built for Matson at General Dynamics NASSCO.

Matson's first *Kanaloa*-class vessel has an enclosed garage space for up to 800 vehicles or breakbulk cargo. She is able to operate at speeds up to 23 knots.

This first *Kanaloa*-class vessel will be the sixth Matson vessel to bear the name *Lurline*. The original *Lurline* was Capt. William Matson's second vessel, a brigantine built by Matthew Turner, Shipbuilder of Benicia, California in 1887. Named by sugar tycoon, Claus Spreckels, the vessel made its first sailing from San Francisco to Hawaii on June 16, 1887.

The second *Kanaloa*-class vessel will be the fifth Matson vessel to be named *Matsonia*. The first *Matsonia* was built for Matson by Newport News Shipbuilding & Drydock Co. Launched on August 16, 1912, she was in service for

three years before being commandeered by the U.S. Shipping Board to serve as a Navy Transport in the Atlantic during WWI. As a passenger liner, *Matsonia* could accommodate 242 passengers in addition to 10,000 tons of cargo.

The *Kanaloa*-class vessels represent an investment of more than \$500 million. The two ships will replace three diesel powered vessels in active service. With delivery of the *Kanaloa*-class ships, along with its two new *Aloha*-class ships, Matson will have completed the renewal of its Hawaii fleet, allowing it to retire its seven older steamship vessels that will no longer comply with environmental regulations in 2020 without substantial modification.

Ceremony participants include General Dynamics NASSCO President Kevin Graney and Matson CEO Matt Cox. Constance Lau, CEO and director of Hawaiian Electric Industries and a member of the Matson board of directors, christened the ship with the traditional break of a champagne bottle on the hull. MFOW President Anthony Poplawski attended the christening and launch ceremony, along with maritime labor representatives from ILWU Local 142, MEBA, MM&P, SIU-AGLIW and SUP.



The MV *Lurline* pictured in San Diego Bay after launching stern-first down the slipway.

Malware attack exposes cyber vulnerabilities at sea

On July 8, the U.S. Coast Guard issued a marine safety alert to warn the maritime community of a potentially serious cyber incident aboard a merchant ship early this year. In February, during an international voyage to the Port of New York and New Jersey, an unnamed deep draft vessel reported that it had been affected by a malware attack. A Coast Guard-led team analyzed the vessel's network and found that while the malware had "significantly degrad-

ed" its functionality, essential control systems had not been affected.

However, the team determined that the vessel was operating without effective cybersecurity measures in place, exposing safety-critical control systems to "significant vulnerabilities." What is more, these risks were "well known among the crew" prior to the incident.

To address the deficiencies that came to light in this incident, the Coast Guard

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LURLINE



KANALOA CLASS CON-RO SHIP

Length: 869' 5"
 Max Deadweight: 44,484 MT
 Container Capacity: 2,750 TEU
 Reefer Slots: 432
 Auto Capacity: 500 Autos/25 Trailers
 Main Engine: MAN 6G90MEC10.5 GI (Tier 3)
 Max Speed: 23 Knots
 Horsepower: 42,738 (31,870 kW)



The unlicensed engine crew of the *USNS Sisler* pictured in drydock at Bayonne, New Jersey are Oiler Jacob Cartwright, JM-5273; Oiler Cassandra Burdett, #3954; Oiler Jason Babbitt, JM-5238; Electrician Rodrigo Ragadi, JM-5218 and Wiper John Ortiz, JM-5330.

MFOW election — Nominations open September 1

Nominations to elect officers of the Marine Firemen's Union for the 2020-2022 term of office will open September 1 and continue through September 30, 2019.

Nominations may be made in person at the regular September meetings at Headquarters and branches 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 MFOW Headquarters by September 30, 2019:

The dates of the September meetings are as follows:

HeadquartersWednesday, September 4
 BranchesWednesday, September 11

The following official positions will appear on the ballot this year:

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, it will be necessary to elect a delegate to the 2022 SIUNA Convention on the upcoming ballot. The MFOW is entitled to two Convention delegates. However, the MFOW 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 MFOW election will commence 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, were printed in the June issue of this publication. An Election Newsletter is also posted at all MFOW halls.

All members who wish to 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 photographs on a timely basis will have their picture published in *The Marine Fireman* during the entire election period.

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

MATSON NAVIGATION COMPANY WAGE RATES Effective July 1, 2019

Motor Vessels

Rating Monthly	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Electrician/Reefer/Junior	\$6,369.19	\$212.31	\$6,894.32	\$3,906.60	\$130.22
Reefer/Electrician/Junior	\$6,063.28	\$202.11	\$6,702.49	\$3,798.00	\$126.60
Day Junior/Utility	\$5,504.35	\$183.48	\$5,968.63	\$3,382.20	\$112.74
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$3,724.12	\$124.14	\$4,299.06	\$2,436.00	\$81.20
Advancement Program Wiper	\$3,233.11	\$107.77	\$3,233.10	\$808.20	\$6.94

Overtime Rates	ST Hourly	OT Hourly	Money Purchase Daily	Dirty Work— All Ratings Except APW
Electrician/Reefer/Junior	\$37.50	\$56.29	\$27.00	ST Hourly = \$23.34
Reefer/Electrician/Junior	\$35.75	\$53.66	\$27.00	OT Hourly = \$38.43
Day Junior/Utility	\$32.50	\$48.79	\$27.00	
Wiper	\$22.25	\$33.33	\$27.00	
Advancement Program Wiper	\$13.87	\$20.81	\$10.00	

Automated Steam Vessels

Rating Monthly	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Chief Electrician	\$6,077.82	\$202.59	\$6,597.67	\$3,738.60	\$124.62
Reefer/Electrician	\$5,917.77	\$197.26	\$6,564.86	\$3,720.00	\$124.00
Junior Engineer (Watch)	\$4,707.38	\$156.91	\$7,248.05	\$4,107.30	\$136.91
Wiper	\$3,724.12	\$124.14	\$4,299.06	\$2,436.00	\$81.20

Overtime Rates	ST Hourly	OT Hourly	Money Purchase Daily	Dirty Work — All Ratings
Chief Electrician	\$35.80	\$53.77	\$27.00	ST Hourly = \$23.34
Reefer/Electrician	\$34.92	\$52.35	\$27.00	OT Hourly = \$38.43
Junior Engineer (Watch)	\$27.83	\$41.75	\$27.00	
Wiper	\$22.25	\$33.33	\$27.00	

Watchstanding Day Junior Meal Relief Rate, Hourly	=	\$47.52
Watchstanding Day Junior, Section 18, Monday-Friday, Additional Hourly	=	\$23.34
Watchmen Assigned As Day Men, Section 13 (c), Additional Daily	=	\$10.00

CV700 Vessel — MV Kamokuiki

Rating Monthly	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Daily
Electrician/Reefer/Oiler	\$5,346.94	\$178.23	\$59.41
Oiler/Utility	\$3,819.24	\$127.31	\$42.44

Overtime Rates	ST Hourly	OT Hourly	Money Purchase Daily
Electrician/Reefer/Oiler	\$29.71	\$44.56	\$27.00
Oiler/Utility	\$18.04	\$27.05	\$27.00

Maintenance and Standby

Rating	Base Wage Daily	Supplemental Benefit Daily	Dirty ST Hourly	Dirty OT Hourly	Money Purchase Daily
Shore Maintenance Mechanic	\$356.08	\$54.90			
Rating	ST Hourly	OT Hourly	Dirty ST Hourly	Dirty OT Hourly	Money Purchase Daily
Shore Maintenance Mechanic	\$44.51	\$66.77	\$67.85	\$90.11	\$30.00
Standby Electrician/Reefer	\$41.62	\$62.43	\$52.03	\$62.43	\$27.00
Standby Junior Engineer	\$38.57	\$57.87	\$48.21	\$57.87	\$27.00
Standby Wiper	\$36.60	\$54.91	\$45.77	\$54.91	\$27.00

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

Marine Firemen's Union Directory

www.mfoww.org

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California Labor Federation

Statements by California Labor Federation Executive Secretary-Treasurer Art Pulaski

Janus Decision

June 27, 2018

We condemn the U.S. Supreme Court's decision to overturn 40 years' worth of precedent at the behest of corporate billionaires in the Janus v. AFSCME case. The decision today to reverse a unanimous 1977 Supreme Court ruling is nothing more than a bald attempt to weaken unions by some of America's richest CEOs and five right-wing political appointees sitting on the court.

Never in its history has the court issued a ruling so clearly motivated by politics and outright disdainful of the constitutional tenets it has vowed to vigorously defend. Working families should never trust this court again.

For decades, corporate titans have engaged in heavy-handed and often illegal tactics in an effort to snuff out unions. No matter how much money the CEOs spend, they will never extinguish the will of so many working people to stand together in unions. In this era of economic insecurity, workers are

engaging in potent collective action to fight back from the teachers' strikes sweeping the country to the University of California workers in our own state standing up to inequality. It's never been clearer that unions are as important to California's future as we've been to its past.

Unions are the only counterbalance to the growing power of corporate CEOs and the politicians they bankroll, giving workers a seat at the table to negotiate with bosses for fair pay, decent benefits and safe working conditions. Because unions promote fairness and equality on the job and through our broader advocacy on behalf of all workers, we're enemy No. 1 for corporate special interests and right-wing extremists. That's ultimately what the Janus case was all about.

While this decision is a blow, it will not deter us from giving more workers the opportunity to organize a union to better their lives, and the lives of their families. A union on the job remains the surest path to California's middle class.

Despite this decision intended to raze unions to the ground, California's unions continue to be a strong force to enable workers to stand up to those in power who have rigged the economy against us. This is the first of a 'one-two' punch with the next one to aim at the unions in the private sector, which may not be directly affected by Janus.

No one court decision can stamp out decades of progress made by unions and our members. In the face of today's decision, California's unions are redoubling our efforts to remain a beacon of hope for a country sliding into plutocracy. We won't settle for surviving this decision. We'll continue to build strength to give all working people a fair shot at pursuing the American Dream.

California's Drug Transparency Law

July 10, 2018

Today's news that large drug companies are cancelling price hikes that would further gouge Californians is

proof positive that our state's landmark drug transparency law is working. SB 17 was a top priority for California's labor unions. We went up against deep-pocketed pharmaceutical companies, that fought transparency tooth and nail, to deliver this victory on behalf of all working people.

Now we know why Big Pharma spent so much money lobbying to defeat this bill. It shines a light on the industry and stops outrageous price hikes. We thank Sen. Ed Hernandez for his tireless work on this issue. This win for all Californians shows the power working people have when we stand together to demand measures that take on special interests and advance the fight for the common good.

The California Labor Federation is made up of more than 1,200 unions, representing 2.1 million union members in manufacturing, retail, construction, hospitality, public sector, health care, entertainment and other industries.

MARAD announces \$19 million in small shipyard grants

In June, the U.S. Department of Transportation's Maritime Administration (MARAD) announced \$19.6 million in grants to support capital improvements at 28 U.S. small shipyards as a part of its Small Shipyard Grant program. Provided through MARAD's Small Shipyards Grant program, the funding supports employee training and related improvements that foster increased efficiency and economic growth.

In 2013, U.S. shipbuilders produced \$37.3 billion in gross domestic product. Typically family-owned and employing less than 1,200 workers, small shipyards play a critical role in contributing to our nation's economy. Supporting more than 400,000 jobs, they create employment opportunities for working families and small communities.

Since 2008, MARAD's Small Shipyard Grant Program has awarded over \$226 million for a total of 216 grants. These grants help fund upgrades and expansions that often lead to more competitive operations, quality ship construction and improved employee skill.

Having produced some of the most innovative vessels in the world, U.S. small shipyards have become economic backbones throughout the country. Small shipyard grants are a proven, wise investment: leveraging the skills and expertise of the shipyard community, which in turn empowers the entire maritime industry. The complete list of grant recipients is:

Shipyard	Grant
All American Marine — Bellingham, Washington	\$397,725
Biblia, Inc. — Savannah, Georgia	\$1,319,414
Detyens Shipyards, Inc. — Charleston, South Carolina	\$781,315
East Coast Repair & Fabrication, LLC — Norfolk, Virginia	\$860,000
Eastern Shipbuilding Group, Inc. — Panama City, Florida	\$640,618
Heartland Fabrication, LLC — Brownsville, Pennsylvania	\$1,008,000
Hughes Bros., Inc. — Edison, New Jersey	\$363,957
J. Goodison Company, Inc. — Kingstown, Rhode Island	\$518,538
JAG Alaska, Inc. Seward Shipyard — Seward, Alaska	\$976,298
LaShip — Houma, Louisiana	\$402,900

Derelict vessels removed from Honolulu Harbor

With NOAA predicting a 70 percent increased chance of higher activity in the Pacific region this hurricane season, the Hawaii Department of Transportation (HDOT) Harbors Division has removed three derelict vessels from Honolulu Harbor that may have posed a risk of sinking during a severe storm. The *Kulamano*, also known as the *Windjammer*, was towed from Pier 7 and taken to Kalaehoa Harbor where it will be prepared for disposal at sea. The fishing vessels *Manaloa* and *Pacifica* were towed from Pier 12. The scope of services for the removal allows the contractor to dispose, recycle or repurpose the vessels. The action implements preventative measures in the event of severe weather to ensure the flow of cargo.

The cost to remove all three vessels was \$748,350. HDOT is working with the Office of the Attorney General Civil Recoveries Division to recoup delinquent

fees and removal costs from the vessel owners and their insurance companies.

In addition, the vessel *Debra Ann* was sold to a new owner to be refurbished for use. The owner of the vessel *Laysan* came forward to pay the balance of its fees and removed the boat from Honolulu Harbor on his own.

The Harbors Division continues working toward the removal of the *Falls of Clyde* from Pier 7 at Honolulu Harbor, including the feasibility of towing the vessel in its present condition. The *Falls of Clyde* has already been prepped for disposal with the engine, fluids, contaminants and high masts previously removed. The state continues to be open to responsible buyers. The Friends of *Falls of Clyde* are allowed to remove the vessel on its own; however, confirmation of plans to safely remove the vessel or verification of funding from *Falls of Clyde* supporters has not been received.

Marinette Marine Corporation — Marinette, Wisconsin	\$1,100,000
MBLH Marine LLC dba Vessel Repair — Port Arthur, Texas	\$1,360,531
Mike's Inc. — South Roxana, Illinois	\$709,405
Moose Boats — Vallejo, California	\$555,429
Moran Iron Works, Inc. — Onaway, Michigan	\$564,300
Norseman Shipbuilding and Boatyard LLC — Miami, Florida	\$255,131
Northern Enterprises Boat Yard, Inc.— Homer, Alaska	\$604,053
Paducah Barge, LLC — Paducah, Kentucky	\$700,570
Port Bolivar Marine Service, Inc. — Port Bolivar, Texas	\$390,451
Port of Toledo — Toledo, Oregon	\$261,285
Rhoads Industries, Inc. — Philadelphia, Pennsylvania	\$999,250
Rockland Marine Corporation — Rockland, Maine	\$351,956
Shark Tech, LLC — Bayou la Batre, Alabama	\$511,671
St. John's Ship Building Inc. — Palatka, Florida	\$800,000
Thoma-Sea Marine Constructors, LLC — Lockport, Louisiana	\$738,645
TPG Chicago Dry Dock LLC — Chicago, Illinois	\$1,200,000
VT Halter Marine — Pascagoula, Mississippi	\$536,000
Yank Marine Services, LLC — Dorchester, New Jersey	\$692,558

Alaska suspends funding for cruise ship monitors

Alaska Governor Mike Dunleavy has vetoed funding for a long-running program that employs American marine engineers as monitors aboard the foreign-flag cruise ships that transit Alaskan waters. The operation - known as Ocean Rangers - is similar in concept to the NOAA fishery observer program, which places paid monitors aboard fishing vessels to ensure compliance. Under Ocean Rangers, U.S. Coast Guard-licensed marine engineers have been riding large cruise ships in Alaska since 2006, when state residents voted for a ballot measure to create the program. It is funded by a \$4-per-head fee levied on cruise passengers; as the fee is required by state law and is dedicated to Ocean Rangers, it will still be charged, and the veto will have no effect on either the state's finances or on cruise pricing. The money collected cannot be spent elsewhere, according to Alaska Public Media.

The head of the cruise ship program at Alaska's Department of Environmental Conservation has described the Ocean Rangers as "a critical part in our permitting process," and reports filed by the program's monitors have led to multiple violation charges over the past decade. However, the appointed chief of the department has argued that cruise

ships should not face higher regulatory scrutiny than other industries.

The governor's decision to reduce monitoring comes shortly after Carnival Corporation agreed to pay an additional \$20 million fine related to a new series of MARPOL violations. These new breaches allegedly violated Carnival's existing environmental probation agreement, part of a \$40 million plea deal that Carnival signed in 2017. In that deal - the largest deliberate vessel pollution fine in history - Princess Cruises pleaded guilty to seven felony charges related to the discharge of oily bilge water.

In March 2019, Carnival's probation officer moved to revoke the company's probationary status after a court-appointed monitor found cases of Carnival ships continuing to violate environmental laws. The monitor's report for the first year of the company's probation described 24 instances of illegally dumping sewage, food waste or oil and 19 instances of burning heavy fuel oil in protected areas, according to an analysis by the Miami Herald. One of the discharges cited was the alleged release of 26,000 gallons gray water within Alaska's Glacier Bay National Park, a violation of regulations.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

TANKER ATTACKS

On June 13, U.S. Central Command reported that U.S. Naval Forces received two separate distress calls from the *MT Front Altair* and *MT Kokuka Courageous* – foreign-flag tankers in international waters off the coast of Oman near the Strait of Hormuz. The crew of the Norwegian-owned, Marshall Islands-flag *MT Front Altair*, an oil tanker carrying naphtha, escaped following a reported explosion. The Japanese-owned, Panamanian-flag *MT Kokuka Courageous*, a chemical tanker carrying methanol, was attacked twice. The first strike was said to have occurred on the starboard side of the vessel causing an engine room fire that the crew was able to extinguish. The second attack prompted the evacuation of the crew. The U.S. guided missile destroyer *USS Bainbridge* was deployed to the area to render assistance.

Later that day, an Iranian patrol boat was observed and recorded removing an unexploded limpet mine from the ship's hull. The two incidents follow four attacks that occurred at Fujairah Anchorage in May, when two Saudi oil tankers sustained structural damage in early morning explosions, and a Norwegian tanker and United Arab Emirates-flag bunkering barge were also struck by some type of weapon.

On June 21, U.S. Central Command and the Office of Naval Intelligence assessed "with high confidence" the limpet mines used in the attack on the *Kokuka Courageous* were of Iranian origin and design and that the attack was almost certainly conducted by the Islamic Revolutionary Guard Corps Navy. U.S. Central Command and the United Kingdom Maritime Trade Organization called for all vessel masters and operators to exercise increased vigilance and extreme caution while transiting the Northern Indian Ocean, Gulf of Oman, Strait of Hormuz and Arabian Gulf. U.S. Navy and Coalition Forces began conducting increased security patrols in the North Arabian Gulf and Gulf of Oman. The U.S. Navy has reassured that they will respond aggressively and decisively to defend against attacks on U.S. shipping interests.

Of particular concern, the *MV Gulf Express*, operated by APL Marine Services and crewed by MFOW unlicensed engine ratings, trades in the Persian Gulf between ports in Kuwait, Bahrain and the United Arab Emirates. APL Marine Services reported that they are closely monitoring the security situation where the *Gulf Express* operates and is sending security updates to the vessel Master. The company is also completing an annual internal ISM and security audit onboard the vessel. In addition, Securewest – a private maritime security firm – is conducting around-the-clock monitoring of the situation and providing routine intelligence to the vessel Master.

TRUST FUNDS

The trustees of the various MFOW plans met on June 19 at MFOW Headquarters. The trustees of the various SIU Pacific District plans met on June 20 at the plan offices on Harrison Street in San Francisco.

MFOW Supplementary Pension Plan — The plan actuarial report showed market value of assets as of August 1, 2018, of \$2,655,703, and a funded percentage of approximately 75 percent. The actuary reported that without additional contributions from the employers, assets are projected to be depleted in October 2023. Based on that projection, the plan would be in critical status for the plan year beginning August 1, 2020.

Depletion of assets in the plan has been under the watchful eye of the trustees for several years. Since 2013, the trustees have maintained green zone status of the plan through a small reallocation of MFOW Welfare contributions. In order to continue to maintain green zone status, and to minimize legal fees, the Union trustees recommended that a \$4.50 per manday reallocation be made to the MFOW Supplementary Pension Plan from the MFOW Welfare and MFOW Training plan contributions for all master contract and government vessel mandays beginning on the anniversary dates of each collective bargaining contract, as follows:

1. Effective July 1, 2019, reallocate \$4.50 from MFOW Welfare Plan contribution to MFOW Supplementary Pension Plan contribution for Matson offshore, shoreside, standby and CV700 mandays.

2. Effective July 1, 2019, reallocate \$4.50 from MFOW Training Plan contribution to MFOW Supplementary Pension Plan contribution for Matson Advancement Program Wiper (APW) mandays.

3. Effective October 1, 2019, reallocate \$4.50 from MFOW Welfare Plan contribution to MFOW Supplementary Pension Plan contribution for APL Marine Services (APLMS) offshore, maintenance and standby mandays.

Port of Oakland approves 2020 budget

A \$513.6 million operating budget for fiscal year 2020 has been approved at the Port of Oakland. The port's governing board approved the spending plan at a meeting last month. The new budget is up about four percent from the one adopted for fiscal year 2019. It went into effect on July 1.

The budget projects revenue of \$398 million at the port in the next fiscal year. That would be up about 1.2 percent from anticipated fiscal year 2019 revenue. Operating expenses are likely to increase

10.4 percent from the current budget. Most of the change is expected to come from increases in personnel costs, maritime maintenance and dredging costs and aviation security costs.

The new budget includes \$42.3 million in capital expenditures, mostly at the seaport, Oakland International Airport and Jack London Square. The port stated it expects to launch an additional \$81.4 million in capital projects during the year, pending board approval.

4. Effective October 1, 2019, reallocate \$3.04 from MFOW Training Plan contribution, and \$1.46 from Military Sealift Command physical exam fund contribution, to MFOW Supplementary Pension Plan contribution for Patriot Contract Services (PCS) *Watson*-class mandays.

5. Effective January 27, 2020, reallocate \$4.50 from MFOW Welfare Plan contribution to MFOW Supplementary Pension Plan contribution for Matson and Patriot Contract Services (PCS) Ready Reserve Force mandays.

The reallocations, while slightly drawing down the reserves of the Welfare and Training plans, should provide several years of cushion to fund the MFOW Supplementary Pension Plan and give the plan trustees (and collective bargaining parties) plenty of time to work out a permanent solution.

The number of participants in the plan as of August 1, 2018, equaled 158 retirees and beneficiaries, three term vested and four active participants. Participation in the plan is limited to those who had shipping days prior to September 1, 1985. The maximum monthly benefit is \$560.

MFOW Welfare Plan — The plan consultant's report showed a net surplus in Guaranteed Account assets and an erosion of Special Account #1 assets. This imbalance is due to an outdated contribution formula for each account. Beginning on the anniversary dates of each collective bargaining contract, the Special Account #1 contribution will equal \$10 per manday and the balance of the total MFOW Welfare Plan contribution will go into the Guaranteed Account. This move should fix the imbalance between the Guaranteed Account and Special Account #1 going forward.

Special Account #2, on the other hand, has been self-sustaining for many years and will not require a manday reallocation.

SIU Pacific District Pension Plan — The plan actuarial report showed market value of assets as of August 1, 2018, of \$105,673,021, and a funded percentage of approximately 117 percent. The actuary reported that the plan will have no problem maintaining green zone status for the plan year beginning August 1, 2020.

The number of participants in the plan as of August 1, 2018, equaled 1,006 retirees and beneficiaries, 320 term vested and 854 active participants. The maximum monthly benefit is \$2,375.

USACE identifies civil works pilot program candidates

The U.S. Army Corps of Engineers (USACE) announced that four projects have been identified for further development and validation through the USACE Civil Works Public-Private Partnership (P3) Pilot Program. USACE may identify one additional project for further development and validation at a future date. The four identified projects are:

- Brazos Island Harbor Channel Improvement, Texas
- Los Angeles River Ecosystem Restoration, California
- Sabine Pass to Galveston Bay Coastal Storm Risk Management, Texas
- Soo Locks, Michigan

USACE applied specific screening criteria to identify the four P3 pilot candidates from the eight project-specific proposals submitted in response to a February Federal Register Request for Information. The pilot candidates will be further developed and validated to determine their potential to become P3 pilot projects.

In support of President Donald J. Trump's initiative on building U.S. infrastructure and the direction provided by Congress in the Fiscal 2018 Appropriations Act Conference Report, the Assistant Secretary of the Army for Civil Works, Honorable R.D. James, directed USACE Civil Works (CW) to establish a P3 pilot program.

The goal of the pilot program is to demonstrate the viability of new delivery methods that can significantly reduce the cost and time of project delivery. The program is part of the Revolutionize USACE Civil Works ini-

tiative to expedite delivery of our nation's infrastructure by synchronizing actions, developing new tools and streamlining activities.

A P3 generally refers to a long-term contractual relationship between a public sector contracting authority and a private sector entity for the financing and delivery of public infrastructure and/or the provision of public services. A P3 can be done as any combination of design, build, finance, operate and/or maintain.

USACE intends to issue a request for information for conceptual P3 pilot projects annually.

Top 30 U.S. Container Ports – 2018

Rank	Port	TEU
1.	Los Angeles, California	5,039,363
2.	Long Beach, California	4,364,771
3.	New York/New Jersey	4,196,372
4.	Savannah, Georgia	2,223,628
5.	Houston, Texas	1,811,737
6.	Seattle, Washington	1,567,803
7.	Norfolk, Virginia	1,312,476
8.	Tacoma, Washington	1,217,316
9.	Charleston, South Carolina	1,210,214
10.	Oakland, California	1,070,642
11.	Miami, Florida	750,801
12.	Port Everglades, Florida	728,461
13.	Philadelphia, Pennsylvania	526,056
14.	Baltimore, Maryland	508,802
15.	New Orleans, Louisiana	344,697
16.	San Juan, Puerto Rico	338,527
17.	Jacksonville, Florida	266,226
18.	Wilmington, Delaware	196,994
19.	Mobile, Alabama	174,430
20.	Boston, Massachusetts	162,221
21.	West Palm Beach, Florida	161,183
22.	Wilmington, North Carolina	125,863
23.	Chester, Pennsylvania	101,010
24.	Gulfport, Mississippi	100,189
25.	San Diego, California	69,067
26.	Port Hueneme, California	68,098
27.	Tampa, Florida	50,450
28.	Freeport, Texas	47,217
29.	Honolulu, Hawaii	37,449
30.	Everett, Washington	33,726

Source: Panjiva

VICE PRESIDENT'S REPORT

June 25 was International Day of the Seafarer. Summer is here and the year is already half over. Recent topics gleaned from *maritimeexecutive.com*:

Piracy — Five Indian seafarers released by Nigerian pirates...ten fishermen kidnapped by suspected Abu Sayyaf militants in the Malacca Straits.

Whaling — Japan leaves International Whaling Commission (IWC). By walking out of the IWC, Japan is leaving the international body for whale conservation and management of whaling. Many ex-whaling nations, including the US, UK, Australia and Argentina, are member nations of the IWC, as well as other nations that continue to whale for profit (Norway and Iceland).

Automation — Fight over automation at Port of Los Angeles' Pier 400. APM Terminals plans to bring all electric automated straddle carriers to its Pier 400 facility in Los Angeles. Longshore union leaders have asked its city council to intervene, citing the possibility that longshoremen will lose hundreds of shifts per day to the new robotic technology. The ILWU seeks to block the permits to build the charging stations for this new equipment.

Vessel Rundown

Matson — All vessels are calling for two-plus Standby Wipers and/or Standby Electrician/Reefers. The *Lihue* has been laid up at Oakland's Middle Harbor Terminal since April 6. The *Kauai* was laid up on April 2 at Alameda Point. The *Mahimahi* and *Kaimana Hila* are

both on the Pacific Northwest triangle run. The *Daniel K. Inouye* is on the Pacific Southwest triangle run. The *Manoa* is on the Long Beach-China run for the *Maunawili*, which is estimated to be out of drydock around July 20. The *Manulani* will enter drydock on approximately July 22; rumor is that the *Kaimana Hila* will fill in. The *Matsonia* is on the Oakland-Honolulu pineapple run; shipped a Watch Junior Engineer and Reefer/Electrician for voluntary quits and a Chief Electrician for a time-up. Oakland Shore Mechanic was unfit-for-duty; shipped two reliefs to cover a six-week period.

APL Marine Services — All vessels are calling for two or more Standby Wipers.

The following ships were in, with little to no beefs: *President Cleveland*, *President Kennedy*, *President Roosevelt*, *President Eisenhower*. *President Truman* — shipped a Wiper for time-up. *President Wilson* — shipped two additional Day Junior Engineers to assist with diesel generator overhaul on May 24; scheduled to fly back from Yokohama on June 10. *APL Guam* — flew out a Wiper for time up. *APL Saipan* and *APL Gulf Express* are running smoothly.

Reminder — Chinese visas are required for EX-1 vessels. These jobs shall be called early to allow for obtaining a visa, which will be reimbursed by the company from the Master's cash account.

Fraternally,
"Cajun" Callais

South Korea keeps lead on ship orders

South Korea maintained the top spot in global shipbuilding orders in June for the second month in a row. According to Clarkson Research Services, South Korean yards won orders to build six ships, totaling 340,000 compensated gross tons (CTG), more than half of the orders placed in June. Chinese yards won orders to build seven ships, totaling 240,000 CGT, and Japan won orders to build five ships, totaling 90,000 CGT.

So far this year, ordering has been slow, nearly half that of the same period last year. South Korean yards have won orders to build 69 ships, totaling 3.17 million CGT, while Chinese yards have won orders for 176 ships, totaling 4.32 million CGT.

South Korean yards have had a strong focus on LNG carriers, winning over 80 percent of global orders in recent years. For example, Samsung Heavy Industries announced in June that it received an order for two LNG carriers, bringing its 2019 order total to 11 vessels worth

\$3 billion consisting of 10 LNG carriers and one floating production storage and offloading (FPSO) vessel. The yard's orders for 2018 reached 49 vessels - including 18 LNG carriers, 13 container ships, 15 tankers and three special purpose ships.

Also in June, Daewoo Shipbuilding & Marine Engineering (DSME) won an order for an LNG carrier from Greek shipping company Maran Gas Maritime, and the companies are in discussion for more. DSME's orders this year include 15 vessels, six of which are LNG carriers.

Earlier this year, Clarkson Research Services predicted that LNG carrier orders globally are likely to reach 69 this year, up from 65 last year and 17 in 2017. Demand is being driven in part by China's growing use of LNG and the adoption of LNG globally as a more environmentally friendly fuel. 63 LNG carriers are expected to be ordered on average annually from 2020 to 2027.

BUSINESS AGENT'S REPORT

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

USNS Sisler — called for crewmembers to return to the vessel in Bayonne, New Jersey. Headquarters shipped one Oiler. *USNS Pomeroy* — one Electrician was flown to Newport News, VA. *USNS Watkins* — one Oiler was flown to Norfolk, VA. *USNS Dahl* — one Electrician was flown to Saipan.

The *TS Golden Bear*, which is the training ship of the California State University Maritime Academy, called

for two Oilers to fly out to Galveston, TX. One Oiler was dispatched from Headquarters, and one Oiler was dispatched from Seattle on June 26.

Matson Navigation Company management held a "welcome home" gathering to celebrate the return of the *MV Cape Hudson* at the Atwater Tavern on Pier 50 in San Francisco on Friday, June 28. Attendees included the vessel's crew members, union officials and invited guests.

Fraternally,
Bobby Baca

Change of command at Military Sealift Command

Rear Adm. Michael Wettlaufer relieved Rear Adm. Dee Mewbourne as commander, Military Sealift Command, during a change of command ceremony aboard the expeditionary fast transport ship *USNS Burlington* at Joint Expeditionary Base Little Creek-Fort Story, on June 28.

Adm. Christopher W. Grady, commander, U.S. Fleet Forces Command, and Lt. Gen. John J. Broadmeadow, deputy commander, U.S. Transportation Command, were the guest speakers.

Mewbourne, a native of Ormond Beach, Florida, assumed command of MSC on August 25, 2016, overseeing the on-time logistics, strategic sealift and specialized missions that MSC conducts around the world. During his tenure, Mewbourne, and his staff devoted significant effort in developing and executing a plan to adapt to the changing operational environment and keep MSC ahead of competitors and potential adversaries. He focused on operationalizing MSC to align with changes to fleet and joint warfighting doctrine, and implemented programs and processes to assess the holistic readiness of our ships. Additionally, he identified capability and capacity gaps using war gaming and simulation and based on those results, provided mariners with realistic, relevant and challenging tactical training.

A graduate of Colorado State University and native of Alexandria, Virginia, Wettlaufer assumed command of MSC following his latest tour of duty as the commander of Carrier Strike Group 3 in Bremerton, Washington. He previously commanded the Dambusters of VFA-195, *USS Denver* and *USS John C. Stennis*. Wettlaufer's sea assignments include multiple deployments to the Mediterranean Sea, Indian Ocean and Arabian Gulf with VA-85 and Carrier Air Wing 1 flying the A-6 Intruder from the *USS America* including Operation Desert Storm. Forward deployed from Japan aboard *USS Independence* and *USS Kitty Hawk* as a Dambuster depart-



Rear Adm. Michael A. Wettlaufer reads his orders at Military Sealift Command's Change of Command ceremony aboard the expeditionary fast transport ship *USNS Burlington* at Joint Base Little Creek-Fort Story, Virginia.

U.S. Navy photo by Jennifer Hunt.

ment head and CVW-5 operations officer, he flew the FA-18C and he deployed to the Pacific as executive officer aboard *USS John C. Stennis*.

Ashore, Wettlaufer was assigned to Attack Squadron 42, Strike Fighter Squadron 106 for qualification training. He was an aircraft carrier scheduler for Commander, 2nd Fleet; served as a project officer, test pilot and landing signals officer with Strike Aircraft Test Directorate at Naval Air Station Patuxent River, Maryland; and was on a Royal Navy Exchange tour in the United Kingdom as an Empire Test Pilots' School fixed wing tutor and experimental test pilot. He was selected as a Chief of Naval Operations Strategic Studies Group associate fellow and served in the Office of the Secretary of Defense as an analyst for the deputy assistant secretary of defense for European and NATO Policy.

Mewbourne will serve as the Deputy Commander, U.S. Transportation Command, responsible for conducting globally integrated mobility operations, leading the broader Joint Deployment and Distribution Enterprise, and providing enabling capabilities in order to project and sustain the Joint Force in support of national objectives.

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Marine-Firemens-Union-121622254577986/

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 MFU 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.

August 26-30 September 12-14 Refresher September 30-Oct 4

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.

August 26-30 September 16-20 October 21-25

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.

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.

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): August 2; August 23; September 6; September 27

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

El Camino College, Hawthorne, CA (one day): pending

MITAGS-PMI, Seattle, WA: August 16-17; September 3-4

Maritime License Center, Honolulu, HI: September 12-13; November 7-8

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; September 18-20

California Maritime Academy, Vallejo, CA: September 16-18

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

El Camino College, Hawthorne, CA: pending

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.

TRANSCOM awards U.S.-flag contracts

The U.S. Transportation Command has awarded twelve U.S.-flag shipping companies contracts totaling \$738.7 million for international ocean transportation and intermodal distribution services. All the contracts run through August 31, 2020. The total is slightly down from the \$757.4 million awarded last year and substantially down from the \$871 million awarded in 2017. The awards are as follows:

Company	Award
Maersk Line Limited.....	\$170,116,349
American President Lines LLC.....	\$140,308,984
American Roll-On Roll-Off Carrier LLC	\$83,994,841
Matson Navigation Company Inc.	\$71,217,825
Liberty Global Logistics LLC.....	\$68,353,914
Farrell Lines Inc.....	\$61,956,899
Hapag-Lloyd USA LLC.....	\$55,905,823
Central Gulf Lines Inc.....	\$33,998,317
TOTE Maritime Alaska Inc.	\$19,451,914
TOTE Maritime Puerto Rico LLC.....	\$14,001,976
Schuyler Line Navigation Company LLC	\$12,175,878
Young Brothers LTD.....	\$7,293,050

WWI shipwreck graveyard declared national marine park

The National Oceanic and Atmospheric Administration (NOAA) announced that the 18-square-mile area, known for its ghost fleet of over 100 shipwrecked military vessels from World War I, will be protected as the Mallows Bay-Potomac River National Marine Sanctuary. Forty miles south of Washington, the 18-square-mile stretch of the Potomac River in Charles County, Maryland, has been named the Mallows Bay-Potomac River National Marine Sanctuary. The Potomac River site is approximately 30 miles south of Washington, D.C. The designation is the first new marine sanctuary since 2000, according to NOAA.

The ships date back to 1916, when the U.S. Emergency Fleet Corporation, created by President Woodrow Wilson, built 100-plus wooden steamships in response to German U-boat attacks in the

Atlantic. Many of the ships never entered service and were moved to the Potomac for salvage and were eventually scuttled by burning in 1925, according to National Geographic.

In addition to ships from WWI there are also shipwrecks dating back to the Civil War, as well as Native American archeological sites that date back 12,000 years. The site was first nominated in 2014, taking several years to clear the necessary regulatory and environmental hurdles before it could be designated. The House and Senate are required to hold hearings about the designation within 45 days before it can become official.

Visitors to Mallows Bay are allowed to kayak or motorboat through shipwrecks and wildlife that includes bald eagles and ospreys.

USNS Watkins, joint military training exercise improves amphibious operations readiness

U.S. Marines with 2nd Transportation Support Battalion, Combat Logistics Regiment 2, 2nd Marine Logistics participated in exercise Resolute Sun from June 11-19. The exercise allowed Marines to increase combat operational readiness in amphibious and prepositioning operations while conducting joint training with the U.S. Army and U.S. Navy during a joint logistics over-the-shore (JLOTS) scenario. JLOTS provides operational movement capabilities in places where access to and from an area is not accessible. It is meant to strengthen interoperability between service branches so they can quickly build an improvised port and get equipment to and from wherever it is needed at.

The Marines started the exercise on Marine Corps Base Camp Lejeune and convoyed down to Joint Base Charleston, South Carolina, more than 250 miles away. After the convoy, the Marines embarked 38 vehicles onto the USNS Watkins, once they reached Joint Base Charleston. After the Watkins was embarked with all cargo, it set sail for Fort Story, Virginia. There, the equipment was offloaded utilizing a trident pier built by the U.S. Army's 331st Transportation Company, 11th Transportation Battalion, 7th Transportation Regiment. Simultaneously, Amphibious Construction Battalion 2, Naval Beach Group 2 conducted a beach landing utilizing the improved

navy lighterage system. All 38 vehicles were able to be offloaded and re-deployed via convoy 220 miles back to Marine Corps Base Camp Lejeune, North Carolina within two days of the Watkins arriving in Virginia.

The Navy-Marine Corps team works together all over the world, regularly conducting beach landing operations together. The Army only has a few ship-to-shore assets, and sailors and marines make sure to capitalize on training with soldiers to improve functionality between them. Joint training also allows operations to stay fiscally responsible during a large exercise. Working together with the Army and Navy, the price can be spread out amongst the branches, with each unit only being held responsible for paying for the gear and supplies they need.

The Watkins, crewed by MFOW members in the unlicensed engine department, is one of 19 U.S. Navy Military Sealift Command large, medium-speed roll-on/roll-off ships. The ship is used for prepositioning of ground vehicles and is designed to carry vehicles which are driven on and off the ship. MFOW members aboard the Watkins during the exercise were Electrician Randy Flores, JM-5198; Electrician Felicisimo Villa, JM-5099; Oiler William Watters, JM-4936; Oiler Matt McMahon, JM-5152; Oiler Casey MacLaughlin, JM-5163 and Wiper Den Thach, JM-5298.



USNS Watkins standing by to load Marine Corps cargo at Joint Base Charleston, South Carolina.

Photo by Lance Cpl. Scott Jenkins, 2nd Marine Logistics Group.

APL wins fuel efficiency award

APL, part of the CMA CGM Group, clinched the Fuel Efficiency Award at the Seatrade Maritime Awards Asia 2019 last month. The accolade celebrates APL's achievements in driving fuel efficiency of its vessel fleet. APL Chief Executive Officer Lars Kastrop said, "APL is proud to be the winner of this category that signifies operational excellence. This mark of distinction is an affirmation of our fleet operation management that has continually delivered fuel efficiency and lowered our global carbon footprint, in line with the CMA CGM Group's efforts."

APL's fuel efficiency strategy combines the adoption of technical and technology solutions, consolidation of services, operational excellence, and stakeholder collaborations.

Driving operational efficiencies, APL practices slow-steaming, optimizes

fleet and voyage, and deploys a fuel-efficient fleet of vessels. APL also adopts a rigorous maintenance regime as it identifies solutions to continually improve vessel fleet performance. With round-the-clock support from ashore and advanced route optimization systems onboard APL's vessel fleet, ship officers have been able to make the most efficient navigational decisions with the dynamic data captured in the systems.

Coupled with the conscientious sea and shoreside coordination with some 200 terminals where its vessels call, APL has been able to effectively reduce port stay and idle time of its vessel fleet. This enables APL to keep practicing slow-steaming, thereby reducing fuel consumption while still upholding APL's schedule integrity and on-time performance.

Malware attack exposes cyber vulnerabilities at sea

Continued from page 1

provided a short list of simple starting points for cyber hygiene. These include:

- Use individual credentials for each employee on the network, not just one generic username and login for everyone. Avoid the use of administrator accounts for non-administrator purposes.
- Do not use USB sticks without scanning them for malware first on a standalone, isolated computer system.
- Segment your computer networks into subnetworks to make it harder for an adversary to gain access to essential systems.
- Use basic antivirus software and update it regularly.

- Install patches and updates for computer software and operating systems regularly. Patches are often issued to fix known security vulnerabilities.
- Conduct cybersecurity assessments to understand the extent of cyber vulnerabilities.

The incident is not the first account of an onboard malware attack. The 2018 edition of the ICS Guidelines on Cyber Security Onboard Ships describes two incidents in which outside vendors accidentally introduced malicious software into a ship's systems, including one incident affecting a ship's electronic power management system and another affecting the ship's business network.

Halls to close

Harry Bridges' Birthday — The MFOW hiring halls on the West Coast will be closed on Monday, July 29, 2019, in observance of Harry Bridges' Birthday (July 28), which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels (except RRF vessels) in West Coast ports. It is not a holiday at sea.

For members working under the MFOW Maintenance Agreements, this holiday shall be observed in accordance with local custom and practice.

HONOR ROLL

Voluntary donations to General Treasury — June 2019:

Mike Drummond, JM-5349 \$20.00

Dues Paying Pensioners — End of 2nd Quarter 2019:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Michael Carr, #3550 (P-2718)	Pensioned 5/1/11	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
John Daly, #3527 (P-2626)	Pensioned 1/1/99	San Francisco
Anthony DeLa Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLos Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Donald Feehan, #3344 (P-2589)	Pensioned 11/1/95	San Francisco
Daniel Fierro, #3336 (P-2653)	Pensioned 7/1/01	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Marvin Honig, #1765 (P-2582)	Pensioned 4/1/95	San Francisco
Joseph Lategano, #3470 (P-2749)	Pensioned 10/1/13	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	
Joel E. McCrum, #1126 (P-2536)	Pensioned 3/1/93	San Francisco
William O'Brien, #3552 (P-2755)	Pensioned 4/1/14	San Francisco
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/09	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 75 jobs in the month of June.

We shipped five APL, three Matson, and four PCS shipboard billets, along with one Shore Mechanic. Ten applicants were also dispatched to standby jobs. Members registered here number 24 A's, 19 B's, and 19 C's.

Ships called here on schedule with very few clarifications this month. The food has improved, but a few ships still didn't get it yet. Much thanks to the stewards and the rest of his gang on the ships that do keep us well fed. The MFOW crews appreciate it very much.

Upon approval from Headquarters, Wilmington Instrument Corporation will possibly hold a few classes before the next issue comes out. Sign-up dates will be posted at the Wilmington Branch.

The gang at Fenix Marine Services (Pier 300) is still working 24/7 under

foreman Ken Justice, #3678; and leaders Michael Robles, #3855; Frank Marinovich, #3663; and George Sims, #3669. Operations are still in a state of flux currently. New cranes are in operation and the yard is still under construction.

The LA/LB Labor Coalition meeting was held at our hall. We are currently meeting bi-weekly, as plans are coming together for the 40th Annual Labor Day March. I also attended the local MTD meeting at the SIU hall.

Work on the *SS Lane Victory* is still on hold pending Coast Guard approval. Chief Jim Gillen will call when maintenance can proceed. Volunteers are very much appreciated but will have to wait until called for turn-to.

That's it from here for now. Take care and work safely.

Aloha,
Sonny Gage
Port Agent

HONOLULU NOTES

Honolulu had 58 dispatches for June. The *Manoa* and *Kamokuiki* Electrician/Reefers turned over, the *Kamokuiki* Oiler got reshipped, the Wiper on the *Cape Hudson* had to get off, and I shipped an Advancement Program Wiper on the *Pfeiffer*. There were also eight reliefs/returning trip off dispatches. For standby jobs, we dispatched 20 Standby Electrician/Reefers and 25 Standby Wipers. Honolulu's registration list has 15 A-, eight B-, and nine C-seniority members registered.

Summer is here and so are the warm days. Like every summer, the Hawaii

Port Council, AFL-CIO, takes a break and will resume in September. I hear that the *Kamokuiki* may take another couple of trips to get its unmanned engine room status, and I expect the *Kaimana Hila* also should get its unmanned status soon, too.

Thank you to Don Ngo, #3826, for filling in as my vacation relief. It wasn't the easiest of work weeks for Don, as he had 21 dispatches to get filled.

Aloha,
Mario Higa
Port Agent

SEATTLE NOTES

During the month of June, Seattle shipped one ERJ, two Oilers, and six Standby Reefers. Seattle currently has six A-, four B- and eight C-seniority members registered for shipping.

There have been some recent misguided proposals and plans put forward by the Port of Seattle to transform Terminal 46. This would involve removing the cranes to better accommodate cruise ships during the short Northwest tour season. As outlined in a letter made public on June 24, the Seattle Port Service fully supports the ILWU intent to keep Terminal 46 a fully functional container vessel berth.

I encourage all members to pay attention to posted land use proposals in their area and speak out against indus-

trial land repurposing. Once these lands have been claimed by developers, access to good paying blue collar jobs will be lost forever and property taxes will likely begin to displace you from your neighborhoods.

Please stay current on your documents! Patriot Contract Services mariners: remember to check the date of your Basic Training certificate to be sure it will be valid for the duration of an upcoming job. If you need Basic Training renewal, don't go it alone. Get prior approval and schedule it through the hall and the Training Coordinator at MFOW Headquarters.

Faternally,
Brendan Bohannon
Representative

HOWZ SHIPPING?

June 2019

San Francisco

Electrician.....	4
Reefer/Electrician.....	1
Junior Engineer (Watch).....	1
Oiler.....	3
Wiper.....	2
Shore Mechanic.....	2
Standby Electrician/Reefer.....	10
Standby Wiper.....	21
TOTAL.....	44

Wilmington

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	2
Oiler.....	2
Wiper.....	3
Shore Mechanic.....	1
Standby Electrician/Reefer.....	17
Standby Wiper.....	46
TOTAL.....	75

Honolulu

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	3
Oiler.....	2
Wiper.....	3
Standby Electrician/Reefer.....	20
Standby Wiper.....	25
TOTAL.....	58

Seattle

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

Regular membership meeting dates 2019

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 June

Death Benefits	
Joseph Costa, P-1934	\$1,500.68
James Soto, P-1756	\$1,500.53
Burial Benefits	
None	
Excess Medical	\$1,161.54
Glasses and Examinations	\$400.00

POLITICAL ACTION FUND

Voluntary donations for June 2019:

Mike Drummond, JM-5349.....	\$80.00
William Hanson, P-1933.....	\$25.00
Kevin Mueller, #3698.....	\$50.00
Edward Tokarz, #3770.....	\$100.00

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

MFOW member pensioned

Name	Pension Type	Sea Time	Effective
Robert Iwata, Jr.	SIU PD Basic	27.185	07/01/2019

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND,
Attention: Esther Hernandez

240 Second Street

San Francisco, CA 94105

(415) 986-1028/

(415) 986-5720

Email:

EHernandez@mfoww.org

FINISHED WITH ENGINES



Glen W. Cook, #3391/P-2631. Born August 6, 1927, Chicago, IL. Joined MFOW November 2, 1970. Pensioned January 1, 2000. Died May 30, 2019, Walnut Creek, CA.

John M. Andersen, #3668/P-2721. Born June 9, 1946, CA. Joined MFOW October 13, 1989. Pensioned July 1, 2011. Died February 19, 2019, Port Townsend, WA.

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

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

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

MARINE FIREMEN'S UNION
240 Second Street, San Francisco, CA 94105