



Congress to take up Export-Import Bank charter

The Export-Import Bank, an important source of cargo for the U.S.-flag fleet, was restored to full functionality in May after the Senate approved nominees to the Export-Import Bank board, allowing it to establish a quorum. Now, the battle is on to re-charter the bank, which enjoys bipartisan support but is opposed by some conservative Republican lawmakers who call it “a form of corporate welfare.”

The Export-Import Bank helps U.S. companies finance the export of U.S. goods and services to international markets. A portion of cargo generated by the bank must be transported aboard U.S.-

flag ships. For transactions above \$20 million, 100 percent of financed cargo must be carried on U.S.-flag vessels. The Export-Import Bank has consistently turned a profit and operated at no cost to taxpayers, while helping create jobs in this country.

But the bank had not been fully functioning since 2015, when hardliners in Congress blocked it from achieving a quorum and kept it from approving loans of more than \$10 million.

Now two members of the Senate Banking Committee, Kevin Cramer (R-North Dakota) and Kyrsten Sinema (D-Arizona), have co-sponsored a bill that would re-charter the bank until 2029.

Their legislation would also increase the limit on the bank's overall exposure and implement other reforms: importantly, it contains a provision that would prevent the disruption of Export-Import Bank business if the board loses its quorum.

In the House of Representatives, ongoing policy disputes which have blocked Export-Import legislation in the Committee on Financial Services—include: the degree to which the bank can finance transactions involving China; how much of the bank's resources must be dedicated to small businesses; and limits on transactions affecting climate change.

Committee Chair Maxine Waters (D-California) and Ranking Member Patrick McHenry (R-North Carolina) are attempting to work out their differences with the goal of bringing bipartisan legislation to the full House. Without action by Congress, the activities of the bank will cease as of September 30, 2019, when its current authorization expires.



Electrician Aaron Jones, JM-5226, ensures deck machinery is maintained in top shape aboard the *USNS Red Cloud* in the port of Busan, South Korea. The *Red Cloud* is a large, medium-speed roll-on/roll-off ship operated by Patriot Contract Services for the U.S. Navy's Military Sealift Command. As part of the MSC Prepositioning Program, the *Red Cloud* prepositions U.S. Army stocks and is also available to move common user cargo.

CMA CGM stays in red in second quarter

CMA CGM, the world's fourth-largest container shipping firm, and parent company of APL, reported a second straight quarterly loss as its takeover of CEVA Logistics weighed on its results, but said its business volumes remained strong thanks to growth in the U.S. economy. The French-based group said that it expected a better second half of the year, supported by previously announced plans to reduce costs and reorganize its shipping services.

CMA CGM said it had a second-quarter net loss of \$109 million, adding to a \$43 million loss in the first quarter. The group's shipped volumes increased by 6.3 percent year-on-year, accelerating from 4.4 percent growth in the first quarter, driven by brisk U.S. demand and healthy activity on its intra-regional lines. The company reiterated that a U.S.-China trade dispute was curbing its activity, with Southeast Asia partly replacing China in meeting high U.S. import demand.

Volume growth together with the integration of CEVA Logistics supported a 35 percent jump in second-quarter sales to \$7.7 billion. But the acquisition of loss-making CEVA, which CMA CGM wants to break even by the end of this year, contributed to the group's net loss.

The loss also reflected a negative \$71 million impact from an accounting change on lease contracts that should progressively diminish in coming quarters.

The shipping group made significant progress in a \$1.5 billion savings program during the second quarter, with a reduction of about \$50 in average container costs that could represent around \$1 billion in annual savings. The group was also preparing to adopt stricter rules on vessel emissions that take effect in January. Nearly all of its fleet would initially comply by using low-sulfur fuel, with scrubber filters and new gas-powered ships to be gradually adopted.

Port of Long Beach seeks rail project construction bids

The Long Beach Board of Harbor Commissioners unanimously agreed to put out a call for construction bids on a planned rail project designed to increase operational efficiency at the Port of Long Beach. The commission is scheduled to award a construction contract by December on the Double Track Access from Pier G to J Project, which aims to provide greater efficiency for on-dock rail. It also aims to increase local roadway efficiency by shifting more cargo to rail.

Construction is scheduled to start in fall 2020 on the project, which will add a new 9,000-foot mainline track to better accommodate trains serving four terminals in the south basin region of the port. By the time construction is completed in fall 2021, the project will allow for better utilization of the on-dock rail

yards at Piers G and J by enabling them to simultaneously handle arriving and departing trains. It will also minimize conflict with neighboring terminals' on-dock rail operations and improve overall safety in the vicinity.

As a vital piece of the port's \$1 billion rail infrastructure capital improvement program over the next decade, the project will increase rail efficiency at Piers G and J up to 25 percent.

The \$25 million project will be partially funded by a \$14 million grant from the Trade Corridor Enhancement Program, which helps pay for improvements to freight corridors across California using designated transportation funds from Senate Bill 1 and the National Highway Freight Program. The port will contribute the remaining \$11 million for the project.



The San Francisco-based MFOW crew pictured aboard the *MV Cape Horn* in Portland, Oregon are (left to right) Oiler Cicero Lacaba, JM-5248; Oiler Alex Reyer, JM-5336; Wiper Trae Kranz, JM-5354; Electrician Jameala Hagens, JM-5204 and Oiler Jogene Cerezo, JM-5350. The *Cape Horn* is a Ready Reserve Force vessel operated by Matson Navigation Company for the U.S. Maritime Administration.

Nominations now open — MFOW election of officers

Nominations for all official positions in the Marine Firemen's Union for the 2020-2022 are now being accepted at Headquarters and all Branch offices. Nominations can be made by mail or handed in, provided they are received at MFOW Headquarters by September 30, 2019. Nomination slips are available at all MFOW offices.

A member intending to accept a nomination must submit, with his written acceptance, an “Official Form of Statement of Candidate,” pursuant to ARTICLE V, SECTION I.F. of the Constitution. Such candidate, unless an incumbent, must submit discharges showing he has worked 90 days in covered employment in the 12 months preceding his nominations. ALL OF THIS MATERIAL MUST BE MAILED TO THE NEUTRAL ADDRESS IN TIME TO REACH SUCH ADDRESS BY 10:00 A.M., OCTOBER 10, 2019:

Credentials Committee - Marine Firemen's Union
c/o UniLect Election Management Services
PO Box 3026
Danville, CA 94526

Each candidate for office is requested to furnish a new, passport-type photograph to Headquarters in ample time for reproduction in the November and subsequent issues of *The Marine Fireman* newspaper during the election period.

BALLOTING will commence on Saturday, December 7, 2019, and will continue through Thursday, February 6, 2020.

ARTICLE V of the MFOW Constitution, which sets forth the nomination and election procedures in detail, was reprinted in the June issue of this publication. It is also posted at all hiring halls.

The Marine Fireman

Published Monthly By

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PATRIOT CONTRACT SERVICES WAGE RATES

Watson-Class Vessels Effective October 1, 2019

Full Operating Status

Rating	56-Hour Base Wage	56-Hour Base Wage	Overtime	Suppl. Base	Suppl. Benefit	Suppl. Benefit	Money Purchase
	Monthly	Daily	Hourly	Monthly	Monthly	Daily	Daily
QMED-Electrician	\$8,103.75	\$270.13	\$35.14	\$5,620.18	\$2,810.09	\$93.67	\$30.00
QMED-Oiler	\$6,316.29	\$210.54	\$28.10	\$4,406.69	\$2,203.35	\$73.45	\$30.00
Wiper	\$4,792.37	\$159.75	\$20.85	\$3,374.36	\$1,687.18	\$56.24	\$30.00

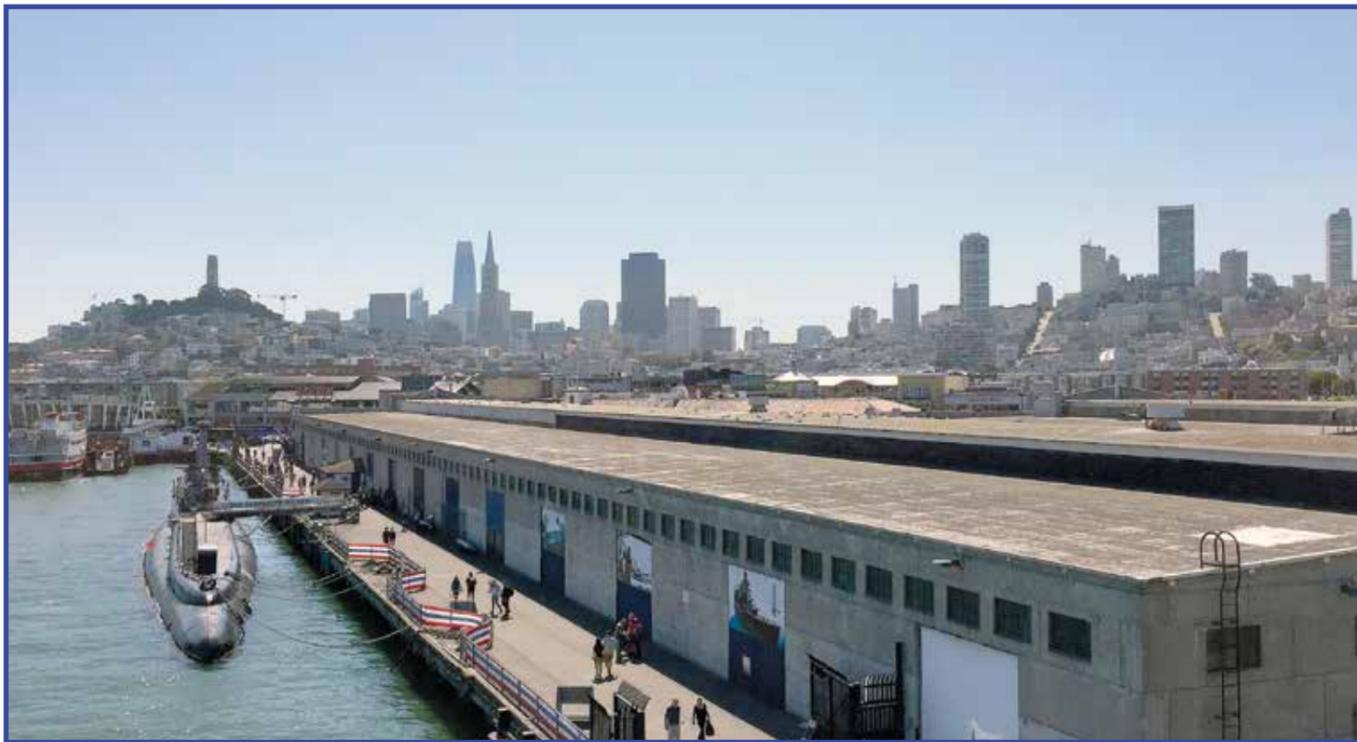
The supplemental wage benefit shall be computed on the basis of fifteen (15) days supplemental wages for each thirty (30) days worked or pro rata thereof at each rating's respective daily supplemental benefit rate.

Reduced Operating Status or Repair Availability Status

Rating	Base Wage	Base	Overtime	Suppl. Wage	Money Purchase
	Weekly	Daily	Hourly	Daily	Daily
QMED-Electrician	\$1,505.91	\$215.13	\$35.14	\$10.76	\$30.00
QMED-Oiler	\$1,180.76	\$168.68	\$28.10	\$8.43	\$30.00
Wiper	\$904.17	\$129.17	\$20.85	\$6.46	\$30.00

During periods of Reduced Operating Status or Repair Availability Status, Unlicensed Personnel shall earn one and one-half (1-½) days of supplemental wages for each thirty (30) days on the payroll or pro rata thereof. Supplemental wages in ROS or RAV shall be administered directly by the Company.

San Francisco skyline seen from Pier 45 on September 11, 2019



NMC and partial government shutdown credentials

On August 26, the Coast Guard's National Maritime Center (NMC) issued a release stating that fiscal year 2019 partial government shutdown Merchant Mariner Credentials (MMC) and medical certificates (national endorsements only) that expired in December 2018 through July 2019 would remain valid only until August 31, 2019. No further credential extensions are authorized.

The backlog of credential applications and increased net processing time

caused by the lapse in appropriations and partial government shutdown has improved. The NMC has resumed processing all MMC applications within the stated goal of 30 net days. Applications for medical certificates are currently processed well under the stated goal of 20 net days.

The NMC recommends mariners submit their application packages at least two months prior to the expiration date of their current credentials.

Moved recently?

Please send change of address information to:

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Attention: Esther Hernandez
240 Second Street
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www.mfoww.org

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Five things to know about the Jones Act

The *Merchant Marine Act of 1920*, commonly known as the Jones Act, is the fundamental law of the U.S. maritime industry. The Jones Act is a significant contributor to the national economy, homeland security, and national security. Because of these reasons, it has strong bipartisan support at all levels of government. Here are five things you should know about this key piece of legislation.

The Jones Act is a cabotage law

Cabotage is the trade between two ports within the same country. The Jones Act applies certain restrictions to vessels that can participate in cabotage, or coastwise trade. The principles of the Jones Act date back to the early formation of the United States, with the Tariff Act of 1789, which required all coastwise trade to be conducted on American vessels.

To be a Jones Act vessel, there are specific requirements

To qualify to participate in the Jones Act trade, a vessel must be built in the United States, flagged (or registered in the United States), be owned by a company with 75 percent U.S. ownership, and crewed by 75 percent American sailors. These requirements under the Jones Act create a stable investment climate for the maritime industry. The intent of the Jones Act was to create a reliable domestic shipping industry to support commerce, serve as a military auxiliary during times of war or national emergency, and support the shipbuilding industry.

The Jones Act is a creator of American jobs

The Jones Act supports close to

500,000 American jobs. These jobs range from the captains on the ships, to the longshoremen at the ports, as well as the truck drivers who deliver the goods to the stores and individuals who use them. This number includes over 80,000 jobs in the shipbuilding industry that are directly supported by the construction of Jones Act ships.

The Jones Act is an economic driver

The Jones Act produces \$100 billion in economic output for the U.S. annually. American jobs in the U.S. maritime industry are routinely high paying; maritime academies consistently have the highest return on investment and highest earning graduates with an average yearly salary of \$80,000 per year.

Jones Act ships serve in times of national and international need

American ships and American mariners have a strong and lengthy history of serving the U.S. and the world during times of need. In the immediate aftermath of 9/11, American vessels in the vicinity of Manhattan participated in the largest boatlift in history, transporting half a million people off the island in only nine hours. During Operation Enduring Freedom/Iraqi Freedom, a Jones Act vessel operated by Tote served on charter to the Military Sealift Command from 2000-2003, conducting 25 trips to the Gulf to assist with the transport of supplies for rebuilding in Iraq and the return of war materials to the United States. After the Haiti earthquake, Crowley ships served in the earthquake relief and assured cargo delivery to the collapsed ports.

Marine engineering tops college degrees

In a recent study, naval architecture and marine engineering was deemed the most valuable college major of 162 considered. The study, by Bankrate, looked at factors such as median annual income, unemployment rate and the need for degrees beyond a bachelor degree.

Naval architecture and marine engineering majors — who are trained to build, design, operate, and maintain ships and marine vessels — have a median salary of \$90,000 and a low unemployment rate of 1.6 percent. Only 29 percent of those in the field have advanced degrees.

Plus, it is a field that is expected to see 12 percent employment growth through 2026, the Bureau of Labor Statistics (BLS) says.

It is no surprise that STEM (science, engineering, technology, mathematics) majors — engineering majors in particular — fill the top 10 rankings. Nuclear engineering, pharmacy, pharmaceutical sciences and administration, genetics, and electrical engineering are the top five categories. STEM job growth has been faster than that in other fields, per the BLS, growing 10.8 percent between 2012 and 2016; for all other jobs, the rate was 7.4 percent.

The least valuable majors, when it comes to making a living, were drama

and the arts. While the top five majors offer a median income of \$85,000 or more, those in the bottom five — drama and theater arts, visual and performing arts, composition and rhetoric, linguistics and comparative language and literature, and fine arts — have a median income of \$40,000 or less.

While about 11,000 students graduated in 2016 with theater degrees, fewer than 500 students obtained degrees in naval architecture and marine engineering.

A recent list from 24/7 Wall Street also put science majors at the top when it comes to employment after graduation, with degree holders in atmospheric sciences and meteorology the most likely to be employed.

Women more commonly obtain bachelor's degrees in the biological sciences than they do in the computer sciences, engineering, physical sciences or mathematics, according to the National Girls Collaborative Project. Although women make up half of the college-educated workforce in the U.S., just 28 percent of the science and engineering workforce is female. Per the Society of Women Engineers, just 13 percent of engineers, 26 percent of computer scientists and 17 percent of tenure or tenure-track faculty in engineering are women.

Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association (Marine Firemen's Union)

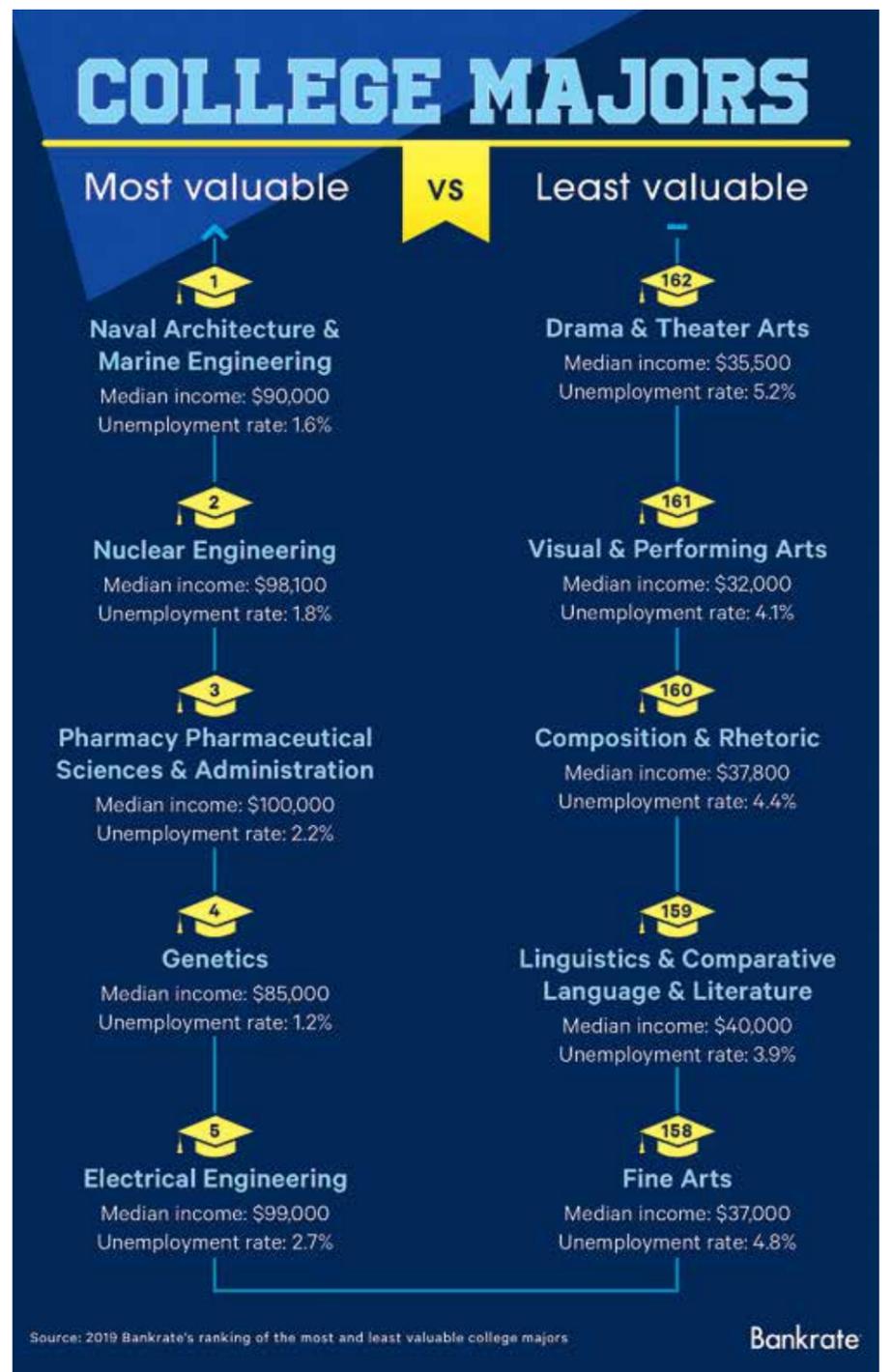
Membership Pledge



I pledge my word of honor that I will be faithful to the Marine Firemen's Union; that I will work for its best interests and look upon every member as my brother.

That I will not work for less than Union wages, nor upon any vessel with non-union unlicensed engine room personnel, unless I get permission from the Union.

I also pledge that I will never reveal the proceedings of the Union to its injury or to people who have no right to know the same; and if I break my pledge, I forfeit all rights and privileges of the Union.



MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MARAD RFI

On August 2, the U.S. Maritime Administration (MARAD) published a request for information (RFI) on “opportunities, challenges and impacts of automated transportation in a port environment.” MARAD is interested in researching support strategies to safely implement automated transportation on and around ports and wishes to solicit views on the topic from stakeholders and the public.

As expected with any mention of automation, a red flag went up within the maritime labor community. It appears that MARAD is focusing on the technical aspects of automation as it applies to operations within the port sector, without focusing on the human element impact and the welfare of society as a whole.

MM&P Pilot Group Vice President Captain George Quick, who has dealt in depth with this subject at the International Maritime Organization in London, drafted an excellent response to the RFI. The response was adopted by and jointly submitted to the docket by the ARA, IBU, ILA, ILWU, MEBA, MFOW, MM&P, SIU, SUP, and TTD.

The response is published on page 7.

RRF FIRE

A fire broke out in the engine room of the *MV Cape Henry* on August 12. The early morning fire occurred while the 40-year old Ready Reserve Force (RRF) vessel was docked at Pier 96 in San Francisco. The ship was in full operating status preparing for a mission to move military cargo from Alaska to Mississippi. Reports indicate that the fire started in one of the ship’s service generators; the CO2 fire extinguishing system was deployed and the fire quickly contained. San Francisco firefighters arrived at the scene at approximately 0330 and the fire was declared extinguished at 0344. One crew member from the ship was transported to a hospital for observation.

Due to the fire aboard the *Cape Henry*, the *Cape Hudson* was emergency activated on August 13 to take over the military mission. In accordance with Sections 1.D. and 3.C. of the Memorandum of Understanding between the SIU Pacific District and Matson covering RRF vessels, in order to prevent delay in the scheduled departure of the *Cape Hudson*, the full operating status unlicensed engine crew of the *Cape Henry*, except for the Electrician, was transferred to the *Cape Hudson*.

MFOW WELFARE PLAN

The past few years, I have reported on the cost of health care premiums for participating members paid by the MFOW Welfare Plan so that the membership is aware of the benefits cost. On August 12, the trustees of the MFOW Welfare Plan received a communication from the plan consultant outlining 2019 premium renewal requests

DOD partnership establishes union as a SkillBridge Provider

The Utility Workers Union of America (UWUA) and Department of Defense (DOD) have entered into an historic agreement, one that connects troops leaving the military with training and employment opportunities in the utility industry. The Memorandum of Understanding signed by UWUA President Jim Slevin and Fred Drummond, Deputy Assistant Secretary of Defense for Force Education and Training, officially recognizes UWUA as a Career Skills Programs (CSP) training provider and an endorsed SkillBridge Provider by the Department of Veterans Affairs.

The program will be administered through UWUA’s Utility Worker Military Assistance Program (UMAP) and its Power for America Training Trust Fund (P4A). Service members will have the opportunity to receive on-the-job training before they fully separate from the military – a model that aims to make the transition from military to civilian life go as smoothly as possible. UMAP’s record of nearly 100 percent job placement provides troops with the option to receive training in the utility industry including in-demand renewable energy sector and gas industry jobs.

“Programs like UMAP give veterans the opportunity to translate the skills they learned in the military to a civilian career opportunity,” said Fred Drummond, Deputy Assistant Secretary of Defense for Force Education and Training.

Grants through the Department of Labor and other allied organizations fund supportive services – including bus passes and other scholarships – making it possible for veterans to participate at no cost to them. UMAP and P4A have found unique support among service members and their families going through the programs. This model also allows veterans to become familiar with everything the utility industry can offer them – including a family-supporting salary, benefits, vacation time and the opportunity to remain in a hands-on career where they are surrounded by other veterans.

UMAP is unique in that it connects veterans with employers such as Peoples Gas in Chicago and Consumers Energy in Michigan so they have a job in the industry immediately following the training program. To date, around 700 veterans have graduated from UMAP.

for the various health and welfare plan providers. The new negotiated rate increases (or decreases) are as follows:

Kaiser Foundation Health Plan California — A 9.0 percent increase in the medical premium rate effective October 1, 2019. The current monthly premium rate of \$608.98 will increase to \$663.72. The renewal represents an annual increase in premiums of \$111,700.

Kaiser Foundation Health Plan Hawaii — A 5.5 percent increase in the medical and prescription drug premium rate effective October 1, 2019; and a 1.0 percent increase in the dental premium rate effective October 1, 2019. The current monthly medical and prescription drug premium rate of \$481.46 will increase to \$507.84; and the current monthly dental premium rate of \$36.72 will increase to \$37.09. The renewals represent an annual increase in premiums of \$16,100.

Kaiser Foundation Health Plan Washington — A 15 percent increase in the medical premium rate effective October 1, 2019. The current monthly premium rate of \$532.79 will increase to \$612.71. The renewal represents an annual increase in premiums of \$43,200.

Kaiser Foundation Health Plan Oregon — A 5.0 percent decrease in the medical and prescription drug premium rate effective October 1, 2019; and a 0.9 percent increase in the dental premium rate effective October 1, 2019. The current monthly medical and prescription drug premium rate of \$835.74 will decrease to \$793.95; and the current monthly dental premium rate of \$74.18 will increase to \$74.84. The renewals represent a decrease in annual premiums of \$5,000.

Health Net HMO and PPO — A 5.0 percent increase for the HMO plan and a 7.4 percent increase in the non-California plan and California PPO plans effective October 1, 2019. The HMO current monthly premium rate of \$1,216.14 will increase to \$1,276.58. The PPO California current monthly premium rate of \$1,321.13 will increase to \$1,418.63. The PPO outside California current monthly premium rate of \$1,488.60 will increase to \$1,598.46. The premiums requested represent an annual increase in cost of \$26,900.

Total — The total annual increase in MFOW Welfare Plan premiums is approximately \$192,900.

This information is being reported so that the membership is aware that health care premiums and other welfare benefit costs are part of the members’ overall compensation, in addition to wage and wage-related items, defined benefit pension, defined contribution pension and training costs.

ADMINISTRATIVE CHANGES

As reported in the August issue of *The Marine Fireman*, longtime controller Karen Mohr retired effective September 1, 2019. A new controller, Manita Li, was selected and hired from a group of approximately 40 applicants. Manita comes to the Union with significant accounting and bookkeeping experience.

In accordance with Article III, Section 10.D. of the MFOW Constitution, “A Banking Committee shall be constituted at Headquarters composed of the President/Secretary-Treasurer, Vice President and Controller, together with an alternate appointed by the President/Secretary-Treasurer.” On August 28, the Union initiated the process to change the composition of the Banking Committee, as follows:

President/Secretary-Treasurer	—	Anthony Poplawski
Vice President	—	Cajun Callais
Controller	—	Manita Li
Alternate	—	Robert Baca

MFOW ELECTION

Nominations to elect officers of the Marine Firemen’s Union for the 2020-2022 term of office opened on September 1 and will continue through September 30. Nominations may be made in person at the regular September Headquarters and Branch meetings or may be 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. 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)
7. SIUNA Convention Delegate

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 *The Marine Fireman*. 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.

PAY INCREASES

APL Marine Services — In accordance with Section 36 of the SIU Pacific District — APLMS General Rules, there will be a three percent (3.0%) increase in all rates of pay and wage-related items for unlicensed engine department personnel working aboard Maritime Security Program (MSP) vessels effective October 1, 2019, and for standby personnel dispatched to such vessels. In accordance with Section 38 of the General Rules, there will be an increase of \$0.25 per manday effective October 1, 2019 in the contributions to the MFOW Training Plan. Also, effective October 1, 2019, there will be a percentage increase to the MFOW Welfare Fund based on the medical care services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers) during the most recent previous 12-month period calculated by the Bureau of Labor Statistics of the U.S. Department of Labor. This number will be published on or about September 16.

In accordance with Section 4.3 (a) of the MFOW-APLMS Maintenance Agreement, the October 1, 2019, wage increase for those working as Shore Mechanics at Fenix Marine Services in San Pedro shall be three percent (3.0%).

Watson-class LMSR Vessels — Effective October 1, 2019, there shall be a two percent (2%) increase in total labor cost for all unlicensed engine ratings working aboard the eight Patriot Contract Services-operated *Watson*-class LMSR vessels.

VICE PRESIDENT'S REPORT

Today was officially the last day of summer; the year is flying by!

The SF Dispatch Office wishes smooth sailing to controller Karen Mohr on her retirement and extends a hearty welcome aboard to Manita Li.

Congratulations to members Trumel Hampton, JM-5282, and Den Thach, JM-5168, on their advancement in seniority from Class "C" to "B" and to Jason Cagler, JM-5066, on his advancement in seniority to Full Book.

I remind all members to check their documents and certificates. There is plenty of work available, but you must be current! I also wish to remind you of two items, which were covered under the President's report:

1. MFOW Election of Officers — Nominations opened September 1 to elect officers for the 2020-2022 term of office. Nominations can be made in person or by mail, but must be received at Headquarters by September 30, 2019.

2. Pay Raises — Wage increases effective October 1, 2019, under three contracts: APL Master Offshore Agreement, APL Maintenance Agreement (Fenix Marine Services, San Pedro), Watson-class LMSR vessels.

Hurricanes — Hurricane Dorian is still threatening the East Coast as a Category 5 hurricane. It beat the crap out of the Bahamas and is proceeding up the Atlantic coast. Tropical Storm #5, Erin, was not a problem to anyone and stayed offshore in the Atlantic. Tropical Depression #7 has strengthened into Tropical Storm Fernand in the western Gulf of Mexico. Fernand is the sixth-named storm in the Atlantic basin and is expected to strike the northeastern coast of Mexico.

The trade war between the U.S. and China seems to be escalating. I would advise everyone to save your money, as all increases are sure to be passed on to us, the consumer. The Middle East turmoil is also ongoing. Japan may be sending one of its Self-Defense Force vessels, not to join the coalition, but would classify the operation as a survey and research activity intended to collect information.

Piracy — *The Maritime Executive* reports four recent incidents of armed robbery against a ship occurred in the vicinity of Indonesia, Vietnam and Malaysia:

1. Containership *Kota Waris* — attacked August 12 at Phuoc Long Mooring Buoy No. 3 in Vietnam. While at anchor, two pirates in black masks boarded the ship through the port quarter deck from a wooden boat. The duty A/B discovered them and raised the general alarm. The perpetrators jumped into the water and escaped in a wooden boat.

2. Tug *Kien San 1* and Barge *Kien San 8* — attacked August 15 in the Singapore Strait near Tanjung Piai, Johor, Malaysia. While underway, three pirates from two small boats boarded the barge and stole some scrap metal. The master raised the alarm; no injuries to the crew.

3. Bulk carrier *Strategic Unity* — at-

tached July 31 at Belawan Anchorage, Indonesia. While at anchor, two pirates boarded the ship from port side anchor chain by removing the hawse pipe. The crew discovered them hiring in the fore-castle and raised the alarm. Perpetrators escaped in a small speed boat; crew secured back the hawse pipe cover plate with additional wire slings.

4. Tug *Crystal Auriga* and barge *Crystal 128* — attacked August 9 in South China Sea, approximately 14 nautical miles N/E of Pulau Bintan, Indonesia. While anchored, the ship was boarded by an unknown number of perpetrators who stole mattress protectors from a container. Items were discovered missing the next day upon arrival at Singapore shipyard.

Additional piracy incidents were reported in Asia in July and early August. Ship masters and crew are urged to exercise extra vigilance while transiting these waters.

VESSEL RUNDOWN

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

The *Lihue* had been laid up at MHT since April 6, 2019. On Friday, August 30, at 1500, during the beginning of a long weekend, we received notice that the ship was being activated to make a northern Pacific run for the *S/S Tacoma*. SF and Seattle dispatchers crewed her up in a timely fashion. She is due to sail September 9 and will run for approximately 28 days from Tacoma to Anchorage and Kodiak, Alaska.

The *Kauai*, which had been laid up at Alameda RRF since April 22, 2019, was reactivated July 28 for one Pacific Northwest triangle run, then laid up on August 14 back in Alameda.

The *Mahimahi* and *Maunawili* are running smoothly on the Pacific Northwest triangle run. The *Kaimana Hila* and the *Manoa* are both on the LAX-CHI run.

The *Daniel K. Inouye* is on the Pacific Southwest triangle run; shipped a one-trip off Reefer Engineer and a rotary Wiper for a voluntary quit.

The *Matsonia* is on the OAK-HON pineapple run; shipped one Watch Jr.

Headquarters shipped a Matson shoreside mechanic (shipkeeper) for a one-year duration.

APLMS: All vessels calling Oakland are utilizing two Standby Wipers, usually for two days.

The following ships were in and out, running smoothly: *Presidents Roosevelt*, *Eisenhower*, *Cleveland* and *Wilson*. Shipped one rotary Wiper to the *Wilson* for a time up. The *President Kennedy* was approximately 14 hours behind base schedule.

Shuttles: *APL Gulf Express* — flew out an REJ for a time-up to Jebel-Ali. *APL Guam* — flew an ERJ to Yokohama for a time-up. *APL Saipan* — shipped an ERJ for a time-up, awaiting flyout to Saipan.

Fraternally,
"Cajun" Callais

BUSINESS AGENT'S REPORT

For the month of August, we dispatched the following jobs:

PATRIOT CONTRACT SERVICES

USNS Watson — one Electrician was flown out to Diego Garcia. *USNS Watkins* — one Electrician (mentor) was flown out to Bayonne, New Jersey shipyard. *USNS Charlton* — one Oiler was flown out to Saipan. *USNS Soderman* — one Oiler was flown out to Saipan. *USNS Pomeroy* — called for a crew; Headquarters shipped one Oiler, who was flown to Newport News, VA.

MATSON READY RESERVE FORCE VESSELS

The *Cape Henry* was activated, with one Electrician, three Oilers, one Wiper and four Standby Wipers being dispatched to Pier 96, San Francisco. Due to an unfortunate fire in the engine room, the vessel was deactivated. The

Cape Hudson was activated in its place with the same manning requirements for the mission. Headquarters shipped a 30-day additional Electrician to the *Cape Henry* to complement the vessel's crew.

The *Cape Horn* was also activated. Three Oilers and one Wiper were dispatched to take the vessel to Portland, Oregon; they have since returned after five days aboard.

The Training Ship *Golden Bear* returned to the Bay Area and laid off the two MFOW temporary Oilers. They completed a 62-day training cruise from Galveston, Texas, to Puerto Rico, Panama Canal, Honolulu, Seattle and San Francisco. The ship was on charter to Texas A&M's maritime training program.

Fraternally,
Bobby Baca

Manzanillo terminal upgrades on tap for 2020

The project to expand the Contecon Terminal in the Port of Manzanillo will increase the capacity by 33 percent, according to an article in the *Journal of Commerce*. The upgrades will be completed next year, boosting the port's capacity amid concerns it struggles to handle peak season cargo surges.

The improvements are unfolding as the General Coordination of Ports and Merchant Marine, the Mexican department that oversees the ports, is putting together a \$1.2 billion plan to expand Manzanillo — Mexico's largest port — in a nearby area known as the Lagoon of Cuyutlán, a project that will include construction of a new container terminal with capacity of 1.75 million TEU. The project is part of \$2.6 billion in private and public investment over the next five years proposed by the Mexican government, focusing on Manzanillo, Veracruz — the country's second-largest port — and the far smaller port of Progreso.

The expansion of Contecon's yards and entry and exit gates, and investment in new technology and personnel training, will help boost the terminal's capac-

ity from 1.2 million TEU to 1.6 million TEU, according to the terminal operator, the Mexican subsidiary of International Container Terminal Services. In addition, the terminal will receive two new dock cranes and five yard cranes by the end of the year. The largest terminal at Manzanillo, SSA Mexico, last year completed a \$50 million project that expanded the terminal by 17 percent to 2.1 million TEU.

Shippers and logistics providers say Manzanillo experienced truck congestion during last year's peak season, while the port was described as "saturated" in a report last year by the Mexican Navy's Institute for Strategic Research. Contecon officials, however, say their terminal runs efficiently, blaming the problems on difficulties getting trucks in and out of the port.

Manzanillo's cargo volumes for the first seven months of 2019 — 1.23 million TEU — were largely unchanged from the year-ago period, according to figures from the Secretariat of Communications and Transportation. Volumes increased 8.5 percent in 2018, to 2.2 million TEU, over the year before.



MFOW Vice President Cajun Callais (foreground) enjoying lunch as San Francisco Bay Area and Vicinity Port Maritime Council President Dave Connolly (at lectern beneath U.S. Merchant Marine banner) runs the monthly meeting aboard the *SS Jeremiah O'Brien*.

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<https://www.facebook.com/>

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.

October 14-18

November 11-15

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.

October 21-25

November 11-15

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.

October 28-November 22

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.

October 7-11

December 2-6

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.

September 30-November 8

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.

September 30-October 4

November 11-15

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.

October 14-November 22

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): September 27; October 11; October 25; November 8; November 22

California Maritime Academy, Vallejo, CA: October 14-15

El Camino College, Hawthorne, CA (one day): October 13; November 17

MITAGS-PMI, Seattle, WA: November 14-15; December 19-20

Maritime License Center, Honolulu, HI: 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: October 16-18; November 13-15; December 11-13

California Maritime Academy, Vallejo, CA: November 13-15

Compass Courses, Edmonds, WA: October 1-3

El Camino College, Hawthorne, CA: October 17-19

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.



Attending the QMED-Electrician/Refrigerating Engineer course at TRLMI in San Diego, MFOW members Ignacio Estrada, JM-5331; Erik Gomez, JM-5340; and Justin Pineda, JM-5241 troubleshoot a motor controller.

**Before the
Maritime Administration
U.S. Department
of Transportation
In the Matter of
Docket No.
MARAD-2019-0121
Request for Information
on Opportunities,
Challenges and Impacts of
Automated Transportation
in a Port Environment**

**Joint Submission by
Transportation Trades
Department, AFL-CIO
International Longshore-
mens' Association
International Longshore
and Warehouse Union
International Organiza-
tion of Masters,
Mates and Pilots
Marine Engineers'
Beneficial Association
Seafarers International
Union of North America
Sailors' Union of the
Pacific
Inland Boatmen's Union
of the Pacific
Marine Firemen's Union
American Radio
Association**

The above referenced docket indicates MARAD may engage in research to support automated transportation in and around ports and requests information from the various stakeholders. Missing from the list of stakeholders is maritime labor, the workforce that will be significantly impacted by the introduction of automation and robotics. The degree that governmental agencies should be involved in promoting or funding technology that displaces workers is a political and social issue that should take into account the impact on the human element and society in a holistic manner, not just whether it is technically and economically feasible for the corporate sector.

Our concern after reviewing the information in the docket is that MARAD is solely focusing on the technical aspects of automation as it applies to operations within the port sector. This is too narrow in its scope for a governmental agency whose actions should take into consideration the impact on the human element and the welfare of society as a whole. MARAD needs to consider the wider implications for society that are of concern to the academic community and policy makers about the future of work in a world dominated by automation technology and robotics replacing labor.

It should be recognized that progress is not measured only by its effect on the profitability of corporations from technology or robots replacing workers. It is not progress if it deskills and degrades the nature of work. It is not progress if it creates technological unemployment. It is not progress if it increases income inequality, undermines the social contract between capital and labor, and reduces labor's share of the gains in productiv-

ity of industrial activity and the living standards and opportunities of workers, who make up the vast majority of society, but merely a means of creating greater income inequality that is polarizing and destabilizing society.

The issues raised by automation technology are much broader than just the impact on the maritime industry and should not be viewed in isolation from their far reaching consequences. The automated technology industry and its proponents have a view of the future with robots manufacturing products, driverless trucks and unmanned ships transporting the products to Amazon-type warehouses managed by robots and the last mile distribution of the product by drones. The entire supply chain from production to intermodal transport to final distribution is the target of the automated technology industry. Automation will affect all sectors of society. What is at stake is the future nature of work and how the benefits of the enormous productivity produced by automation is distributed between capital and labor, and how it benefits society as a whole, and not just the top 1%.

The coming technological revolution will greatly reduce jobs over time. Some academics estimate that more than 47% of the labor force could be replaced by technology and robotics within the next two decades. Some estimates are even higher. This has social and political implications for the future of society as automation technology replaces workers in the manufacturing, transportation, distribution and service industries. It has the potential to disrupt social, economic and political systems.

The replacement of humans by technology is also capital intensive. The resulting benefits of the increased productivity that automation creates will flow to the capital side of the existing social contract between capital and labor. The effect is the continuing concentration of wealth at the top causing an ever widening gap in income inequality. This is a major factor in the present global political turmoil, including the United States.

Income inequality is a serious economic problem as it reduces consumer demand by reducing the income of workers — the majority of consumers — and diminishing their ability to purchase goods. Our free market economic system is dependent on consumer demand driving both production and transportation. In the past, an increase in consumer demand would create more jobs for workers in production and transportation. Those jobs would in turn increase consumer spending from the income of workers and drive up consumer demand leading to further increases in production and transportation. There was a consumer-driven cycle that benefited both capital and labor and drove up employment, wages and living standards.

With technology and robotics replacing workers that cycle is no longer true. The cycle between consumer demand, production and job creation is being disrupted by automation and robotics allowing an increase in production without a corresponding increase in the number of jobs. This is evident in all the economic data. Corporate profits, stock markets, and productivity per worker are going up, while consumer demand and worker income are near stagnant.

Technological unemployment is a threat to the present economic, social and political systems that form the social contract that determines how the benefits of industrialization are distrib-

uted between capital and labor. There is a need for a re-examination of that social contract on the distribution of the benefits of automation. Not just to benefit workers, but to preserve the present free market economic system. Without employed workers as consumers driving demand the present free market economic system may be unsustainable.

It is not just labor that holds this view on the need for change in the social contract to respond to technology. It is shared by many of the leaders of Silicon Valley that are the drivers of emerging technology and see its potential disruptive social and political consequences as a threat to its continued progress. The world economic leaders at a past meeting of the World Economic Forum in Davos included as a major theme the 4th Industrial Revolution and the impact on society of automation technology, and a solution to the disruption it creates. The Forum identified as the most important challenge the broader distribution throughout society of the gains produced by technology.

There are potential solutions but they present difficult political challenges on the role of unions and the redistribution of income. They include reversing governmental regulations and policies adopted since the Reagan years that favor the interests of corporations over the interests of labor resulting in a dramatic decline in the ability of unions to act as an effective counterweight to the abuse of corporate political power. There is a need for governmental policies that strengthen the role of unions to organize and engage in effective collective bargaining as well as act as a countervailing force to corporate power. Another solution can be found in governmental policies that enable pre-distribution of income through higher minimum wages and better social safety nets. Likewise, tax policy that redistributes income by taxing some portion of the large increase in income produced by automation and using that tax revenue to employ displaced workers in socially beneficial work is yet another possible solution. Finally, providing education and training that focuses on new skills and worker mobility can be used to address the problems.

Many of these solutions are in place or being considered in other nations, such as Scandinavia and the European Union where port automation is being introduced. By contrast the United States is the only major industrial nation where medical care and pensions are linked to the employer and social safety nets are constantly under political attack. The United States does not currently have the political will or socio-economic system that lends itself to managing the chaotic disruption of existing institutions that the technology industry takes pride in creating with advanced automation and robotics.

In our democratic free market system most economic decisions are left to the individual or corporate self-interest but matters of a common economic interest to the welfare of society as a whole need to be determined on a political level through good governance. We seriously question whether MARAD's promotion of port automation before the government addresses the social issues created by automation is good governance.

**Crane vessel lifts
record-breaking
15,300 tons**

Sleipnir, the world's largest crane vessel, recently completed a 15,300 ton lift installing the topsides for Noble Energy's Leviathan development in the Mediterranean. The lift set a world record for a crane vessel, and *Sleipnir* installed its two main topsides with a total weight of 24,500 tons in less than 20 hours.

Sleipnir, an eight-legged semi-sub, entered into service last July and is part of the Heerema Marine Contractor fleet. She is LNG-powered with two revolving cranes which can lift up to 20,000 tons in tandem. Named after the Norse God Odin's eight-legged stallion and built at Sembcorp Marine's Tuas Boulevard Yard, *Sleipnir* has a 220 meter by 102 meter reinforced deck area, making her the largest crane vessel to be built. *Sleipnir* can accommodate 400 people and will be deployed globally for installing and removing jackets, topsides, deep-water foundations, moorings and other offshore structures.

Another record was set in July when Titan LNG completed the largest LNG bunkering to date, fueling *Sleipnir* in Singapore. The vessel was supplied with over 3,000 tons of LNG.

HOWZ SHIPPING?

**August 2019
San Francisco**

Electrician.....	4
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician.....	2
Junior Engineer (Watch).....	1
Oiler.....	6
Wiper.....	5
Shore Mechanic.....	1
Standby Electrician/Reefer.....	14
Standby Reefer/Electrician.....	1
Standby Wiper.....	33
TOTAL.....	68

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	5
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer (Day).....	2
Oiler.....	8
Wiper.....	4
Shore Mechanic.....	2
Standby Electrician/Reefer.....	14
Standby Wiper.....	34
TOTAL.....	75

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer (Day).....	3
Oiler.....	3
Wiper.....	4
Shore Mechanic.....	1
Standby Electrician/Reefer.....	20
Standby Jr. Engineer.....	1
Standby Wiper.....	23
TOTAL.....	61

Seattle

Electrician.....	2
Oiler.....	2
Standby Electrician/Reefer.....	6
Standby Wiper.....	4
Wiper.....	1
TOTAL.....	15

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 Branch members and applicants were dispatched to 75 jobs in August. Nine APL, four Matson and 11 PCS shipboard billets were shipped, along with two shore mechanic billets to the Fenix Marine Services terminal. One applicant made it to a PCS ship and five applicants worked standby jobs.

Shipping has been steady here. The registration list numbers 29 A-, 22 B-, and 20 C-seniority registrants. The registration list here has quite a few members and I am glad that the registrants have a chance to talk while waiting for a shipboard billet to open up.

A few have been stuck here due to not having documents in order. Check your documents or ask the Port Agent if they are good, with plenty of time to correct, and or renew those that pertain to the job that you are trying to get.

Ships called here on schedule this past month, and all crews have been working hard both at sea and in port. A few problems we ran into consisted of no proper certifications for certain billets, and drug cards or annual physicals being expired upon reclaiming a job after a relief. So it would be prudent to check all documents while registering to return to a job, not on the day you are supposed to reclaim the job or throw in for a new rotary. Yeah, I know that everyone should know what they need but somehow they forget. Don't be one of those guys: you will just get you frustrated.

The shore gang at Fenix is still taking care of business with the reefers. Cargo is steady, but the reefer count is

still not what we are used to handling.

The 40th Annual LA/LB Labor Day March went off without a hitch, and there was a little competition this year for the best float. We did not win, but we had a float with the cooperation of the *SS Lane Victory* Association. The maritime union lifeboat float was hauled this year by a MM&P member: Chief Mate Steve McKittrick. The licensed and unlicensed union seamen, including the SIU-PD, followed.

The LA/LB Labor Coalition served up over 4,000 hot dogs along with the fixings, all while enjoying the entertainment provided by the Brian Young Blues Station and The Topics Band. Featured speakers were Ray Cordova from South County Labor, Luisa Gratz from ILWU Local 26, Ray Familathe from Local 13, Danesha Dean from APWU 1503, D.J. Boru from SAG-AFTRA, Ron Miller from LA/OC Building and Construction Trades, and Patrick Kelly from Teamsters Local 952. Many thanks go to all the unions and sponsors who made this event happen.

The COI on the *SS Lane Victory* is on hold pending USCG approval. Work is still in progress. and interested volunteers may turn-to on Wednesday and/or Saturday at 0900 and assist as needed with routine maintenance. Just ask for Chief Engineer Jim Gillen or Assistant Engineer Steve Silcock when you get onboard. As always, volunteers are very much appreciated. That's about it from here.

Aloha,
Sonny Gage
Port Agent



The merchant mariner contingent pictured marching up Avalon Boulevard in Wilmington during the Los Angeles/Long Beach Harbor Labor Coalition 40th Annual Labor Day Parade. Photo by Localboy13@sbcglobal.net

HONOLULU NOTES

Honolulu dispatched a total of 61 jobs in August: 44 were standby jobs and 10 were steady jobs, with a few relief and activation jobs being dispatched. The Honolulu registration list has 12 A-, 11 B-, and seven C-seniority members.

The *Daniel K. Inouye* is still not calling for any standbys and the crew is writing in for misassignment. All other Matson ships are calling the normal amount of standby jobs.

The three new Matson cranes are in service after about five months of final installation and adjustments, as well as additional electrical lines being installed from Hawaiian Electric Com-

pany. The Matson ship *Kamokuiki* is looking ready to receive its unmanned engine room status. The Matson shore-gang is running smoothly.

I got word from Junior Engineer Butch Lumansoc on the *APL Gulf Express* that they are doing okay considering what is happening in the Persian Gulf. He said that they were approached by an Iranian patrol boat once but the ship was not boarded. I learned that after they leave the port in Kuwait, they will motor south along Iran's coastline. Keep these guys in your prayers.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of August, Seattle shipped the following: one Navy Electrician, two Oilers, six Standby Reefers, and four Standby Wipers.

Seattle currently has nine A-, seven B- and five C-seniority members registered for shipping.

There is a lot of work in Seattle for those who stay current on their documents, so please stay current. Remember your constructed drug card is val-

id four months from your last discharge date, and an actual drug test is valid for six months. Patriot sailors: remember to check the date of your BST cert to be sure it will be valid for your next job duration. If you need BST renewal, don't go it alone. Get a pre-approval form and schedule through the MFOW training coordinator Sandra Serrano.

Fraternally,
Brendan Bohannon, Representative

Benefits paid during August

Death Benefits	
None	
Burial Benefits	
Salvador Chavez, P-2495	\$1,000.00
Glen W. Cook, P-2631	\$1,000.00
Excess Medical	
	\$4,610.13
Glasses and Examinations	
	\$1,088.50

HONOR ROLL

Voluntary donations to General Treasury — August 2019:

Richard Domanski, #3793	\$50.00
Anthony Lefebre, #3750	\$50.00
Eeric White, #3925	\$100.00
Cajun Callais, #3592	\$25.00
Michael Carr, P-2718	\$300.00
Cuyler Yogi, JM-5319	\$50.00

Your Right to Union Representation

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

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

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

Regular membership meeting dates 2019

October	2	S.F. Headquarters
	9	Branches
Nov.	6	S.F. Headquarters
	13	Branches
Dec.	4	S.F. Headquarters
	11	Branches

Halls to close

Columbus Day — The MFOW hiring halls will be closed on Monday, October 14, 2019, in observance of Columbus Day, which is a contract holiday.

POLITICAL ACTION FUND

Voluntary donations for August 2019:

Andrew Macadaan, #3908	\$20.00
Richard Domanski, #3793	\$50.00
Anthony Lefebre, #3750	\$50.00
Denny Capley, P-1809	\$20.00
Patrick Gillette, #3880	\$100.00
Cajun Callais, #3592	\$175.00
Edgardo Guzman, #3905	\$45.00
Cuyler Yogi, JM-5319	\$50.00

FINISHED WITH ENGINES



Leroy T. Koehler, #12624/P-1908. Born February 11, 1928, Delano, CA. Joined MFOW August 4, 1945. Pensioned November 1, 1978. Died August 21, 2019.