

MSP extended through 2025

Obama signs fiscal year 2011 defense authorization act

President Obama signed the fiscal year 2011 Defense Authorization Act (H.R. 6523) on January 7. The House and Senate had approved the final bill in December after dropping a provision that would have repealed the Defense Department's "Don't Ask, Don't Tell" policy. Congress passed it and the President signed a separate bill that repealed "Don't Ask, Don't Tell".

The Defense Authorization Act authorizes \$548 billion for the fiscal year 2011 base budget and \$159 billion for overseas contingency oper-

ations. It includes a 1.4 percent pay raise for military personnel and contains a number of provisions that affect defense contracting, such as requiring a review and evaluation of contractor business systems.

Even though the President signed the bill, he expressed his strong opposition to two provisions that bar funds to transfer Guantanamo detainees to the United States and place conditions on transferring these detainees to foreign custody or control. The President stated that these provisions

undermine U.S. counterterrorism efforts and hinder U.S. negotiations with foreign countries. He said he will work with Congress to repeal the provisions.

Of significance to the U.S. merchant marine are Sections 3501 and 3502 of the bill. Section 3501 is an authorization of appropriations for the national security aspects of the merchant marine for fiscal year 2011, and authorizes funds as follows:

- For expenses necessary for operations of the United States Merchant Marine Academy, \$100,020,000, of which \$63,120,000 shall remain available until expended for Academy operations; \$6,000,000 shall remain available until expended for refunds to Academy midshipmen for improperly charged fees; and \$30,900,000 shall remain available until expended for capital improvements at the Academy.

- For expenses necessary to support the state maritime academies, \$15,007,000, of which \$2,000,000 shall remain available until expended for student incentive payments; \$2,000,000 shall remain available until expended for direct payments to such academies; and \$11,007,000 shall remain available until expended for maintenance and repair of state mar-

itime academy training vessels.

- For expenses necessary to dispose of vessels in the National Defense Reserve Fleet, \$10,000,000.

- For expenses to maintain and preserve a United States flag merchant marine to serve the national security needs of the United States under chapter 531 of title 46, United States Code, \$174,000,000.

- For the cost, as defined in the Federal Credit Reform Act of 1990, of loan guarantees under the program authorized by chapter 537 of title 46, United States Code, \$60,000,000, of which \$3,688,000 shall remain available until expended for administrative expenses of the program.

Section 3502 is the extension of the Maritime Security Fleet program. It was inserted into the bill last spring by Ike Skelton (D-Missouri), then Chairman of the House Armed Services Committee.

Specifically, the provision amends Chapter 531 of title 46, United States Code, in section 53104 (a), by striking "2015" and inserting "2025"; in section 53106 (a) (1) (C), by striking "for each fiscal years 2012, 2013, 2014, and 2015" and inserting "for each of fiscal years 2012 through 2025"; and in section 53111 (3), by striking "2015" and inserting "2025".

Maritime Security Program and Voluntary Intermodal Sealift Agreement Program

The Maritime Security Program (MSP) serves to maintain an active, privately-owned, U.S.-flag and U.S.-crewed liner fleet in international trade. This fleet is also available to support the Department of Defense (DOD) sustainment in a contingency.

On November 23, 2003, the MSP was reauthorized by the Maritime Security Act of 2003. The reauthorized program is for fiscal years 2006-2015 and provides funding for 60 ships. Annual funding authorization for FY 2006-2008 is \$156 million and increases to \$174 million in FY 2009-2011 and \$186 million for FY 2012-2015. As of March 5, 2010, 60 vessels were enrolled by 13 U.S.-flag carriers.

The MSP helps retain a labor base of skilled American mariners who are available to crew the U.S. Government-owned strategic sealift fleet, as well as the U.S. commercial fleet, both in peace and war. MSP is responsible for retaining approximately 2,400 U.S. citizen mariners.

The structure of MSP encourages flexibility as operators are able to upgrade their fleets to compete in

the global marketplace. During FY 2009, nine MSP ships were replaced with newer, modern ships. Maritime Administration approvals are required to ensure that vessels entering the MSP meet Maritime Administration and DOD requirements. The Maritime Administration and the U.S. Coast Guard have established expedited procedures to encourage reflagging of modern, efficient vessels into the U.S. fleet.

MSP carriers must commit 100 percent of their MSP vessel capacity and related intermodal transportation resources to Stage III of DOD's approved Emergency Preparedness Program, the Voluntary Intermodal Sealift Agreement Program (VISA). MSP contributes over 77 percent of the total capacity committed to VISA. VISA operators without MSP contracts are required to commit 50 percent of their U.S.-flag capacity to Stage III of the VISA program.

VISA provides DOD with assured access to commercial intermodal capacity to move ammunition and sustainment cargo. The objective of VISA is to maximize DOD's use of the multi-billion dollar, state of the art, U.S. commercial intermodal transportation system to serve America in peace and war while minimizing disruption to commercial operations.

VISA activation would be time-phased to streamline the availability of capacity to coincide with DOD requirements. VISA Joint Planning Advisory Group sessions, with participants from the Maritime Administration, DOD, industry and maritime labor, test the ability of the maritime industry to meet military requirements.

Maritime Security Program Fleet List on page 8

Halls to close

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

Lincoln's Birthday (February 12) — Observed Monday, February 14

Presidents' Day —

Observed Monday, February 21

Both Lincoln's Birthday and Presidents' Day are contract holidays under the Matson and APLMS offshore and shoreside maintenance agreements.



MLC 2006 could miss 2012 start date

The Maritime Labor Convention 2006 is unlikely to come into force before mid-2012 as government austerity drives slow down commitments to sign up to the convention, according to a report from Lloyd's. It had been hoped that the ratification threshold would have been reached by the end of 2010 or early this year, especially with European Union countries expected to add their names. It is expected to take until the middle of 2011 before the number of countries required to ratify the Convention is achieved. It would then come into force 12 months later.

By the end of 2010, only 11 of the required 30 countries had ratified MLC, with the last being St. Vincent and the Grenadines in November. The tonnage requirement was met some time ago. However, a number of

countries are believed to be close to ratifying MLC, including several EU countries, with Italy's ratification understood to be imminent.

Delay to the MLC entering force will also mean a widening gap between the new IMO STCW Convention amendments coming into force at the beginning of 2012 and the MLC Convention sometime later. This staggered entry into force of two key pieces of legislation affecting maritime employment and working conditions could lead to some uncertainty and confusion in the interim period, especially with regard to how port state authorities will interpret and enforce provisions at any particular time. Uncertainty as to when the MLC will come into force could also risk companies delaying taking necessary action to comply.

Solis to establish charter of maritime advisory committee for safety and health

Secretary of Labor Hilda L. Solis will re-establish the charter of the Occupational Safety and Health Administration's Maritime Advisory Committee for Occupational Safety and Health. Established in 1995, the committee is composed of approximately 15 members who are industry professionals selected to represent the interests of the maritime community.

The maritime industry has been selected for special attention due to high injury and illness rates and the specialized nature of some occupations. On behalf of Secretary Solis, Assistant Secretary of Labor

for OSHA Dr. David Michaels may seek advice from the committee on a variety of subjects, which may include rulemaking to update regulatory requirements; development of guidance and outreach materials tailored to individual sectors of the industry; and other activities to help reduce work-related deaths, injuries and illnesses.

The committee may also provide advice in new areas in which OSHA chooses to pursue or expand its maritime programs to address specific needs. Meetings of the committee are announced in the Federal Register and are open to the public.

The Marine Fireman

(USPS 426-030)

Published Monthly By

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association

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Ports to test scrubber on APL container vessel

The ports of Los Angeles and Long Beach have co-sponsored a project that will evaluate the potential of a seawater scrubber to cut emissions at the port. The seawater scrubber, supplied through a partnership between two firms, will be tested on an APL container vessel. This is said to be the first time that a seawater scrubber will be tested on a container ship visiting Southern California.

The \$3.4 million demonstration project, that will begin this spring, is expected to take 36 months. As part of the three-year project, the scrubber technology on the APL test vessel will be evaluated over a one-year

period during the ship's calls to the San Pedro Bay ports.

The scrubber works by filtering contaminants from a ship's auxiliary engines and boiler before exiting the exhaust stack of a ship. Once solid carbon contaminants have been removed, the seawater used during the scrubbing process is then treated and cleansed before being discharged. The solid contaminants are contained and collected for later disposal.

The ports said they expect the scrubber to reduce diesel particulate matter by up to 85%, sulfur oxides (SOx) by 99.9% and nitrogen oxides (NOx) by 10%. The scrubber is

also expected to cut volatile organic compounds (VOC) by 90%. Diesel particulate matter is classified in the state of California as a toxic air contaminant based upon its potential to cause health problems and cancer. SOx, VOC and NOx are gases that contribute to smog.

The project has been funded in part by a \$1.65 million grant from the Technology Advancement Program (TAP), a joint initiative of the ports of Los Angeles and Long Beach. TAP was created as part of the *San Pedro Bay Ports Clean Air Action Plan*, and focuses on accelerating the commercial availability of new clean air strategies to reduce air pollution.

Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association OFFICIAL BALLOT – 2011-2012 TERM OF OFFICE



PLEASE READ INSTRUCTIONS



Mark X or YES in square you are voting for.

When you receive your ballot, get your book stamped VOTED. Vote secretly. Do not allow any official to see how you vote. A secret ballot is the true expression of the membership. After marking your ballot, place it in the plain envelope provided, and seal it. Then place the plain envelope, containing your ballot, into the printed envelope which has the neutral address to which your ballot is to be mailed. Be sure that your name and book number are in the left hand corner of the outside envelope, in order that the Coastwise Balloting Committee may check to see if you are eligible to vote. Mail your ballot yourself. Do not let any official mail it for you. When the ballots are counted, the outside envelope will be destroyed, and the inside plain envelope, containing your ballot, will be placed in a pile with other unmarked envelopes containing ballots for official counting.

* Candidates for President/Secretary-Treasurer and Vice President, if elected, automatically become members of the Board of Trustees.

** Constitution provides the President shall be one of the delegates to the SIUNA Convention.

PRESIDENT/ SECRETARY-TREASURER*		VICE PRESIDENT*		WILMINGTON PORT AGENT
ANTHONY G. POPLAWSKI <input type="checkbox"/> Vote for One		PATRICK M. BATEMAN <input type="checkbox"/>	WILLIAM S. O'BRIEN <input type="checkbox"/>	ROBERT M. BUGARIN <input type="checkbox"/> Vote for One
HONOLULU PORT AGENT		SIUNA CONVENTION DELEGATE**		
BONNY S. COLOMA <input type="checkbox"/> Vote for One	STUART W. MELENDY <input type="checkbox"/>	IVY "CAJUN" CALLAIS <input type="checkbox"/>	WILLIAM S. O'BRIEN <input type="checkbox"/>	Vote for One
BOARD OF TRUSTEES*				
PATRICK M. BATEMAN <input type="checkbox"/>	ROBERT M. BUGARIN <input type="checkbox"/>	IVY "CAJUN" CALLAIS <input type="checkbox"/>	ANTHONY DE LA ROSA <input type="checkbox"/>	
EVARISTO B. GINEZ, JR. <input type="checkbox"/>	DAVID M. MADRID <input type="checkbox"/>	STUART W. MELENDY <input type="checkbox"/>	SHADOW MOYER <input type="checkbox"/>	Vote for Three

PROPOSED CONSTITUTIONAL AMENDMENT

The membership at regular meetings at Headquarters and Branches has voted to place the following proposed amendment to the Marine Firemen's Union Constitution on this ballot.

ARTICLE V, SECTION V presently provides:

Time of Nomination: Nomination of officers shall be open at all regular meetings at Headquarters and other Branches in September of each election year starting with the 1968 ballot for the 1969-70 term of officers, and election of officers shall then be held at two-year intervals.

ARTICLE V, SECTION V shall be amended to read:

Time of Nomination: Nomination of officers shall be open at all regular meetings at Headquarters and other Branches in September of each election year starting with the 2010 ballot for the 2011-13 term of officers, and election of officers shall then be held at three-year intervals.

Yes No

Marine Firemen's Union Directory www.mfoww.org

HEADQUARTERS

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Dispatcher-Fax: (415) 348-8896
General Email: mfow@pacbell.net

President/Secretary-Treasurer
Email: mfow_president@yahoo.com

Vice President
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Karen Mohr, Controller
Sandra Serrano, Secretary/Training

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Sylvia Hurd
Optical and Death Benefits
Esther Hernandez
HMO Eligibility
Amanda Salinas
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Peggy Artau

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HONOLULU BRANCH

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Fax: (808) 531-3058

PORT SERVICED – SEATTLE

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Building F, Suite 105
Seattle, WA 98106
Tel: (206) 467-7944
Fax: (206) 467-8119

Vince O'Halloran, Representative
Email: vince_sup@msn.com

Candidates for 2011-2012 term of office

PRESIDENT/ SECRETARY- TREASURER



Anthony G. Poplawski
#3596

I, Patrick Bateman, am running for Vice President of the Marine Firemen's Union for the term of 2011-2012. As I look to the future, with a wary eye on the state of our industry, I still believe we will have a place as long as ships sail. And we will remain the same great Union as we have always been.



Patrick M. Bateman
#3569

I will work tirelessly to make sure we achieve our goals. I will not accept the undermining of good unionism and fair practice. And I will stand fast against those who would go against us.

I know we will prevail because we are the MFOW. God bless America.
Your union brother,
Patrick Bateman, #3569

VICE PRESIDENT

I have been in the Marine Firemen's Union for over 35 years. I have sailed in all ratings from Wiper to Chief Electrician.

I will continue to promote good quality training for all hands in all ratings. I will continue to look for new work opportunities. I have the training and experience to do the job. I ask you to vote for me for Vice President.

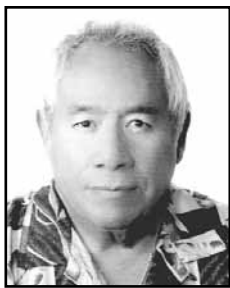
Vice President: 2005-2010
Wilmington Port Agent: 2002-2004
MFOW Board of Trustees: Elected 8 years
Delegate, San Francisco Labor Council
Delegate, Alameda County Labor Council
Delegate, San Francisco Maritime Trades Dept. Port Council, AFL-CIO
Delegate, California Labor Federation, AFL-CIO
Marine Firemen's Union Training Instructor: 1992-1997
Negotiating Committee: Elected 5 times, every contract since 1992
Certificate in Labor Studies: Laney College, 2002
Certificate in Labor Studies: Los Angeles Trade and Technical College, 2004
Certificates in Computer Studies: Los Angeles Harbor College, 2003



William S. O'Brien
#3552

William O'Brien, #3552

WILMINGTON PORT AGENT



Robert M. Bugarin
#3505

HONOLULU PORT AGENT



Bonny S. Coloma
#3537



Stuart W. Melendy
#3671

SIUNA CONVENTION DELEGATE



Ivy "Cajun" Callais
#3592

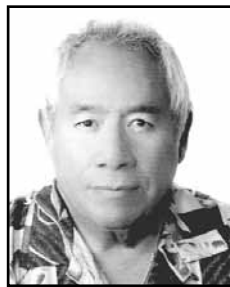


William S. O'Brien
#3552

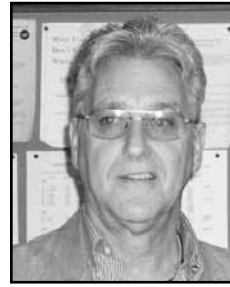
BOARD OF TRUSTEES



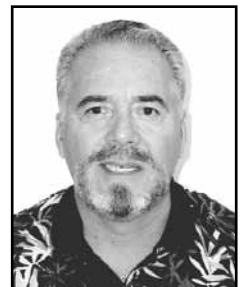
Patrick M. Bateman
#3569



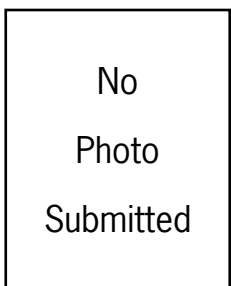
Robert M. Bugarin
#3505



Ivy "Cajun" Callais
#3592



Anthony De La Rosa
#3496



Evaristo B. Ginez, Jr.
#3753



David M. Madrid
#3591

The Board of Trustees has an important role for decision making for the future of our Union. I would like to be that voice for all members' concerns, views, direction. Your vote will be appreciated, respected, heard, if I am elected.

David M. Madrid, #3591



Stuart W. Melendy
#3671



Shadow Moyer
#3822

To all Officials and Elected Employees of the Marine Firemen's Union — Notice Regarding Election

Pursuant to the provisions of Article III, Section VIII, sub-paragraph D of the Constitution, which provides:

"The Board of Trustees shall issue such regulations for the conduct of elections as may be required to comply with any Federal law not otherwise provided for in any lawful provision of this Constitution and By-Laws."

The Board of Trustees hereby issues the following regulations to be applicable to all officials of this Union.

No official of this Union shall on Union time, campaign, distribute literature, or hold meetings of supporters. Further, whether on Union or not on Union time, no official of this Union shall use Union facilities to further his own candidacy. This shall be interpreted to preclude the use of a Union automobile to visit vessels or potential voters and solicit their support for or on behalf of any candidate and shall also preclude the use of the official offices of the Union not accessible to any and all candidates to campaign or hold meetings of supporters. The use of the Union telephone for the purpose of furthering the candidacy of any official is similarly prohibited.

The above regulations shall not be interpreted to preclude a candidate, whether an official or not, from campaigning on his own time, either on vacations, non-work days, after working hours or on unpaid official leave of absence, provided a Union automobile is not used. Nor shall the above regulations be interpreted to preclude an incumbent official while not on Union time from meeting with his supporters in public portions of Union buildings where the same opportunities are available to any candidate, whether

an official or not. Further, the above regulations shall not be interpreted to preclude any official candidate from answering any inquiry initiated by any member as to his position on the election substantially as follows:

"I am not permitted by the Landrum-Griffin law to engage in political activities on Union time or with Union facilities. I may wish to talk to you or you may contact any of my supporters for my position on any matter, but if you wish to contact me you should contact me during non-working hours."

Any member who has knowledge of a violation of the above rules and regulations should promptly communicate the same to Headquarters so that corrective action may be taken.

The above rules and regulations should be posted in each Branch so that they may be read by all members.

No candidate shall be permitted to use the Union for campaign purposes. This shall not preclude factual notices on matters of interest to the membership not relating to the election or the candidacy of any person. These regulations are effective immediately.

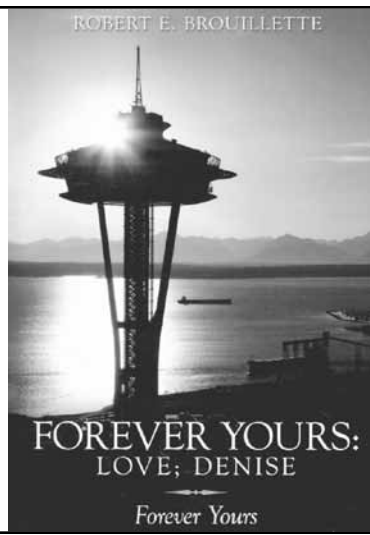
The regulations are required by the Landrum-Griffin law and their issuance is prompted by a desire to avoid any challenges to a conducted election and to comply with the provisions of the Constitution regulating campaigning by Union officials.

MFOW BOARD OF TRUSTEES

MFOW member publishes novel

MFOW member Robert E. Brouillette, #3709, recently published *Forever Yours: Love; Denise*, his first novel. The story involves a young sailor, Elliott Poitevent, who arrives in Seattle with orders to report to a Coast Guard cutter at Pier 91. Several months later he meets Denise McKinley. They have a stormy relationship, which takes the two of them along a long, twisting road to romance.

The book was published by AuthorHouse, of Bloomington, Indiana, and is available on Amazon.com.



Shanghai stakes claim as world's busiest container port

Shanghai overtook Singapore as the world's busiest container port in 2010, helped by continuing growth in Chinese trade and the business generated by the World Expo it hosted last year, the city government said.

The port of Shanghai handled 29.05 million twenty-foot equivalent units (TEU) in 2010. That compared with 28.4 million TEU handled by the Port of Singapore in 2010, which was up 9.9 percent from 2009, according to the Maritime and Port Authority of Singapore. Shanghai's

cargo throughput rose to around 650 million tons in 2010, maintaining its top global spot.

China's State Council has set an aim of making Shanghai a leading shipping center by 2020 — the same year by which the government hopes the city will become a global financial center. Shanghai will continue with a pilot project for export tax rebates, potentially expanding it, and is looking into developing shipping-price derivatives and an index on shipping prices.

Fishermen hit by S.F. oil spill get \$6 million

Fishermen will receive a total of \$6 million in damages through a class action lawsuit resulting from the COSCO BUSAN oil spill that occurred in 2007 in the San Francisco Bay and beyond. Around 58,000 gallons of heavy bunker fuel were spilled into the bay on November 7, 2007, by the container ship, after it hit a fender around one of the towers of the San Francisco-Oakland Bay Bridge and cut a gash in the ship's hull measuring 212 feet.

Local fishers then filed various class action suits against the container ship owners and operators in both federal and superior court. The

lawsuits were brought against Fleet Management as well as Hong Kong-based Regal Stone Ltd, the ship owner. Both of the lawsuits claimed that, as a result of the catastrophe, fishers had to endure "profound" economic losses and requested certification as class actions on behalf of all commercial fish harvesting operations within and in close proximity to San Francisco Bay.

A lawsuit filed by the fishers claimed the spill caused injury to the herring, halibut, surf perch and live bait fisheries in regional waters. Recently, a settlement was reached to give commercial herring, halibut and other finfish fishers in the Bay Area \$3.65 million for their long-term damages claims, in addition to capital previously recovered.

Some 120 commercial finfish fishers will divide the settlement among themselves.

Filner reintroduces merchant marine veteran bill

Rep. Bob Filner (D-CA) has reintroduced legislation that would honor and provide a monthly benefit to merchant marine veterans of World War II. The Belated Thank You to the Merchant Mariners of World War II Act (H.R. 23) would provide a monthly tax-free benefit of \$1,000 to certain individuals who served as documented members of the U.S. merchant marine during World War II.

Similar legislation passed the House last year but stalled in the Senate. When the 111th Congress ended, the bill had drawn 168 cosponsors in the House and 51 cosponsors in the Senate. The reintroduced legislation has been referred to the Veterans Affairs Committee in the House of Representatives.

This measure would "finally give the merchant mariners of World War II the belated compensation they so deserve," said Rep. Filner, speaking before the House after the introduction of the legislation in the 111th Congress. "Congress has a responsibility to correct the wrongs of the past."

American merchant mariners have served the nation with distinction throughout U.S. history, particularly during World War II. They suffered the highest casualty rate of any military branch while delivering necessary supplies to the U.S. and Allied forces. In 1988, merchant mariners were officially recognized as veterans.

Carrier introduces natural refrigerant technology

Using carbon dioxide instead of conventional refrigerants, Carrier Transicold claims it has created the first natural refrigerant technology for container refrigeration.

The refrigeration unit design, called NaturaLine, replaces conventional synthetic hydro-fluorocarbon refrigerants, which can be more harmful to the environment, with non-ozone depleting carbon dioxide. The natural refrigerant, called R-744, is non-ozone depleting with a global

Iron ore, grain boost St. Lawrence Seaway shipping

Shipping through the St. Lawrence Seaway rose 15 percent in 2010 from the previous year, as shipments of iron ore and grain picked up. Total cargo shipments climbed to 35.5 million tons, the most in two years, including a 35 percent increase in iron ore and a 10 percent rise in grain movement.

General cargo volume, which includes loose cargo such as iron and steel shipments, and project cargo such as wind turbine components, rose 63 percent. Iron ore shipments spiked to 9.4 million tons as auto manufacturing picked up. Most steel and auto manufacturing in Canada and the United States is located in the Great Lakes Basin.

Grain shipping rose to more than

America's Marine Highway Program: notes about short sea shipping

Recent growth in world trade has resulted in container ship designs reaching capacity levels exceeding 8,000 TEU, representing a four-fold increase in capacity from the 1970s to the present. These new larger vessels require port calls at terminals capable of providing deeper drafts, larger cranes and storage capacity.

This shift in vessel design and growth of international trade has brought new logistics and congestion problems in and around major U.S. ports. Fifty years ago, the United States developed the Interstate Highway System to move goods to market, to deploy military assets in time of national emergency and to complement an established rail system. The development of rail and highway in the United States has been the foundation of the domestic intermodal system. These two transportation modes continue to deliver products to the American consumer who is largely responsible for powering the global economy today.

The America's Marine Highway Program, formerly known as the short sea shipping initiative, offers many benefits including fuel savings and congestion relief on crowded roads around and between urban metropolitan areas. Since the United States is the leading importer in the world, it is important that there be as many options as possible for imports to move from U.S. ports to their final domestic destinations. U.S. international trade is likely to double in the next 20 years, compounding existing demands on the nation's surface transportation system.

According to the Texas Transportation Institute 2007 *Urban Mobility Study*, congestion caused urban Americans to travel 4.2 billion hours more and to purchase an extra 2.9 billion gallons of fuel for a congestion cost of \$78 billion. Further, according to the Federal Highway Administration study entitled *Highway Economic Requirements System Improvement Cost and Pavement Life*, the cost to add a lane-mile of roadway under normal conditions is as low as \$2.3 million for a small urbanized area minor arterial and as high as six times that or \$13.4 million per lane-mile for a major urbanized area

warming potential of only one, compared to conventional container system refrigerants R-134a and R-404A.

Carrier's natural refrigerant container technology incorporates numerous innovations; new to container refrigeration applications. For example, the system includes a new gas cooler/condenser coil that wraps around the fan and has enhanced surfaces to maximize heat transfer. It also takes advantage of a new marine-duty multi-stage compressor.

9 million tons amid large supplies of wheat, corn and soybeans from Eastern Canada and Northern U.S., with wheat filling a void after Russia halted grain exports last summer due to drought. The Canadian Wheat Board, which markets Western Canada's wheat and barley, moved less grain through the Seaway after a big program the previous year.

Total 2010 tonnage on the Seaway was below the 10-year average, as it recovered from a sharp drop in 2009. The entire Great Lakes St. Lawrence Seaway system extends 2,340 miles from the Atlantic Ocean to the head of the Great Lakes, allowing ocean-going ships access to central North America. The Seaway is owned by the Canadian and U.S. governments.

interstate.

The America's Marine Highway Program is identified as an efficient alternative solution to the growing freight congestion problem on our national rail, highway and port systems. Economic studies have shown multiple benefits in implementing the program. Among them are improved productivity rates, reduced pollution levels and new job creation. The new ships needed for the program would be built in U.S. shipyards and would employ American crews. The program would assist with port modernization and improve rail and highway access to these facilities. It would also call for increased dredging to allow larger commercial vessels to call at the nation's ports.

Container shipping sinking traditional reefer fleet

The world's refrigerated ship fleet is set to shrink by up to a half during the next decade as a new generation of container ships transforms how perishable goods move around the globe, according to the Financial Times. Port and shipping line executives expect a gradual shift away from systems built around traditional reefer ships, where food sits on pallets in a refrigerated hold and is delivered to a cold store on arrival. They are instead designing systems to handle goods in containers with refrigeration units. 144 of the 500 traditional ships large enough to compete in international markets are already at least 21 years old and hardly any replacements are on order.

Nearly all manufactured and semi-finished goods now move in containers rather than being stowed in traditional ships' holds, because containers are so much easier and cheaper to load, unload and move between trucks, trains and ships. Many container lines, such as Denmark's Maersk Line, have introduced new services on the routes between the southern and northern hemispheres that have been reefers' traditional strengths. New ships operating on Maersk's north-south services will have plugs for up to 1,700 refrigerated containers.

Eric Eng, vice-president for global reefer trade for Singapore's APL, operator of one of the largest container ship fleets, said his line had won business from reefer ships moving bananas, one of the products that have been slowest to move to containers. There will remain a long-term role for some reefer ships moving particularly sensitive cargoes that are poorly suited to container shipping.

Hutchison to raise stakes in Hong Kong and Shenzhen ports

Hutchison Whampoa is reported to have plans to spend \$4.4 billion to raise its controlling stakes in ports in Hong Kong and Shenzhen. Hutchison has agreed to buy several port and property assets from state-owned China Resources (Holdings) Co. Financial details of the investments have not been revealed. The deals will increase Hutchison Port Holdings' stake in Hong Kong International Terminals from 66.5% to 76.5%, and in Yantian International Container Terminals in Shenzhen from 48% to 53.4%. In 2006, Hutchison sold a 20% stake in its ports unit to Singapore-based PSA International for almost \$4.4 billion.

President's Report

MFWO ELECTION

Voting by secret referendum ballot to elect officers for the 2011-2012 term of office began on Thursday, December 2, 2010, and will continue through Tuesday, February 1, 2011. Ballots may be obtained at Headquarters and at the Wilmington and Honolulu branches. Ballots are also available at the port serviced in Seattle. Upon written request accompanied by one's membership book, a member may have a ballot forwarded to his or her home or other address.

On Monday, January 10, one Balloting Committee member shall be elected at the Wilmington branch meeting. On Monday, February 7, one Balloting Committee member and two subcommittee members shall be elected at the Headquarters meeting in San Francisco.

On Tuesday, February 8, at 0900, the Balloting Committee shall convene at Headquarters, pick up the ballots at the neutral depository, and then return to Headquarters to count the ballots. The report of the Balloting Committee will be submitted to the membership at the Headquarters and branch meetings on March 7 and 14.

MARITIME SECURITY PROGRAM

On December 22, the U.S. House of Representatives voted to approve the National Defense Authorization Act for Fiscal Year 2011. The measure, which passed by unanimous consent in both the Senate and House, was a compromise version worked out in the final days of the congressional session.

Last April, Armed Services Chairman Ike Skelton (D-MO) inserted a provision into the bill extending the Maritime Security Program (MSP) through Fiscal Year 2025. MSP was due to expire in Fiscal Year 2015.

President Obama signed the bill on Friday, January 7. The money to fund MSP must still be appropriated on an annual basis.

MATSON STANDBY

On December 29, the Union was notified by Tom Percival, Matson Navigation Company Manager Labor Relations and Vessel Operations, that unlicensed standby personnel would not be paid aboard the vessel after December 31, 2010. Instead, checks would be sent to the various union halls, as is the case with payment to APL Marine Services standby personnel.

The provision, which was never agreed to by the unlicensed unions, is part of the June 27, 2009 Memorandum of Understanding between the company and the International Organization of Masters, Mates & Pilots (MM&P). According to the company, the new standby payment process has been designed to minimize the impact to standby personnel and satisfy the contractual requirement with the Mates.

On December 31, Captain Dave Boatner, MM&P Vice President - Pacific, notified the company that the MM&P had reviewed the process for standby payroll and attempted to follow it aboard a vessel. The MM&P conclusion is that the new process does not comply with the MM&P-Matson collective bargaining agreement.

Discussions with the company on this matter are ongoing.

AMERICA'S CUP

On December 31, the America's Cup Event Authority announced that San Francisco won the bidding to host the America's Cup in 2013. The announcement came after several months of negotiations with San Francisco officials, and a last minute attempt by Newport, Rhode Island officials to submit a suitable bid.

Over the past two months, San Francisco maritime labor launched a potent and successful offensive against a provision in the city's *Term Sheet for Hosting the 34th America's Cup in San Francisco*, which contained language that would exempt event-related activities from American cabotage laws. Once the language was revised, maritime labor offered full support for the hosting bid.

San Francisco officials estimate hosting the America's Cup could create over 8,000 jobs and be worth \$1.4 billion in economic benefits to the region. A race schedule has not yet been published, but preliminary races could begin as early as this year, extending through 2012 and leading to a final in 2013.

MFWO WELFARE PLAN

Starting February 1, 2011, certain provisions in the new health care law — the *Patient Protection and Affordable Care Act* — will apply to the MFWO Welfare Fund.

Two important changes will affect MFWO Welfare Plan participants and dependents on that date:

1. Medical coverage will be made available for eligible adult children up to age 26.

2. There will be an elimination of lifetime maximum benefits from the self-funded comprehensive medical expense plan and an introduction of annual maximum benefits.

A notice describing the changes and required actions was sent to all participants in December and is printed on page 10.

Thermo King launches new pair of refrigerated rail units

Thermo King has introduced two new refrigerated rail units designed to optimize reliability, performance, fuel efficiency and cargo protection. The refrigerated rail units were launched at the Intermodal Association of North America (IANA) Expo in Fort Lauderdale, Fla. in November.

The company says the units boast longer battery life, 65-amp powerful alternators, electronic door switches and protection packages help to safeguard the refrigeration units from damage in transit. Both Rail

Ready units rely on an electronic throttling valve (ETV), which uses a microprocessor designed to help trailers get to optimum temperature faster while conserving fuel. The ETV eliminates temperature spikes for extended product life and helps provide worry-free operation for long-distance, unattended travel. They also include a rail specific heavy-duty fuel processor system to help increase performance and prevent breakdowns. Sensors also monitor fuel levels and reduce cost call charges.

Vice President's Report

I've been making the ships and the shoregang and handling the beefs as they come in. Much thanks goes to the delegates for all you do. You are the reason the system works. Fighting the good fight.

The holiday party at Headquarters was a huge success. Cameo appearances by Lucky Honig, Whitey Disley, Kaj Kristensen and Nelson Combs helped to make the event special.

Our office staff decorated the hall and we had a delicious, bountiful spread with good music, dancing and plenty of drinks. This year I got to work behind the bar with brother Cajun Callais and his wife Sandy. Last holiday party I had the coat check job, so this was a definite step up.

This month I visited the APL JAPAN in Howland Hook, New York. Bill "Killer" Miller, delegate. Minor beefs taken up with the company. This re-flagged vessel is a real workhouse. The entire crew agrees, it's a real good feeder. Chief Steward Dana Peterson and his gang set a fine table.

It's never stated enough how very important good food is to a ship. There are no restaurants in the middle of the ocean. I've sailed on a few bad feeders over the years. I was on a tanker, where the Chief Steward complained to me that, every time he put out ice cream, the crew ate it all.

The APL TURQUOISE will go back to foreign flag when it gets to Singapore in mid-February. No info on what APL has planned to replace it.

Our APL Oakland shoregang is bracing for more vessels being added to the schedule. Currently they have six ships a week. It looks like they'll be adding two more. The old Middle Harbor Terminal, now Global Gateway, is a state-of-the-art facility with an experienced, talented and dedicated workforce. A good example of unions working together.

Patriot Contract Services reports they are very happy with the recent crewing of the GILLILAND, GORDON and SHUGHART. All vessels are back in ROS. Well done.

The Matson rumor mill is churning out breakout stories that change daily. As of this date, the KAUAI is being replaced by the MAUI, eventually. The Lucky LIHUE will break out to replace the Kvaerner ships while they rotate into the shipyard. The MATSONIA and LURLINE will replace the MOKIHA-NA while it does its ship yard period. All this is subject to change.

The SS CAPE JACOB will be coming home to lay up in February and docking in Alameda. This has been a real good ship for us and we're all sad to see it lay up. Shut down the feed pumps, close the steam stops and pull the burners.

I spoke with MFWO member Mike Carr this month. Mike stated he is in excellent health and if he wanted to get drunk he would. He also said he would do anything else he wanted to do, anytime he wants.

Piracy incidents in Asia rose 60 percent in 2010

There was a 60 percent increase in piracy and armed robbery incidents in Asia last year, as compared to 2009, according to a regional anti-piracy agency. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) said the rise was largely due to an increase in incidents, mainly involving ships in ports and anchorages. ReCAAP Information Sharing Centre (ISC) executive director Yoshihisa Endo urged all stakeholders in the maritime industry to work together with collective responsibility to address the challenges encountered, and to propose measures to improve the situation. Endo said this at the second Nautical Forum jointly organized by ReCAAP ISC, Maritime and Port Authority of Singapore (MPA) and Singapore Shipping Association.

The ISC gave an account of the 164 incidents, including 31 attempted cases, reported in Asia last year at the forum. ReCAAP, however, said

there was no increase in the number of "very significant" incidents which entailed assault or serious injury to the crew.

MPA group director of policy & planning, Yee Cheok Hong, said that tackling the problem was a shared responsibility of governments and the shipping industry. He said both parties had roles to play: the governments would continue to work together in addressing the problem while the industry could be more active in encouraging its members to adopt self-protection measures.

Asian Shipowners Forum secretary-general Yuichi Sonoda said that piracy was a threat to the world trade, and piracy activities in the South East Asia region were of no less importance than the Somali region which was in the limelight. He commended that ReCAAP ISC had contributed greatly to raising the awareness of piracy activities in the region by engaging the industry and sharing of critical information since its inception.

MFWO crew aboard the USNS SHUGHART

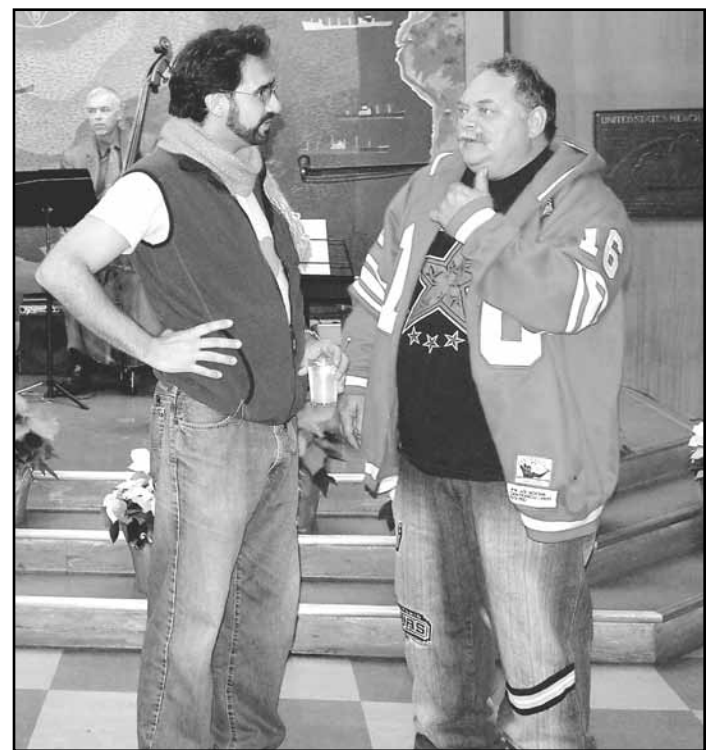


Left to right: QMED Marino Callejas, QMED Gabriel Sayan, Wipers Bill Watters and Paul Gronowski, QMED Pasquale Gazillo, and QMED Mark Bankofier.

MFOW-SUP S.F. holiday celebration



December 17, 2010



Photos by Oleg Kovaltshuk and Sandra Serrano

Regular membership meeting dates 2011

February	7	S.F. Headquarters
	15*	Branches
March	7	S.F. Headquarters
	14	Branches
April	4	S.F. Headquarters
	11	Branches
May	2	S.F. Headquarters
	9	Branches
June	6	S.F. Headquarters
	14*	Branches
July	5*	S.F. Headquarters
	11	Branches
August	1	S.F. Headquarters
	8	Branches
Sept.	6*	S.F. Headquarters
	12	Branches
October	3	S.F. Headquarters
	11*	Branches
Nov.	7	S.F. Headquarters
	14	Branches
Dec.	5	S.F. Headquarters
	12	Branches

(*Indicates Tuesday meeting following a Monday holiday)

**Patriot Contract Services — Surge Sealift LMSR Wage Rates
USNS GILLILAND, USNS GORDON, USNS SHUGHART and USNS YANO
Effective January 25, 2011**

Full Operating Status - Prepositioning (FOS-PREPO)

Rating	Monthly 56-Hour Base Wage	Daily 56-Hour Base Wage	Monthly Supplemental Wage	Daily Supplemental Wage	Hourly Overtime Rate	Daily MPPP Contribution
QMED-Electrician	7,088.79	236.29	2,752.09	91.74	25.40	10.20
Storekeeper	6,878.32	229.28	2,680.27	89.34	24.38	10.20
QMED-Oiler	5,149.99	171.67	1,999.39	66.65	18.44	10.20
Wiper	4,156.29	138.54	1,615.27	53.84	14.84	10.20

Full Operating Status (FOS)

Rating	Monthly 56-Hour Base Wage	Daily 56-Hour Base Wage	Monthly Supplemental Wage	Daily Supplemental Wage	Hourly Overtime Rate	Daily MPPP Contribution
APA*	6,148.56	204.95	2,402.67	80.09	21.72	10.20
QMED-Oiler	5,149.99	171.67	1,999.39	66.65	18.44	10.20
Wiper	4,156.29	138.54	1,615.27	53.84	14.84	10.20

*If the Assistant Property Administrator (APA) is required to sail with the vessel.

Reduced Operating Status (ROS)

Rating	Weekly 40-Hour Base Wage	Daily 40-Hour Base Wage	Monthly Supplemental Wage	Daily Supplemental Wage	Hourly Overtime Rate	Daily MPPP Contribution
APA	1,081.20	154.46	901.00	30.03	21.72	10.20
QMED-Oiler	908.90	129.84	749.77	24.99	18.44	10.20
Wiper	746.75	106.68	605.73	20.19	14.84	10.20

Maritime Security Program Fleet as of March 5, 2010

<p align="center">American International Shipping, LLC 1 Ship</p> <p>INDEPENDENCE II RO/RO</p>	<p align="center">Fidelio Limited Partnership 7 Ships</p> <p>ENDURANCE RO/RO PATRIOT RO/RO FREEDOM RO/RO HONOR RO/RO RESOLVE RO/RO INTEGRITY RO/RO COURAGE RO/RO</p>	<p align="center">Maersk Line, Limited Continued</p> <p>MAERSK MISSOURI Containership MAERSK VIRGINIA Containership MAERSK GEORGIA Containership MAERSK CAROLINA Containership MAERSK WYOMING Containership SEA-LAND CHARGER Containership SEA-LAND LIGHTNING Containership SEA-LAND METEOR Containership SEA-LAND INTREPID Containership SEA-LAND COMET Containership MAERSK IDAHO Containership MAERSK KENTUCKY Containership SEA-LAND RACER Containership ALLIANCE BEAUMONT RO/RO</p>
<p align="center">APL Marine Services, Ltd. 9 Ships</p> <p>APL KOREA Containership APL PHILIPPINES Containership APL SINGAPORE Containership PRESIDENT ADAMS Containership PRESIDENT JACKSON Containership APL CHINA Containership PRESIDENT POLK Containership PRESIDENT TRUMAN Containership</p>	<p align="center">Hapag-Lloyd, LLC 5 Ships</p> <p>CHARLESTON EXPRESS Geared Cont. ST LOUIS EXPRESS Geared Cont. WASHINGTON EXPRESS Geared Cont. YORKTOWN EXPRESS Geared Cont. PHILADELPHIA EXPRESS Geared Cont.</p>	<p align="center">Maremar Tanker, LLC 1 Tanker</p> <p>OVERSEAS MAREMAR Tanker</p>
<p align="center">Argent Marine Operations, Inc. 1 Tanker</p> <p>MAERSK MICHIGAN Tanker</p>	<p align="center">Liberty Global Logistics, LLC 1 Ship</p> <p>ALLIANCE NEW YORK RO/RO</p>	<p align="center">Patriot Shipping LLC 1 Ship</p> <p>M/V OCEAN ATLAS Heavy Lift</p>
<p align="center">Central Gulf Lines, Inc. 4 Ships</p> <p>GREEN COVE RO/RO GREEN POINT RO/RO GREEN LAKE RO/RO GREEN RIDGE RO/RO</p>	<p align="center">Luxmar Taner LLC 1 Tanker</p> <p>OVERSEAS LUXMAR Tanker</p>	<p align="center">Patriot Titan LLC 1 Ship</p> <p>M/V OCEAN TITAN Heavy Lift</p>
<p align="center">Farrell Lines Incorporated 5 Ships</p> <p>MAERSK NORFOLK RO/RO MAERSK ST-LOUIS RO/RO MAERSK OHIO Containership MAERSK MONTANA Containership MAERSK IOWA Containership</p>	<p align="center">Maersk Line, Limited 19 Ships</p> <p>SEA-LAND EAGLE Containership SEA-LAND CHAMPION Containership MAERSK UTAH Containership SEA-LAND MERCURY Containership MAERSK WISCONSIN Containership</p>	<p align="center">Waterman Steamship Corporation 4 Ships</p> <p>MAERSK NORFOLK RO/RO MAERSK ST-LOUIS RO/RO CHARLESTON EXPRESS Geared Cont. CHARLESTON EXPRESS Geared Cont.</p>

Notice to interested parties — MFOW Supplementary Pension Plan

1. Notice To: All employees who are covered by collective bargaining agreements, or other written agreements accepted by the Board of Trustees, providing for participation in the MFOW Supplementary Pension Plan.

An application is to be made to the Internal Revenue Service (IRS) for an advance determination on the qualification of the following collectively bargained plan:

2. Plan Name: MFOW Supplementary Pension Plan
3. Plan Number: 001
4. Name and Address of Applicant:
Board of Trustees, MFOW Supplemental Pension Trust
240 2nd Street, San Francisco, CA 94105-3113
5. Applicant's E.I.N.: 94-6201677
6. Name and Address of Plan Administrator:
Board of Trustees, MFOW Supplemental Pension Trust
240 2nd Street, San Francisco, CA 94105-3113

7. The application will be filed on January 31, 2011 for an advance determination as to whether the Plan meets the qualification requirements of Section 401 of the Internal Revenue Code of 1986, as amended, with respect to the amendment and restatement of the Plan.

The application will be filed with:
EP Determinations
Internal Revenue Service
201 West Rivercenter Blvd.
Attention: Extracting Stop 312
Covington, KY 41011

8. All employees who are covered by collective bargaining agreements, or other written agreements accepted by the Board of Trustees, providing for their participation in the MFOW Supplementary Pension Plan are eligible to participate in the Plan provided they were a participant in the Plan on September 1, 1985 and have not incurred a complete forfeiture of service under the Plan since that date.

9. The Internal Revenue Service has previously issued a determination letter with respect to the qualification of this Plan.

RIGHTS OF INTERESTED PARTIES

10. You have the right to submit to EP Determinations, at the above address, either individually or jointly with other interested parties, your comments as to whether this Plan meets the qualification requirements of the Internal Revenue Code. You may instead, individually or jointly with other interested parties, request the Department of Labor to submit, on your behalf, comments to EP Determinations regarding qualification of the Plan. If the Department declines to comment on all or some of the matters you raise, you may, individually, or jointly if your request was made to the Department jointly, submit your comments on these matters directly to EP Determinations.

REQUESTS FOR COMMENTS BY THE DEPARTMENT OF LABOR

11. The Department of Labor may not comment on behalf of interested parties unless requested to do so by the lesser of 10 employees or 10 percent of the employees who qualify as interested parties. The number of persons needed for the Department to comment with respect to this Plan is 10. If you request the Department to comment, your request must be in writing and must specify the matters upon which comments are requested, and must also include:

- (1) The Plan Name, Plan Number, Name and Address and EIN of the Board of Trustees as the Applicant (all of which are listed above); and
- (2) The number of persons needed for the Department to comment.

A request to the Department to comment should be addressed as follows:
Deputy Assistant Secretary
Employee Benefits Security Administration
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210
Attention: 3001 Comment Request

COMMENTS TO THE INTERNAL REVENUE SERVICE

12. Comments submitted by you to EP Determinations must be in writing and received by them by March 17, 2011. However, if there are matters that you request the Department of Labor to comment upon on your behalf, and the Department declines, you may submit comments on these matters to EP Determinations to be received by them within 15 days from the time the Department notifies you that it will not comment on a particular matter, or by March 17, 2011, whichever is later, but not after April 1, 2011. A request to the Department to comment on your behalf must be received by it by February 15, 2011 if you wish to preserve your right to comment on a matter upon which the Department declines to comment, or by February 25, 2011 if you wish to waive that right.

ADDITIONAL INFORMATION

13. Detailed instructions regarding the requirements for notification of interested parties may be found in Sections 17 and 18 of IRS Revenue Procedure 2010-6. Additional information concerning this application (including, where applicable, an updated copy of the Plan and related trust; the application for determination; any additional documents dealing with the application that have been submitted to the IRS; and copies of Section 17 of Revenue Procedure 2010-6) are available at MFOW Supplementary Pension Plan, 240 2nd Street, San Francisco, California 94105-3113, during regular business hours for inspection and copying. (There may be a nominal charge for copying and/or mailing.)

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

To All Plan Participants — Active & Pensioners

The Welfare Office needs current BENEFICIARY information.

If you want to make any changes, please contact the Welfare Office and request a new form. We will be happy to send you one.

It is to your benefit to keep your records up-to-date.

Send your request to:

MFOW Welfare Fund

240 Second Street, San Francisco, CA 94105

Attn: Sylvia or call (415) 986-5720

Notice to interested parties — SIU Pacific District Pension Plan

1. Notice To: All employees who are covered by written agreements which require pension contributions on their behalf to the SIU Pacific District Pension Plan.

An application is to be made to the Internal Revenue Service (IRS) for an advance determination on the qualification of the following collectively bargained plan:

2. Plan Name: SIU Pacific District Pension Plan
3. Plan Number: 001
4. Name and Address of Applicant:
Board of Trustees, SIU Pacific District Pension Fund
730 Harrison Street, Suite 400, San Francisco, CA 94107-1260
5. Applicant's E.I.N.: 94-6061923
6. Name and Address of Plan Administrator:
Board of Trustees, SIU Pacific District Pension Fund
730 Harrison Street, Suite 400, San Francisco, CA 94107-1260

7. The application will be filed on January 31, 2011 for an advance determination as to whether the Plan meets the qualification requirements of section 401 of the Internal Revenue Code of 1986, as amended, with respect to the amendment and restatement of the Plan.

The application will be filed with:
EP Determinations
Internal Revenue Service
201 West Rivercenter Blvd.
Attention: Extracting Stop 312
Covington, KY 41011

8. All employees who are covered by written agreements accepted by the Trustees that require contributions on their behalf to the Plan are eligible to participate in the Plan.

9. The Internal Revenue Service has previously issued a determination letter with respect to the qualification of this Plan.

RIGHTS OF INTERESTED PARTIES

10. You have the right to submit to EP Determinations, at the above address, either individually or jointly with other interested parties, your comments as to whether this Plan meets the qualification requirements of the Internal Revenue Code. You may instead, individually or jointly with other interested parties, request the Department of Labor to submit, on your behalf, comments to EP Determinations regarding qualification of the Plan. If the Department declines to comment on all or some of the matters you raise, you may, individually, or jointly if your request was made to the Department jointly, submit your comments on these matters directly to EP Determinations.

REQUESTS FOR COMMENTS BY THE DEPARTMENT OF LABOR

11. The Department of Labor may not comment on behalf of interested parties unless requested to do so by the lesser of 10 employees or 10 percent of the employees who qualify as interested parties. The number of persons needed for the Department to comment with respect to this Plan is 10. If you request the Department to comment, your request must be in writing and must specify the matters upon which comments are requested, and must also include:

- (1) The information contained in Items 2 through 5 of this Notice; and
- (2) The number of persons needed for the Department to comment.

A request to the Department to comment should be addressed as follows:
Deputy Assistant Secretary, Employee Benefits Security Administration
U.S. Department of Labor, 200 Constitution Avenue, N.W.
Washington, DC 20210
Attention: 3001 Comment Request

COMMENTS TO THE INTERNAL REVENUE SERVICE

12. Comments submitted by you to EP Determinations must be in writing and received by them by March 17, 2011. However, if there are matters that you request the Department of Labor to comment upon on your behalf, and the Department declines, you may submit comments on these matters to EP Determinations to be received by them within fifteen days from the time the Department notifies you that it will not comment on a particular matter, or by March 17, 2011, whichever is later, but not after April 1, 2011. A request to the Department to comment on your behalf must be received by it by February 15, 2011 if you wish to preserve your right to comment on a matter upon which the Department declines to comment, or by February 25, 2011 if you wish to waive that right.

ADDITIONAL INFORMATION

13. Detailed instructions regarding the requirements for notification of interested parties may be found in Sections 17 and 18 of IRS Revenue Procedure 2010-6. Additional information concerning this application (including, where applicable, an updated copy of the Plan and related trust; the application for determination; any additional documents dealing with the application that have been submitted to the IRS; and copies of Section 17 of Revenue Procedure 2010-6) are available at SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco, CA 94107-1260, during regular business hours for inspection and copying. (There may be a nominal charge for copying and/or mailing.)

MFOW Welfare Plan Special Enrollment Notice and Summary of Material Modifications

TO: ALL PLAN PARTICIPANTS & DEPENDENTS
RE: IMPORTANT NOTICE REGARDING YOUR HEALTH CARE COVERAGE

Starting February 1, 2011, certain provisions in the new health care law — the “Patient Protection and Affordable Care Act” (PPACA) — will apply to the MFOW Welfare Fund. Two important changes affect you and your family members on February 1st:

1. Medical coverage for eligible adult children up to age 26.
2. Elimination of Lifetime Maximum benefits from the Self-Funded Comprehensive Medical Expense Plan and Introduction of Annual Maximum benefits.

Please read the following carefully and contact the Welfare Fund Office at (415) 986-1028 if you have any questions.

1. MEDICAL COVERAGE FOR ELIGIBLE DEPENDENTS UP TO AGE 26

Effective with the Trust's Fiscal Year beginning February 1, 2011, you have a one-time, 60 day special enrollment opportunity to request medical coverage for eligible adult children up to age 26.

CURRENT RULE FOR COVERAGE OF CHILDREN: The Plan covers your unmarried children up to age 19 and continues coverage beyond this age limit only for a child who has a developmental disability or physical handicap. The Plan does not cover a dependent who becomes a member of the Armed Forces of any country or who lives outside the United States.

Your children include your natural child, stepchild, legally adopted child and any other child living with you in a parent-child relationship and is a dependent as defined by the Internal Revenue Code. The Plan also covers any child designated as an eligible dependent under a Qualified Medical Child Support Order.

NEW RULE: Adult children are covered until age 26 whether or not they are married, dependent on you for financial support, living with you, or enrolled in school. Coverage ends as of the end of the month in which they reach their 26th birthday.

Exception: If your child is age 19 or older and employed and eligible for coverage in his or her employer's group plan, he or she is cannot be enrolled for coverage in this Plan.

WHAT YOU NEED TO DO: If you wish to enroll an eligible child in the Self-Funded Comprehensive Medical Expense Plan, call (415) 986-1028 and request an enrollment form which will be sent to you. You must return the completed form by Wednesday, March 2, 2011 in order to have coverage in place on February 1, 2011.

2. ELIMINATION OF LIFETIME MAXIMUM BENEFITS FROM THE SELF-FUNDED COMPREHENSIVE MEDICAL EXPENSE PLAN AND INTRODUCTION OF ANNUAL MAXIMUM BENEFITS

(This benefit is provided to non-Medicare pensioners, non-Medicare dependents and dependents of active employees.)

CURRENT PLAN MAXIMUM: For those individuals covered under the Self-Funded Comprehensive Medical Expense Plan, there is a lifetime maximum payment of \$300,000 per individual for covered medical services and a lifetime maximum payment of \$10,000 for travel and lodging expenses under the transplant services benefit.

NEW PLAN MAXIMUM: On February 1, 2011, the Comprehensive Medical Expense Plan's lifetime maximums will be eliminated and will be replaced by an annual maximum per individual. This means that instead of limiting what the Comprehensive Medical Expense Plan will pay for each individual to \$300,000 over that individual's lifetime, the Plan will pay up to an annual maximum amount of covered claims per fiscal year. The annual maximum amount will go up each year and will go away entirely in 2014.

- For claims incurred on or after February 1, 2011 through January 31, 2012, the annual maximum is \$750,000.
- For claims incurred on or after February 1, 2012 through January 31, 2013, the annual maximum is \$1,250,000.
- For claims incurred on or after February 1, 2013 through January 31, 2014, the annual maximum is \$2,000,000.
- For claims incurred on or after February 1, 2014 there is no annual maximum.

WHAT YOU NEED TO DO: If your coverage or the coverage of any of your eligible dependents ended by reason of reaching the Plan's lifetime limit, you (or, if applicable, your dependents) will be able to re-enroll in the Plan as long as you still meet the eligibility requirements of the Plan. Call (415) 986-1028 and request an enrollment form which will be sent to you. You must return the completed form by March 2, 2011 in order to have coverage in place on February 1, 2011.

Grandfathered Group Health Plans

The Trust's Board of Trustees has concluded that the Plan is a “grandfathered health plan” under the Patient Protection and Affordable Care Act (the Affordable Care Act). As permitted by the Affordable Care Act, a grandfathered health plan can preserve certain basic health coverage that was already in effect when that law was enacted. Being a grandfathered health plan means that the Plan may not include certain consumer protections of the Affordable Care Act that apply to other plans, for example, the requirement for the provision of preventive health services without any cost sharing. However, grandfathered health plans must comply with certain other consumer protections in the Affordable Care Act, for example, the elimination of certain lifetime limits on benefits.

Although it is a “grandfathered health plan”, you should know that the Plan provides health coverage benefits beyond the “basic” level of benefits and has long maintained many consumer protections now required under the Affordable Care Act. For example, the Plan has always prohibited rescissions of coverage due to a member's health condition as well as exclusions for pre-existing conditions for children and adults. There is also no “waiting period” for benefit eligibility once a member attains initial coverage based on required work hours. Nor does the Plan discriminate in favor of certain members based on compensation, age, gender or health status.

Questions regarding which protections apply and which protections do not apply to a grandfathered health plan and what might cause a plan to change from grandfathered health plan status can be directed to the plan administrator at (415) 986-1028. You may also contact the Employee Benefits Security Administration, U.S. Department of Labor at (866) 444-3272 or www.dol.gov/ebsa/healthreform. This website has a table summarizing which protections do and do not apply to grandfathered health plans.

Jones Act a non-issue in Deepwater Horizon cleanup

The National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling recently released its final report. Consistent with what the U.S.-flag maritime industry said all along, the report found that the Jones Act was a non-issue in the cleanup operations. The following is a key excerpt from the report:

“Foreign companies and countries also offered assistance in the form of response equipment and vessels. The Coast Guard and National Incident Command accepted some of these offers and rejected others. News reports and politicians alleged that the federal government turned away foreign offers of assistance be-

cause of the Jones Act, a law preventing foreign vessels from participating in trade between U.S. ports. While decision makers did decline to purchase some foreign equipment for operational reasons — for example, Dutch vessels that would have taken weeks to outfit and sail to the region, and a Taiwanese super-skimmer that was expensive and highly inefficient in the Gulf — they did not reject foreign ships because of Jones Act restrictions.

These restrictions did not even come into play for the vast majority of vessels operating at the wellhead, because the Act does not block foreign vessels from loading and then unloading oil more than three miles off the coast. When the Act did apply, the National Incident Commander appears to have granted waivers and exemptions when requested.”

HOWZ SHIPPING

December 2010

San Francisco

Reefer/Electrician/Jr. Engineer	1
Junior Engineer (Day).....	2
Junior Engineer (Watch)	1
Oiler	1
Wiper	2
Shore Mechanic.....	18
Standby	15
TOTAL	40

Wilmington

Reefer/Electrician/Jr. Engineer	3
Junior Engineer (Day).....	4
Oiler	4
Wiper	1
Shore Mechanic.....	4
Standby	36
TOTAL	52

Seattle

Electrician/Reefer/Jr. Engineer	1
Reefer/Electrician/Jr. Engineer	3
Junior Engineer (Day).....	1
Oiler	8
Wiper	3
Standby	5
TOTAL	21

Honolulu

Electrician/Reefer/Jr. Engineer	2
Reefer/Electrician/Jr. Engineer	1
Junior Engineer (Day).....	2
Fireman/Watertender	1
Shore Mechanic.....	8
Standby	8
TOTAL	22

FINISHED WITH ENGINES



Arthur S. Santiago, #1645. Born June 7, 1927, Honolulu, Hawaii. Joined MFOW May 17, 1945. Pensioned March 1, 1994. Deceased December 18, 2010, Fairfield, CA.

John Alferes, #3508. Born August 23, 1928, Fairhaven, Massachusetts. Joined MFOW December 21, 1966. Pensioned January 1, 1995. Deceased December 23, 2010, Union City, CA.

James B. Reid, #2695. Born July 29, 1921, Manila, Rhode Island. Joined MFOW May 19, 1954. Pensioned April 1, 1977. Deceased December 22, 2010, San Pedro, CA.

Anthony O'Shaughnessy, #979. Born September 25, 1921, Ireland. Joined MFOW June 18, 1943. Pensioned November 1, 1995. Deceased January 6, 2011, Grants Pass, OR.

Finished with Engines — 2010

A total of 28 members died in 2010, 1 active member and 27 pensioners. The listing below includes 1 member who died in 2007.

Name	Date Of Death	Location
John Alferes, P-2578	December 23	Union City, CA
Jess J. Alvarado, P-970	May 13	Torrance, CA
Edward Burns, P-999	February 9	San Leandro, CA
Arthur J. Colon, P-1303	January 10	Sacramento, CA
William P. Costello, P-2392	June 22	Pacifica, CA
George Y. Culling, P-2532	September 26	Harbor City, CA
Gabriel K. Espinda, P-2372	March 4	San Francisco, CA
Robert E. Grafton, P-2667	November 19	Modesto, CA
Robert M. Howard, P-2274	July 19	Oregon City, OR
Frank Hurtado, P-2265	March 8	Klamath Falls, OR
Benigno Iglesia, P-2655	December 31, 2007	Las Vegas, NV
Jean W. Jernigan, P-2076	March 29	Selma, OR
George G. Jones, P-2531	August 9	San Bruno, CA
Teodulo Lauglaug, P-1076	June 13	Ewa Beach, HI
Robert J. Lockhart, P-2545	August 12	Las Vegas, NV
Edward J. Luick, P-2590	November 15	Seattle, WA
Arnold Munoz, P-1071	January 27	El Paso, TX
Francis H. Murray, P-2552	September 30	Castlerock, WA
Gerhard Pisa, P-2066	February 26	La Mirata, CA
George Pribulsky, P-1216	March 12	Peoria, AZ
James Rangel, Jr., P-2615	August 24	Daly City, CA
James B. Reid, P-1812	December 22	San Pedro, CA
Paul H. Rickner, P-2680	March 26	Calico, AR
Anthony Rossini, P-2300	January 15	So. San Francisco, CA
Arthur S. Santiago, P-2557	December 18	Fairfield, CA
Harold L. Schaub, P-1273	May 8	Ottumwa, IA
David A. Schott, #3735	May 17	San Pedro, CA
Theodore S. Szymczak, P-2545	October 17	Japan
Robert F. Young, P-1584	January 9	Redwood City, CA

Political Action Fund

Voluntary donations of \$20.00 or more for December 2010:

Stanley Andersen, P-688.....\$25.00
 Edward Auzin, P-170325.00
 Joseph Bracken, P-216025.00
 Dale Cunningham, #359750.00
 Anthony De La Rosa, #3496.....25.00
 Richard Domanski, #3793.....50.00
 Joel McCrum, P-253625.00

James McGinn, P-2116.....20.00
 Richard Manley, #374720.00
 Shadow Moyer, #3822.....50.00
 James Murray, P-2018.....25.00
 Donald Ngo, #3826.....25.00
 Anthony Poplawski, #3596.....200.00
 Joseph Szewczyk, #3732150.00
 Edward Tokarz, #377025.00
 Walter Washington, #3548.....100.00

HONOR ROLL

Voluntary donations to General Treasury — December 2010:

Dale Cunningham, #3597.....\$50.00
 Anthony De La Rosa, #349625.00
 Richard Domanski, #3793.....50.00
 Donald Ngo, #382625.00

Benjamin O'Donnell, #3642.....20.00
 Cynthia Philyaw, JM-479550.00
 Albert Semrau, P-20861.00*

*in addition to voluntary check-off from monthly pension

Dues Paying Pensioners — Fourth Quarter 2010:

Ayers, Norval, #3440 (P-2665)	Pensioned 9-1-04	San Francisco
Ayoob, Solomon W., #1293 (P-2593)	Pensioned 4-1-01	Wilmington
Beavers, Kinzer, #3532 (P-2677)	Pensioned 5-1-07	Seattle
Callahan, Steven, #3558 (P-2686)	Pensioned 9-1-08	Seattle

Cook, Glen W., #3391 (P-2631)	Pensioned 1-1-00	San Francisco
Daly, John, #3527 (P-2626)	Pensioned 1-1-99	San Francisco
De Los Reyes, Armando, #2231 (P-2541)	Pensioned 4-1-93	San Francisco
Disley, Henry, #2147 (P-2617)	Pensioned 4-1-05	San Francisco
Feehan, Donald, #3344 (P-2589)	Pensioned 11-1-95	San Francisco

Fierro, Daniel, #3336 (P-2653)	Pensioned 7-1-01	San Francisco
Goodman, Ray, #3588 (P-2697)	Pensioned 9-1-09	San Francisco
Honig, Marvin, #1765 (P-2582)	Pensioned 4-1-95	San Francisco
Iwata, Robert, #1994 (P-2669)	Pensioned 4-1-05	San Francisco
Jorgensen, Lee, #3555 (P-2693)	Pensioned 4-1-09	Seattle

Lambert, William, #3695 (P-2713)	Pensioned 9-1-10	Seattle
Manelli, Rosario "Blackie", #969 (P-2382)	Pensioned 2-1-88	San Francisco
McCrum, Joel E., #1126 (P-2536)	Pensioned 3-1-93	San Francisco
O'Brien, Kenneth F., #1108 (P-2506)	Pensioned 10-1-91	San Francisco
Paahana, Moses, #1780 (P-2619)	Pensioned 1-01-01	Wilmington

Roberts, Anthony, #3540 (P-2694)	Pensioned 4-1-09	San Francisco
Upchurch, James, #3455 (P-2666)	Pensioned 11-1-04	San Francisco
Waipa, Alfred, #1565 (P-2516)	Pensioned 4-1-92	Seattle

Total voluntary donations to the General Treasury — 2010

William Betts, P-1844.....\$100.00	Stuart Melendy, #3671.....5.00
Ron Black, JM-492340.00	Earle Moen, P-12014.00
Richard Brown, #3789.....55.00	Joyce Nasario5.00
James Burneson, P-242134.00	Don Ngo, #3826.....75.00

I. "Cajun" Callais, #3592200.00	Benjamin O'Donnell, #3642.....100.00
Steve Callahan, P-268620.00	Thomas O'Neal, #354640.00
Michael Carr, #3550.....300.00	Franz Petritz, #7320100.00
Bonny Coloma, #3537100.00	Joseph Pfeiffer, P-199834.00
Dale Cunningham, #359750.00	Cynthia Philyaw, JM-479550.00

Thomas Davis, #3647100.00	Frank Reyes, P-1862.....25.00
Aris DelaCruz, #377750.00	Seattle Branch754.00
Anthony DelaRosa, #3496.....50.00	Albert Semrau, P-20861.00
Richard Domanski, #3793100.00	Archie Spivey, P-978780.80
Gregory Dziubinski, P-267525.00	John Staley, #3764.....20.00

Randell George, JM-4871.....30.00	Edward Tokarz, #377010.00
Mark Geiler, #372750.00	George Trainor100.00

John Harlan, #3609.....100.00	James Upchurch, P-266650.00
Mario Higa, #3738100.00	William Watters, JM-4936.....100.00
David Hooper, #3712.....50.00	Ralph Welburn, P-2688.....1.00

Hong San Kim, JM-497185.00	TOTAL..... \$4,245.80
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Anthony Lefebvre, #3750250.00
 Victoria Lesnick12.00
 Deane Lindbloom, JM-4893.....40.00
 Louis Little, P-237450.00

Political Action Fund— 2010 Totals

Alsadem, Abdulhameed, JM-5007\$50.00
 Alvarado, Jess, P-970.....25.00
 Amer, James, P-19895.00
 Andersen, Stanley, P-688.....25.00
 Auzin, Edward, P-170325.00
 Ayers, Norval, P-266550.00
 Ayoob, Sol, P-259375.00

Bateman, Patrick, #356950.00
 Baumgarten, Jeffrey, #374550.00
 Bazille, Donald, #3692.....40.00
 Benbow, James, #3543100.00
 Bjerken, John, JM-4803100.00
 Bracken, Joseph, P-216050.00
 Brown, Richard, #378930.00
 Brucks, Roger, #3468.....50.00
 Bugarin, Robert, #3505.....300.00
 Burneson, James, P-242150.00

Cacacho, Vicente, #3828.....120.00
 Callahan, Steven, P-268620.00
 Callais, Ivy "Cajun", #3592.....400.00
 Capley, Thomas, P-991.....23.00
 Casazza, Rocky, #3757.....45.00
 Chap, Jeffrey, JM-5017.....50.00
 Coloma, Bonny, #3537125.00
 Colon, Manolo, P-230910.00
 Cook, Glen, P-2631.....100.00
 Costa, Joseph, P-1934.....25.00
 Coyle, Shelby25.00
 Crute, Douglas, SUP10.00
 Cunningham, Dale, #359750.00

Daniels, Scott, JM-444925.00
 De La Cruz, Aris, #377750.00
 De La Rosa, Anthony, #3496.....50.00
 Diaz, Victor, P-125625.00
 Disley, Henry, P-2617100.00
 Domanski, Richard, #3793100.00
 Engcabo, Brian, #379650.00

Farinas, Rey, JM-484420.00
 Feehan, Donald, P-258950.00
 Fisher, Wayne, P-254225.00

Grafton, Robert, P-2667.....20.00
 Graves, Alan Lloyd20.00

Hallsted, Steven, JM-492750.00
 Hanson, William, P-1933.....25.00
 Harlan, John, #360950.00
 Hernandez, Adolfo, #3342400.00
 Higa, Mario, #3738.....100.00
 Hoey, Charles, #3843100.00
 Huhn, Clarence, P-1997.....25.00
 Hurtado, Frank, P-2265.....20.00

Jones, Bobby, JM-4995.....15.00

Keenan, Peter, P-219540.00
 Keller, William, P-199620.00
 Kelly, Max, JM-487810.00
 Kenny, James, P-257125.00
 Kim, Hong San, JM-497125.00
 Krukowski, Raymond, P-2521 .100.00

Lazzara, Francisco, #372540.00
 Lefebvre, Anthony, #3750200.00
 Levecque, Samuel, JM-499325.00
 Liebross, Todd, JM-483530.00
 Lindbloom, Deane, JM-4893....100.00
 Little, Louis, P-237450.00
 Lohmeyer, Ed, P-22629.00
 Luoto, Craig, #3641.....75.00

Macias, Jacob, #3850.....20.00
 Manelli, Rosario, P-2382.....30.00
 Manley, Richard, #3747140.00
 Marquez, Rodel, JM-4984.....25.00
 McCrum, Joel, P-2536300.00
 McGinn, James, P-2116.....20.00
 Monk, Timothy, JM-4948.....50.00
 Moreno, Andreas, #3542.....100.00
 Moyer, Shadow, #382280.00
 Mueller, Kevin, #3698100.00
 Murray, James, P-2018.....25.00
 Mynes, Harry, P-1284100.00

Naeole, Trinity, #3686.....25.00
 Ngo, Donald, #3826.....75.00

Paquiz, Mario, JM-4927100.00
 Partlow, Edward, P-26474.00
 Pernar, Jerry, P-215020.00
 Petrovich, Anthony, P-2633100.00
 Poplawski, Anthony, #3596.....200.00
 Portanier, Frank, SUP25.00
 Powell, Mitchell, JM-4926.....100.00

Querido, Justino, JM-483025.00

Rafflores, Rick, #383950.00
 Reyes, Frank, P-186220.00
 Richter, Herman, #352125.00
 Roberts, Anthony, P-269425.00
 Rosenthal, Michael, #3797.....100.00
 Rubio, Joe, #3697.....1,100.00

Sanchez, Philipps, JM-4880.....25.00
 Santiago, Arthur, P-255725.00
 Sayan, Gabriel, JM-4994.....200.00
 Siroka, Andrew, P-232125.00
 Sperling, Jacob, P-2640.....10.00
 Sulton, Terry, #38335.00
 Szewczyk, Joseph, #3732300.00

Taylor, William, P-182325.00
 Tokarz, Edward, #3770125.00
 Toscano, Henry, P-1899180.00
 Trejo, Henry, JM-4709.....100.00

Upchurch, James, P-2666.....100.00

von Presentin, Howard, P-977 20.00

Washington, Walter, #3548.....100.00
 Watters, William, JM-4936120.00
 White, Richard, P-1855.....25.00
 Woolford, Kelly, JM-4917100.00

TOTAL.....\$8,616.00

WILMINGTON NOTES

Starting with the *Howz Shipping* list for the month of December, we dispatched a total of 52 billets, consisting of 3 Rfr/El/Jrs., 4 Jr./Utility, 4 Oiler/Maint., 4 Shoreside Reefer Mechanics, 1 Wiper and 36 Standbys. Currently, we have 39 members registered.

I boarded most of the ships contracted with the MFOW and did my best to rectify any problems that were brought to my attention.

On the local front, I attended a luncheon at Ante's Restaurant in San Pedro, along with SUP port agent Vern Johansen, which was hosted by the Maritime Trades Department

to review the past year and plan for 2011. It was a well attended luncheon, and the food wasn't bad either.

The Wilmington branch Christmas party/barbecue took place on December 11. It was a nice sunny day, with plenty of food and drink to go around. We also had a jumper for the kids.



All of the cooking was done by Red Oak BBQ, a local eatery here in town.

So to everyone, I wish you a belated Merry Christmas and a very prosperous New Year.

HONOLULU

In the month of December 2010, I dispatched 6 Matson Co. shipboard jobs, 8 shore maintenance mechanics and 8 standby wiper jobs, a total of 22 jobs as listed in *Howz Shipping*. Fourteen (14) members are registered as follows: 9 As, 1 B and 4 Cs.

Members filled all jobs dispatched to contract vessels during the month of December. Flyout jobs filled were a FWT on the SS CAPE JACOB and a Day Jr. on the APL PRESIDENT POLK.

Ships that arrived in the port of Honolulu: MV R.J. PFEIFFER, MV MOKIHANA, MV MANULANI, SS KAUI, MV MAHIMAHI, MV MAUNAWILI, MV MANOA, USNS

WATERS and MV MAUNALEI.

I would like to thank all our ships' delegates and the shoregang delegate for the great job they continue to do in resolving any problems that occur. There were no problems reported.

It is a new year. All members are reminded to keep all required documents and certificates current to ship and bring them to each job call. January is a competitive month for work.

Matson Navigation Co. has informed us that they want to implement a new way to pay off the standby wipers. Each standby will be paid by check sent through the mail starting in 2011.

The USNS WATERS arrived in Pearl Harbor just after Christmas. I went on board to visit members with SUP member Mike Dirskin, who assisted us in getting through the guard gate to visit the ship. Met with delegate John Donovan. There were no reported beefs. Crew members acknowledged that MFU and SUP Members are working well together keeping good crew relationships on board.

The Honolulu MFU and SUP branch Christmas brunch went well, considering it was raining all morning. All of the members, their families and pensioners who attended had a lot to eat; it was enjoyed by all.

The SS KAUI was also in port, and a few of the SUP members joined in the celebration and celebratory meal.

Here's trusting everyone had a great Christmas and New Year holiday.

Benefits paid during December

Death Benefits

Pablo Bonite, P-2568	\$ 750.00
Robert Grafton, P-2667	1,500.00
Robert Lockhart, P-2545	1,500.00
Edward Luick, P-2590	1,500.00
Francis Murray, P-2552	1,500.00
	<hr/>
	\$6,750.00

Burial Benefits

Robert Grafton, P-2667	\$1,000.00
Edward Luick, P-2590	806.36
	<hr/>
	\$1,806.36

Excess Medical	\$15,512.39
Glasses and Examinations	\$1,370.78

SEATTLE NOTES

Ships checked: Matson vessels MV MANOA and SS KAUI called twice in Seattle with little or no problems. Matson barge MAUNA KEA called for standbys to come out of the boatyard. The PRESIDENT TRUMAN called in New York and reported all is well.

Patriot Contract Services ships USNS GORDON and USNS GILLILAND activated and called for crews up and down the Coast. Seattle shipped its fair share of these billets. The USNS YANO and the USNS MARTIN also called for crew replacements. The MARTIN is running in and out of Saipan, so competition to get aboard this vessel is strong!

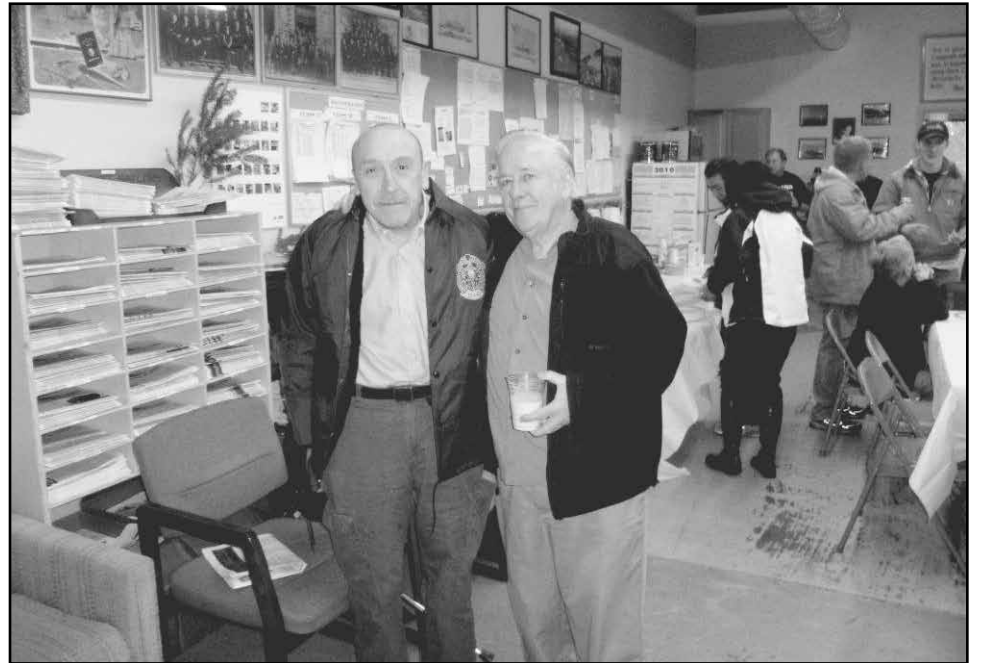
I represented the MFU/SUP at a meeting with the Pacific Merchant Shippers Association and ILWU 19. The PMSA declared the Puget Sound as having a strong potential for increasing the number of companies

and vessel calls in the Ports of Tacoma and Seattle and asked for political support. I also attended the King County Labor Council meeting and the Puget Sound Marine Exchange Executive Board meeting.

The MFU/SUP Holiday Party was a great success. We would like to thank Mike McLavy, John Farley, Mike Bailey, Norm Christianson, Jerry and Sandy Beavers and Bill Mawhinney for helping with the set-up and serving. The Fanuncial family, the Ycoy family, and the Dalit family all brought homemade treats. Carman Garner and Gypsy Gonzalez handled the clean-up. We had well over 75 to 100 pensioners, members and their families and a "great time was had by all"!

Respectfully,

Vince O'Halloran
Seattle Representative



Scott Daniels and Ray Samuelson



Larry Lucia and Marino Callejas



Jerry and Sandy Beavers

MARINE FIREMAN SUBSCRIPTIONS, H&B 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 \$10.00 Air (AO) Mail \$25.00

Second Class \$8.00

Pensioners' Hospital & Burial \$6.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to: MARINE FIREMEN'S UNION

Address envelope to: 240 Second Street, San Francisco, CA 94105