



Obama budget calls for full funding of MSP, other maritime programs

The Obama Administration's \$4 trillion budget, which was released on February 2, requests full fiscal year 2016 funding of \$186 million for the Maritime Security Program (MSP). Fiscal year 2016 runs from October 1, 2015, through September 30, 2016.

The program aims to ensure the maintenance of a commercial fleet capable of supporting a U.S. presence in foreign commerce, while also ensuring the military's ability to obtain assured access to these commercial vessels, intermodal facilities and mariners. The program provides access to more than \$52 billion of assets that would be required to replicate its sealift capability. Additionally, the MSP fleet provides employment for 2,400 merchant mariners. The Defense Department and the U.S. Transportation Command are strong proponents of MSP.

\$25 million is also included within the MSP account for a new initiative aimed at mitigating the impact on mariner jobs and certain vessels resulting from proposed program reform to P.L. 480 Title II food aid. This new initiative will provide direct support to vessel operators to preserve mariner employment on U.S.-flag vessels and identify other measures to encourage retention of U.S. mariners and vessels, separate from the MSP.

MFOW members work aboard nine MSP-enrolled ships operated by APL Marine Services — the *MV APL Agate*, *MV APL China*, *MV APL Coral*, *MV APL Cyprine*, *MV APL Korea*, *MV APL Pearl*, *MV APL Philippines*, *MV APL Singapore* and *MV APL Thailand*.

The \$186 million authorized level will fund \$3.1 million for each of the 60 ships enrolled in the program. As members are aware, MSP must be funded annually by Congress even though the program is authorized by statute until 2025. Last year, the House of Representatives cut \$20 million from the program, which could have resulted in the loss of MSP bottoms. Maritime labor and industry joined forces and battled to get the \$20 million restored in the Senate and in the final authorization.

There are other issues with the program. The amount of \$3.1 million per year per vessel has not changed since 2011. Costs have risen over the past four years and ship operators are seeking an increase. Also, when MSP was enacted, the law stated that if foreign-built vessels enrolled in the program complied with international standards that would satisfy the Coast Guard. But recently, the Coast Guard has taken the position that foreign-built MSP vessels must comply with U.S.-built standards. This stance

could add thousands of dollars in extra and unnecessary costs to MSP operators.

Other maritime funding requests, in the Department of Transportation's 2016 budget, include \$70 million for ferry and ferry terminal construction, up modestly from the \$67 million actually funded in 2015. Another \$30 million for ferry boat construction appears to be buried as a line item in the Federal Transit Authority's request for Urbanized Area Formula Grants.

The DOT's largest maritime funding request is the \$406.8 million sought for the U.S. Maritime Administration (MARAD). One MARAD item requests \$34.6 million for support of state maritime academy training ships, with \$5 million for planning and design of a National Security Multi-Mission Vessel (NSMV) to support training at State University of New York (SUNY) Maritime College.

The average age of all training ships is 37 years old and the ships will require extensive renovations to remain seaworthy. The initial focus is on replacement of the 53-year-old *TS Empire State* operated by SUNY Maritime, which will reach the end of its service life in 2019.

Once constructed and operational, the new NSMV ship will be readily available for deployment to support requirements for national security, as well as Department of Homeland Security and Department of Defense emergency and humanitarian missions. The NSMV request is part of an overall operations and training request of \$184.6 million (\$36.6 million above fiscal year 2015) that includes \$96.0 million for the U.S. Merchant Marine Academy (USMMA), \$34.6 million for the state maritime academies, and \$54.1 million for MARAD operations and programs.

For the USMMA, the request is \$96.0 million (\$16.9 million above fiscal year 2015). Of this, \$71.3 million is requested for academy operations, which includes an increase of \$3.5 million for upgrades such as the academy's simulator program. The 2016 budget requests \$24.7 million for priority USMMA capital improvement projects and facilities maintenance, repairs and equipment requirements. Capital improvement priorities include Gibbs and Melville Hall Architecture and Engineering Designs, Gibbs Hall renovation, and Fulton Hall Architecture and Engineering Design.

For 2016, a total of \$54.1 million is

requested for MARAD operations and programs, an increase of \$3.7 million above fiscal year 2015. The request includes \$50.1 million for headquarters operations program support requirements and \$4 million for energy and environmental technology initiatives supporting the Maritime Environment and Technology Assistance Program, designed to enhance maritime sustainability and affordability. The 2016 program will build upon ongoing 2015 initiatives, focusing on areas such as reducing air pollution from vessel and port operations, invasive species control through ballast water and underwater hull husbandry, improved and diversified marine propulsion systems and increased energy efficiency at sea.

For fiscal year 2016, \$8 million is requested for the ship disposal program, a \$4 million increase over fiscal year 2015. This request includes \$5 million to support continuing obsolete vessel disposal actions with priority emphasis on disposing of the worst condition non-retention National Defense Reserve Fleet vessels in MARAD's three reserve fleet sites. This budget request reflects the current projection that the ship disposal account will not have a carryover of funding from previous appropriations. This request also includes \$3 million to maintain the *NS Savannah* in protective storage.

The 2016 budget requests \$3.1 million to support salaries and expenses related to Title XI loan portfolio administration. MARAD currently has \$42.8 million in available loan subsidy funds sufficient to support approximately \$428 million in Title XI loan guarantees.

MARAD anticipates approving three additional loan guarantee applications with the remaining available subsidy during fiscal year 2015. One application is already approved and anticipated to require approximately \$550,000 of subsidy. Additionally, two pending Title XI applications are under review to build two vessels, and reconstruct two other vessels to allow them to run on liquefied natural gas.

There is no request for funding for grants to small shipyards. However, the request for MARAD headquarters operations includes \$210,000 to conduct an objective and rigorous net impact evaluation in fiscal year 2016 of the Assistance to Small Shipyards grants program.

MFOW members help free grounded ship



MT SLNC Pax (right) offloading fuel from the USNS Sgt. Matej Kocak near Okinawa, Japan.

The Patriot Contract Services-managed *MT SLNC Pax*, crewed in the unlicensed engine department with MFOW members, recently played a key role in freeing the *USNS Sgt. Matej Kocak* from its grounding off the coast of Japan. On January 22, the *Kocak* — a Military Sealift Command cargo ship — ran aground about six miles off the coast of Okinawa. At the time of the grounding, the *Kocak* was carrying 38 civilians, 26 Marines and 67 soldiers.

U.S. Army Green Beret divers with 1st Special Forces Group, whose area of operations includes Asia, were asked by the Navy to help assess damage to the ship's hull and to the reef, to map the reef and pin-

point any hull breaches. The combat divers soon located a 33-foot long gash in the ship's starboard side hull. All Green Beret combat divers are graduates of the Special Forces Underwater Operations School at Key West, Florida.

The combat divers were called again for help in the recovery mission, and the *MT SLNC Pax* was brought in to offload the grounded ship's fuel. That lightened the vessel's load enough for it to float free of the reef during high tide.

It was a difficult operation, not without danger to the *SLNC Pax* itself, including the possibility that the chemical/oil product tanker could suffer a fate similar to that of the *Kocak* if the operation were not handled properly. An environmental response team was on standby as a precautionary measure. After being freed from the reef, the *Kocak* transited under its own power to Naval Fleet Activities White Beach in Okinawa, Japan.

Distinguished MFOW crewmembers aboard the *SLNC Pax* during this important mission were Pumpman Emilio Siguenza, Oiler Butch Lumasoc and Oiler Rogelio Rodriguez.



MFOW aboard the USNS Red Cloud

Left to right: Chief Electrician Neil Warren, JM-5105; Oiler Eugene McKinney, #3719; Oiler Mike Cowell, JM-5147; Chief Engineer Ross Thomas, MEBA; Oiler Curg Alsobrook, #3736 and Wiper Jimmy Fagaragan, JM-5157, during a shore power disconnect evolution at Pusan, Republic of Korea. The *USNS Red Cloud* is a pre-positioned large, medium-speed, roll-on/roll-off (LMSR) vessel stocked with U.S. Army combat equipment at sea to supply and sustain deployed U.S. troops during a national crisis.

Halls to close

Teddy Gleason's Birthday — Tuesday, March 17, 2015, is an ILA holiday in honor of former ILA President Teddy Gleason. It will be observed in East Coast ports on that date and is therefore also a holiday for MFOW members aboard all master contract vessels in East Coast ports on that day.

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Robert Reich: America is headed full speed back to the 19th century

My recent column about the growth of on-demand jobs like Uber making life less predictable and secure for workers unleashed a small barrage of criticism that workers get what they're worth in the market.

A *Forbes Magazine* contributor, for example, writes that jobs exist only "when both employer and employee are happy with the deal being made." So if the new jobs are low-paying and irregular, too bad.

Much the same argument was voiced in the late nineteenth century over alleged "freedom of contract." Any deal between employers and workers was assumed to be fine if both sides voluntarily agreed to it.

It was an era when many workers were "happy" to toil twelve-hour days in sweat shops for lack of any better alternative. It was also a time of great wealth for a few and squalor for many. And of corruption, as the lackeys of robber barons deposited sacks of cash on the desks of pliant legislators.

Finally, after decades of labor

strife and political tumult, the twentieth century brought an understanding that capitalism requires minimum standards of decency and fairness — workplace safety, a minimum wage, maximum hours (and time-and-a-half for overtime), and a ban on child labor.

We also learned that capitalism needs a fair balance of power between big corporations and workers.

We achieved that through anti-trust laws that reduced the capacity of giant corporations to impose their will, and labor laws that allowed workers to organize and bargain collectively.

By the 1950s, when 35 percent of private-sector workers belonged to a labor union, they were able to negotiate higher wages and better working conditions than employers would otherwise have been "happy" to provide.

But now we seem to be heading back to nineteenth century.

Corporations are shifting full-time work onto temps, free-lancers, and contract workers who fall outside

the labor protections established decades ago.

The nation's biggest corporations and Wall Street banks are larger and more potent than ever.

And labor union membership has shrunk to less than 6 percent of the private-sector workforce.

So it's not surprising we're once again hearing that workers are worth no more than what they can get in the market.

But as we should have learned a century ago, markets don't exist in nature. They're created by human beings. The real question is how they're organized and for whose benefit.

In the late nineteenth century they were organized for the benefit of a few at the top.

But by the middle of the twentieth century they were organized for the vast majority.

During the thirty years after the end of World War II, as the economy doubled in size, so did the wages of most Americans — along with improved hours and working conditions.

Yet since around 1980, even though the economy has doubled once again (the Great Recession notwithstanding), the wages most Americans have stagnated. And their benefits and working conditions have deteriorated.

This isn't because most Americans are worth less. In fact, worker productivity is higher than ever.

It's because big corporations, Wall Street, and some enormously rich individuals have gained political power to organize the market in ways that have enhanced their wealth while leaving most Americans behind.

That includes trade agreements protecting the intellectual property of large corporations and Wall Street's financial assets, but not American jobs and wages.

Bailouts of big Wall Street banks and their executives and shareholders when they can't pay what they owe, but not of homeowners who can't meet their mortgage payments.

Bankruptcy protection for big corporations, allowing them to shed their debts, including labor contracts. But no bankruptcy protection for college graduates over-burdened with student debts.

Antitrust leniency toward a vast swathe of American industry — including Big Cable (Comcast, AT&T, Time-Warner), Big Tech (Amazon, Google), Big Pharma, the largest Wall Street banks, and giant retailers (Walmart).

But less tolerance toward labor unions — as workers trying to form unions are fired with impunity, and more states adopt so-called "right-to-work" laws that undermine unions.

We seem to be heading full speed back to the late nineteenth century.

So what will be the galvanizing force for change this time?

Robert Reich, one of the nation's leading experts on work and the economy, is Chancellor's Professor of Public Policy at the Goldman School of Public Policy at the University of California at Berkeley. He has served in three national administrations, most recently as secretary of labor under President Bill Clinton. His widely-read blog can be found at www.robertreich.org.

Horizon Lines to modify Alaska ships

Three Horizon Lines container-ships will be equipped with new emission control equipment to reduce pollution. The three D7-class ships, the *MV Horizon Tacoma*, *MV Horizon Anchorage* and *MV Horizon Kodiak*, will be retrofitted with a pollution scrubbing system built by Netherlands-based Alfa Laval Aalborg Nijmegen BV to cut sulfur emissions from the ships' main engines and generators. The conversions will begin in September with the *Horizon Kodiak* and be completed on all three vessels by the end of 2016.

The three ships, built in Sturgeon Bay, Wisconsin, were initially put into service in 1987. New federal regulations call for ships operating in U.S. waters to reduce the sulfur con-

tent of their exhausts. Horizon will meet those requirements by burning ultra-low sulfur diesel. The new emissions control equipment will allow the ships to burn less expensive higher sulfur-content fuel but still meet air pollution regulations.

The three Horizon vessels transport goods from Tacoma to the Alaskan ports of Anchorage, Kodiak and Dutch Harbor. Horizon's Alaska operations are being acquired by Matson Inc. But before Matson can complete the Horizon takeover, Horizon must obtain approval from the U.S. Department of Justice to sell its Hawaiian operations to the Pasha Group which already operates shipping services between California and Hawaii.

Investment firm sees NOL in the black this year

Lower bunker fuel prices should give a huge boost to NOL's cost savings drive, says investment banker DBS Vickers. In a notice to customers, the bank said the price of bunker oil had been slashed more than 50 percent in six months, falling from \$600 per metric ton to under \$300. This should mean significant cost savings, because APL — NOL's liner business — consumes about 3 million metric tons of bunker fuel per year. While part of the fuel-price decline will be passed through to customers, DBS noted that "the fact that NOL has lagged its peers in terms of fuel efficiency and margins in the past means there is more room for improvement, given the razor thin margins involved."

The bank has increased its 2015 earnings estimate for NOL to \$203 million from \$46 million. NOL had a 2014 third-quarter net loss of \$23 million but cost management and ef-

iciency gains delivered \$290 million in savings from January through September. However, the savings were largely offset by lower rates, lower volumes and increased costs from the congestion at the Port of Los Angeles.

Almost half of APL's liner revenue is derived from the trans-Pacific trade. The DBS notice predicted that business for NOL was likely to pick up as the trans-Pacific route gets busier. An APL official said the extent of freight rate adjustments would be related to competition in the market.

NOL is reportedly planning to sell APL Logistics for \$1 billion, although the company has yet to officially confirm this. Over the last three years, APL had put 34 newer, efficient ships on the water while disposing of 59 older ships, but that has left the company with an unhealthy debt-to-equity gearing ratio.

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MFOW PRESIDENT'S REPORT



BY ANTHONY POPLAWSKI

GOVERNMENT VESSELS

Surge Sealift LMSR vessels — In accordance with the agreement between the SIU Pacific District and Patriot Contract Services (PCS), effective January 27, 2015, there was a two percent (2%) increase in total labor cost (wages and benefits) for ratings serving aboard the four surge sealift large, medium-speed, roll-on/roll-off (LMSR) vessels operated and maintained by the company for the Military Sealift Command (MSC). The vessels are the *USNS Gilliland*, *USNS Gordon*, *USNS Shughart* and *USNS Yano*.

The increase marks the sixth year of the contract between PCS and MSC. There is one more one-year-option period and two six-month-award-term periods. If all option periods are exercised by the government, PCS will be operating the ships until 2017.

New wage scales are published on page 7.

RRF Vessels — Back in 2014, the U.S. Maritime Administration (MARAD) issued a solicitation for ship management services to include maintenance, repair, logistics support, activation, operation, deactivation, crewing and management for vessels of the National Defense Reserve Fleet (NDRF) and Ready Reserve Force (RRF). The solicitation may encompass up to 48 vessels. The majority of the vessels are berthed at ports along the East, West, and Gulf Coasts of the U.S. and are maintained by MARAD in a state of five-day or 10-day readiness, as established by the Department of Defense to meet common user sealift requirements of the armed services.

MARAD anticipates awarding multiple indefinite delivery/indefinite quantity contracts. This requirement will be solicited as a partial small business set-aside and subject to mandatory eligibility requirements.

To date, there have been 13 amendments to the solicitation and the proposal due date has been pushed back to February 24. I have been working with our contracted companies and the other SIU Pacific District unions to formulate a bid package for multiple ship groups.

FACILITY ACCESS

On December 29, the U.S. Coast Guard published proposed regulations in the *Federal Register* to require each owner or operator of over 2,400 maritime facilities to implement a system that would provide seafarers and other individuals with access between vessels moored at the facility and the facility gate in a timely manner and at no cost to the seafarer or other individual. The proposed regulation seeks to ensure that no facility owner or operator denies or makes it impractical for seafarers or other individuals to transit through the facility, and would require them to document their access procedures in their facility security plans.

The Coast Guard requested written comments from the public and held a public meeting in Washington, D.C. to obtain input on the proposed regulations. The U.S. Coast Guard specifically requested comments on the following:

1. Whether one year is an appropriate timeframe to implement the system that would be required.
2. Whether the proposed rule provides an appropriately inclusive list of individuals who should be allowed to access a vessel.
3. Whether the proposed timely access approach is reasonable.
4. Whether the proposed access methods provide an appropriately inclusive list of methods for providing seafarers' access.
5. Whether the Coast Guard's estimated non-compliance rate of 10.3 percent with respect to providing seafarer access is a reasonable estimate based on the experience of seafarers and other individuals.

On January 21, on behalf of the membership, I posted comments to the federal docket in support of the proposed regulations.

MARINER CREDENTIALS

In discussions with officials, staff and members, it has become evident that there is much confusion in regards to current and future mariner credentialing requirements. This is especially noticeable when discussing credentialing requirements with members who have not sailed for a while, namely, members who have been exclusively performing shoregang or standby work.

The purpose of this narrative is to enlighten officials, staff and members, so that the rank-and-file may continue to enjoy working as unlicensed engineers aboard MFOW-contracted ships. I will touch on the actions that every member, who wishes to sail again in an unlicensed engine rating, should have already taken, and the actions that will need to be taken in the near future. Bear in mind that there are still unanswered questions and clarifications needed on mariner credentialing, but this is a starting place.

The Merchant Mariner's Credential (MMC) is issued by the Coast Guard with "national" and "STCW" endorsements. National endorsements are a product of the domestic regulations of the United States. STCW endorsements are a product of international regulations, as defined by the STCW Convention and Code. MFOW contractual manning and wage and benefits scales are classified in terms of national ratings; however, all MFOW-contracted vessels and crews are subject to the STCW Convention and Code.

NATIONAL ENDORSEMENTS

There are two types of unlicensed engine endorsements — entry-level and Qualified Member of the Engineering Department (QMED). The entry-level unlicensed engine rating is Wiper. Holders of the Wiper endorsement serve as an unqualified rating in the engine department. A QMED is any unlicensed engine rating above the rating of Wiper and below a licensed engineer. The individual QMED ratings are Oiler, Fireman/Watertender, Junior Engineer, Deck Engineer, Pumpman, Machinist, Electrician, Refrigerating Engineer, Deck Engine Mechanic and Engineman. If the mariner holds all ratings, he or she will be endorsed as QMED — Any Rating.

After March 24, 2015, the Coast Guard will no longer issue original Deck

Engineer, Deck Engine Mechanic or Engineman endorsements. The Coast Guard is also combining the Pumpman and Machinist endorsements into the combination rating of Pumpman/Machinist, and is combining the Electrician and Refrigerating Engineer endorsements into the combination rating of Electrician/Refrigerating Engineer. Therefore, the new national ratings roster will only include the following: Oiler, Fireman/Watertender, Junior Engineer, Pumpman/Machinist and Electrician/Refrigerating Engineer.

Under a grandfathering provision, a mariner who holds any of the eliminated endorsements may continue to renew them as long as he or she is otherwise qualified. If the holder of an endorsement as Pumpman only or Machinist only seeks the combined endorsement of Pumpman/Machinist, the mariner must pass the proper examination. If the holder of an endorsement as Electrician only or Refrigerating Engineer only seeks the combined endorsement of Electrician/Refrigerating Engineer, the mariner must pass the proper examination.

In order to increase the possibility of job opportunities and to meet the requirements for advancement in seniority, every member of the MFOW should strive to obtain the endorsements of at least Oiler, Junior Engineer and Electrician/Refrigerating Engineer. Obtaining the endorsements of Fireman/Watertender and Pumpman/Machinist is also a good idea since we never know what type of future job opportunities may come our way that require those ratings.

STCW ENDORSEMENTS

Prior to 1978, the focus of marine safety was on standards for vessels' structures, systems and equipment. The international maritime community began to realize that human factors play a dominant role in the prevention of marine casualties. The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, was adopted by the International Conference on Training and Certification of Seafarers on July 7, 1978. Several amendments and major revisions to STCW followed, leading up to the adoption of the 2010 Manila Amendments, which entered into force on January 1, 2012.

On August 1, 2011, the United States Coast Guard published the Supplemental Notice of Proposed Rulemaking, which proposed implementation of all STCW amendments and changes to domestic endorsements. On December 24, 2013, the Coast Guard issued the Final Rules on the Implementation of the STCW-95 Code 2010 Manila Amendments. In 2014, the Coast Guard published 24 Navigation Vessel Inspection Circulars related to the Manila Amendments. In addition, there were other related regulations and policies that impacted mariners.

VPDSD and SA — Effective January 1, 2014, the STCW endorsements of Vessel Personnel with Designated Security Duties (VPDSD) and Security Awareness (SA) became required for all MFOW-contracted offshore employment. Most of our members received these endorsements via satisfactory documentary evidence from a contracted company that they had completed approved seagoing service with designated security duties, for a period of at least 6 months in total during the preceding 3 years, and had performed security functions considered to be equivalent to the seagoing service required. Others completed a Coast Guard-approved VPDSD and SA course.

The following endorsements should be listed on every member's MMC STCW page in the column "Capacity":

- Vessel Personnel with Designated Security Duties (VPDSD)
- Security Awareness (SA)

On the MMC STCW Regulations page, the endorsement should read as follows:

- VI/6

Any member who does not possess these endorsements on their MMC, and wishes to sail again, should make plans to attend a VPDSD/SA course.

Medical Certificate — In 2014, the Coast Guard phased in medical certificates for all mariners. All MFOW members should have received a medical certificate from the Coast Guard before April 1, 2014. The medical certificate is a separate document that you must carry in the plastic sleeve in the back of your MMC.

The medical certificate has three different expiration dates. The dates differ due to varying regulations. The three categories are as follows:

1. Two-year STCW expiration date: This applies to all offshore MFOW-contracted employment.
2. Five-year national expiration date: This applies to mariners domestically on a vessel where STCW does not apply.
3. Two-year pilot expiration date: This applies only if you are sailing as a pilot.

To renew the medical certificate, you must complete the Coast Guard physical form and submit to your local Regional Exam Center via email or in-person. Mariners may sail up to 90 days on an expired medical certificate.

If the mariner has a medical condition that requires a waiver, the medical certificate will be annotated with the waiver terms on the certificate. The mariner will also receive a waiver letter that provides the details of what the mariner must do to stay in compliance. The mariner will have to carry the medical waiver when sailing. By signing the medical certificate, the mariner agrees to the terms of the medical waiver letter.

Any member who does not have a current STCW medical certificate should immediately apply to the Coast Guard. To qualify for a medical certificate, a mariner must provide evidence of meeting the medical and physical standards on Coast Guard form CG-719-K or CG-719-K/E, as appropriate.

BT Renewal — At some point in the past 17 years, every member of the MFOW should have completed a Basic Safety Training (BST) course. BST consists of four modules: Basic Fire Fighting, Personal Safety and Social Responsibility, Personal Survival Techniques and Elementary First Aid. Members who have shipped out regularly have been able to maintain competency in BST utilizing sea service discharges.

A couple things have changed. First, the Coast Guard has changed the name of Basic Safety Training (BST) to Basic Training (BT). Second, after January 1, 2017, BT will be a required endorsement on the MMC. Third, after January 1, 2017, mariners will be required to complete a full BT course or a BT Refresher course in order to get the endorsement of BT on their MMC.

Prior to January 1, 2017, the following endorsement should be listed on every member's MMC STCW page in the column "Capacity":

- Basic Training

On the MMC STCW Regulations page, the endorsement should read as follows:

- VI/1

Any member who has not taken the BT Renewal course should plan on taking the course prior to January 1, 2017.

Continued on page six

Marine Firemen's Union Guide to National

National Entry Level Ratings

General Requirements

- CG-719B Application
- TWIC
- Medical Certificate
- Drug testing compliance (within 6 months)
- Mariner Fees
- Entry Level Physical (719K/E)

Sea Service Requirements

- Ordinary Seaman, Wiper, and Steward's Department — There are no professional requirements for entry level endorsements.

Other Requirements

- Age 16

National Qualified Member of the Engine Department (QMED)

General Requirements

- CG-719B Application
- TWIC
- Medical Certificate
- Drug testing compliance (within 6 months)
- Mariner Fees
- Sea Service letters or discharges

Sea Service Requirements

- 180 days of service in a rating at least equal to that of a wiper or coal passer.
 - Electrician/Refrigerating Engineer
 - Oiler
 - Fireman/Watertender
 - Junior Engineer
 - Pumpman/Machinist
 - QMED — Any Rating (must hold all five ratings to be endorsed)
- Approved training programs, other than those classified as a school ship, may substitute for up to one-half of the required service, OR

(1) A graduate of a school ship may qualify for a rating endorsement as QMED, without further service, upon satisfactory completion of the program of instruction. For this purpose, school ship is interpreted to mean an institution that offers a complete approved program of instruction, including a period of at-sea training, in the skills appropriate to the rating of QMED.

(2) Training programs, other than those classified as a school ship, may be substituted for up to one-half of the required service. The service/training ratio for each program is determined by the Coast Guard.

- If a mariner's service or training started prior to March 24, 2014, the mariner may qualify, test and be issued for the single ratings of Pumpman, Machinist, Electrician and Refrigerating Engineer
- A mariner holding a single rating that is now combined and who requests the combined rating will need to pass the appropriate exam.
- After March 24, 2015, the Coast Guard will not issue original single ratings nor will they issue original Deck Engine Mechanic or Engineman.
- A mariner may renew any previous endorsement as is.
- If service started before March 24, 2014, and mariner has qualified prior to March 24, 2015 (including service and exam), the mariner can still qualify for single ratings, Deck Engine Mechanic and Engineman if they choose.
- If service started on or after March 24, 2014, the mariner can only receive combined ratings and cannot receive Deck Engine Mechanic or Engineman.

Other Requirements

- Exams
- Course completion certificate in lieu of Coast Guard examination

Notes

- An Engineer Officer will be endorsed for all entry level ratings and any other QMED ratings for which he qualifies.
- After March 24, 2014, the Coast Guard is no longer using Any Unlicensed Rating in the Engine Department for mariners who previously held this it will be replaced with QMED — Any Rating.
- All others must pass the individual QMED examinations to receive the corresponding individual QMED rating endorsements.
- If all QMED exams passed, the mariner will receive QMED — Any Rating.

National Renewal

General Requirements

- CG-719B Application
- TWIC
- Medical Certificate
- Drug Testing Compliance (within 6 months)
- Mariner Fees
- Sea Service Letters or Discharges

Renewal Sea Service Requirements

- MMC with Qualified Ratings endorsements (If MMC not expired for more than one year)
 - 360 days of service during the past 5 years, OR
 - Pass a comprehensive, open-book exercise, OR
 - Complete an approved refresher training course, OR
 - Provide evidence of employment as a qualified instructor or in a position closely related to the operation, construction, or repair of vessels for at least three years during the past five years, OR
 - Provide evidence of being a qualified instructor who has taught a Coast Guard-approved course relevant to the endorsement being applied at least twice within past five years.
- If a mariner is holding a QMED rating that was combined with another, the mariner can renew as is, or request to take the exam for the additional rating that is now combined with the one he is currently holding.

Renewal Using Sea Service on Vessels That Do Not Get Underway

- COI must show that vessel is operational but does not get underway or occasionally gets underway for short voyages.
- Engineering service is creditable day for day up to 50% of the service credit for renewal for each day the engineering plant is operational.

Original Basic Training (BT) and STCW Renewal — Until January 1, 2017

General Requirements

- CG-719B Application
- TWIC
- Medical Certificate
- Sea Service Letters or Discharges

Basic Training — Original

- Completion of CG approved course for all four BT elements:
 - Basic Fire Fighting
 - Personal Safety and Social Responsibility
 - Personal Survival Techniques
 - Elementary First Aid

Basic Training — Renewal

- 360 days service in any capacity aboard a vessel that is required to hold regular fire and emergency and abandon ship drills as being relevant to the qualification of BT. A mariner may demonstrate that service on other vessels is relevant by providing evidence that his service included duties relevant to BT and/or that his service included ongoing participation in training and drills relevant to BT.
- Service on vessels to which STCW applies such as inspected vessels subject by regulation to conduct regular training is always accepted.
- Small recreational vessels must provide proof of training and experience relative to the four elements of BT, or completion of Coast Guard-approved course for all four BT elements or Coast Guard-approved course for BT Refresher Training or original BT training.
- If renewing prior to December 31, 2016, if mariner does not have the training listed above, the mariner will have a negative endorsement (limitation) on his STCW of "not valid after December 31, 2016"

STCW Vessel Personnel with Designated Security Duties (VPDSD) and STCW Security Awareness (SA)

General Requirements

- CG-719B Application
- TWIC
- Medical Certificate

VPDSD Requirements

- Satisfactory documentary evidence such as a certificate or letter signed by a company official or certificate of completion from a Coast Guard-accepted or Coast Guard-approved course.
- A mariner who qualifies for VPDSD will also be endorsed with SA.

SA Requirements

- Satisfactory documentary evidence such as a certificate or letter signed by a company official or certificate of completion from a Coast Guard-accepted or Coast Guard-approved course

STCW Rating Forming Part of an Engineering Watch (RFPEW)

General Requirements

- CG-719B Application
- TWIC
- Medical Certificate
- Sea Service Letters or Discharges

Sea Service Requirements and Competencies

- 180 days of seagoing service, which includes training and experience associated with engine room functions, and involves the performance of duties carried out under the supervision of an engineer officer or a qualified STCW rating, OR
- Proof of successful completion of a Coast Guard-approved or accepted training, which includes not Less than 60 days of approved seagoing service

Competencies

- Record of practical performance assessments from NVIC 07-14 signed by an officer having at least one year of experience as OICEW on vessels of the applicable propulsion modes of at least 750kW/1,000HP. Assessor must have held OICEW for at least one year and his endorsement must have the appropriate HP and propulsion limitations.

Grandfathering

- Until December 16, 2016, a mariner may use some or all of the former assessments from NVIC 01-06 to meet the equivalent assessments specified in NVIC 07-14. Use the crossover table from NVIC 07-14.

Limitations

- Based on the assessments completed, a mariner may qualify for one of the following limitations:
 - "Not valid for steam vessels"
 - "Not valid for steam vessels or for motor and/or gas-turbine propelled vessels without distilling plants."
 - "Not valid for steam vessels or for motor and/or gas-turbine propelled vessels without waste-heat or auxiliary boilers."
 - "Not valid for gas-turbine propelled vessels."
 - "Not valid for motor vessels."
 - "Not valid for motor and/or gas-turbine propelled vessels."

Approved Training

- Basic Training (or continued competency)

and STCW Credentialing Requirements

Other Requirements

- Age 16

National Crossover

Entry path from national endorsements	Sea service under authority of the endorsement*	Competence – STCW Table A-III/4 **
Any QMED	None	Yes
Wiper	6 months	Yes

* This column provides the minimum additional service required of the seafarer in order to meet the requirements of this section.

** Complete any RFPEW assessments not previously satisfied.

STCW Able Seafarer-Engine (AS-E)

General Requirements

- CG-719B Application
- TWIC
- Medical Certificate
- Sea Service Letters or Discharges

Sea Service Requirements

- A mariner may be considered to have qualified for this endorsement if he meets the requirements for certification as a RFPEW, and while qualified as an RFPEW, has seagoing service in the engine department of not less than 360 days; or not less than 180 days and have completed approved training.
- Until January 1, 2017, a mariner may be considered to have qualified for this endorsement if he:
 - Has served as a watchstanding Qualified Member of the Engine Department (Junior Engineer, Oiler, Fireman/Watertender, Deck-Engine Mechanic or Engineman) in the engine department, or as an RFPEW for not less than 360 days within the last 5 years prior to application, OR
 - A mariner holding a rating endorsement as QMED (Junior Engineer, Electrician or Electrician/Refrigerating Engineer, Pumpman or Pumpman/Machinist, Refrigerating Engineer or Machinist) before January 1, 2017, will be eligible for this endorsement upon providing evidence of holding an endorsement as an RFPEW.

Other Requirements

- Age 18

Approved Training

- Basic Training (or continued competency)

National Crossover

Domestic QMED Endorsement	Additional Sea Service for AS-E
Engineman	None
Deck Engine Mechanic	None
Electrician	Six months*
Refrigerating Engineer	Six months*
Pumpman	Six months*
Machinist	Six months*

*Service may be reduced to three months if training has been completed as part of an approved training program.

STCW Electro-Technical Rating 750kW/1,000 HP or more

General Requirements

- CG-719B Application
- TWIC
- Medical Certificate
- Sea Service Letters or Discharges

Sea Service Requirements

- Option 1: 360 days of seagoing service that includes training and experience associated with engine-room watch-keeping functions and involves the performance of duties carried out under the supervision of an engineer officer, electro-technical officer, or a qualified STCW engine rating, OR
- Option 2: Proof of successful completion of a Coast-Guard approved or accepted program, which includes not less than 180 days of approved seagoing service.
- An applicant who holds an STCW as Able-Seafarer Engine and national rating endorsements as Electrician, Electrician/Refrigerating Engineer or Junior Engineer will be issued the ETR endorsement upon completion of the competencies (assessments) in Section A-III/7 of the STCW Code and evidence of completion of all approved training.

Other Requirements

- Age 18

Assessments

- Provide evidence of meeting the Standard of Competence specified in Table A-III/7 of the STCW Code.
- Note: Until December 31, 2016, the Coast Guard will accept assessments signed by mariners who hold an appropriate national endorsement and have at least one year of experience as Officer in Charge of an Engineering Watch (OICEW) or an Electro-Technical Officer on seagoing vessels of the applicable propulsion mode of at least 750 kW/1,000 HP. After December 31, 2016, Qualified Assessors must be approved by the U. S. Coast Guard National Maritime Center to conduct assessments.

Approved Training

- Basic Training (or continued competency)
- Computer systems and maintenance
- High-voltage power systems
- Note: Seagoing service is considered to be service on board a vessel that is relevant to qualification for ETR. The Coast Guard will accept service in the engine department of ocean, near-coastal, Great Lakes, or inland vessels of at least 750 kW/1,000 HP as being relevant to ETR. Mariners may also acquire service on vessels of less than 750 kW/1,000 HP by providing evidence that their service included duties relevant to the ETR endorsement.

National Crossover

Entry path from national endorsements	Sea service under authority of the endorsement*	Competence – STCW Table A-III/7 **
Electrician/Refrigerating Engineer	None	Yes
Junior Engineer	None	Yes

*This column provides the minimum additional sea service required of the seafarer in order to meet the requirements.

** Complete any assessments from STCW Table A-III/7 not previously satisfied.

STCW Global Maritime Distress and Safety System (GMDSS) At-Sea Maintainer

General Requirements

- CG-719B Application
- TWIC
- Medical Certificate

Other Requirements

- Age 18

Approved Training

- Successful completion of a training program that covers at least the scope and content of the training outlined in Section B-IV/2 of the STCW Code, OR
- Pass a Coast Guard approved GMDSS at-sea maintainer course.
- Hold a valid Federal Communications Commission (FCC) certificate as GMDSS at-sea maintainer.

Qualified Assessor

- To become a Qualified Assessor (QA), an applicant should have evidence to establish experience, training, or instruction in assessment techniques; qualifications in the task for which the assessment is being conducted; and possession of the level of endorsement, or other professional credential, which provides proof that he or she has attained a level of experience and qualification equal or superior to the relevant level of knowledge, skills, and abilities for the task to be assessed.
- An MFOW member who wishes to become a Qualified Assessor will be notified when the required Coast Guard-approved QA training courses become available.

Requirements for Entry Level Employment

If you are not a member of the Marine Firemen's Union, you may register in person for work as a non-seniority applicant. The minimum requirements necessary to receive an application are:

- Current U.S. Merchant Mariner's Credential (endorsed as Wiper)
- Current STCW Basic Training endorsement
- Current STCW Vessel Personnel with Designated Security Duties (VPDSD) and Security Awareness (SA) endorsements
- Current STCW Two-Year Medical Certificate
- Current Transportation Worker Identification Credential (TWIC)
- Current Passport
- Printout of current DOT-approved drug screen (within six months)

You will not be allowed to register as a non-seniority applicant and you will not be considered for employment if you do not possess all of the above items.

The Marine Firemen's Union does not send or receive applications by mail.

The union utilizes a seniority-based rotary dispatch system.

The selection and eventual membership status of non-seniority applicants is determined by the union on an as-needed basis.

The jobs calls are held at 10:00 a.m. and 2:00 p.m., Monday through Friday, at the following hiring hall locations:

San Francisco Bay Area Hiring Hall

Marine Firemen's Union
240 Second Street
San Francisco, CA 94105

Los Angeles/Long Beach Hiring Hall

Marine Firemen's Union
533-B North Marine Avenue
Wilmington, CA 90744

Honolulu Hiring Hall

Marine Firemen's Union
707 Alakea Street
Honolulu, HI 96813

Puget Sound Hiring Hall

Sailors' Union of the Pacific
4269 22nd Avenue West
Seattle, WA 98199

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

MORE PRESIDENT'S REPORT

Continued from page three

RFPEW — The STCW endorsement of Rating Forming Part of an Engineering Watch (RFPEW) is required for all offshore MFOW-contracted employment in the national ratings of Oiler and Junior Engineer, including combination jobs such as Electrician/Reefer/Junior or Reefer/Electrician/Junior. Most MFOW members who have actively sailed have been grandfathered into the RFPEW rating.

For those starting their careers, or those who missed the boat the first time around, the following requirements need to be met in order to get the endorsement:

1. 180 days of seagoing service, which includes training and experience associated with engine room functions, and involves the performance of duties carried out under the supervision of an engineer officer or a qualified STCW rating, or successful completion of Coast Guard-approved or accepted training, which includes not less than 60 days of approved seagoing service, and

2. Record of practical performance assessments signed by an officer having at least one year of experience as OICEW on vessels of the applicable propulsion mode of at least 750 kW/1,000 HP.

For members who are QMEDs, the following endorsement should be listed on his or her MMC STCW page in the column "Capacity":

- Rating Forming Part of an Engineering Watch (RFPEW)

On the MMC STCW Regulations page, the endorsement should read as follows:

- III/4

Members who do not possess the RFPEW endorsement, and who plan on sailing in rated positions, will need to provide evidence of qualifying sea service to the Coast Guard and complete the practical assessments listed in the RFPEW assessment booklet.

Able Seafarer – Engine — Seafarers may be considered to have qualified for the Able Seafarer – Engine (AS-E) endorsement if they meet the requirements for certification as a RFPEW, and

- While qualified as an RFPEW, have seagoing service in the engine department of not less than 360 days; or not less than 180 days and have completed approved training.

Until January 1, 2017, seafarers may be considered to have qualified for this endorsement if they have served as a watchstanding QMED or as an RFPEW for not less than 360 days within the last 5 years prior to application. Seafarers holding a rating endorsement as QMED before January 1, 2017, will be eligible for the endorsement upon providing evidence of holding an endorsement as an RFPEW.

For members who are QMEDs, the following endorsement should be listed on his or her MMC STCW page in the column "Capacity":

- Able Seafarer - Engine (AS-E)

On the MMC STCW Regulations page, the endorsement should read as follows:

- III/5

Most rated members who have recently renewed their MMC have been grandfathered into this rating. All other members (except entry-level) should apply to the Coast Guard for the AS-E endorsement prior to January 1, 2017.

ETR — This is the STCW endorsement as Electro-Technical Rating (ETR) on vessels powered by main propulsion machinery of 750 kW/1,000 HP or more. To qualify for an ETR endorsement, an applicant must:

1. Provide evidence of 12 months of seagoing service, that includes training and experience associated with engine room watchkeeping functions and involves the performance of duties carried out under the supervision of an engineer officer, electro-technical officer, or a qualified STCW engine rating, and proof of successful completion of a Coast Guard-approved or accepted program, which includes not less than six months of approved seagoing service; or qualifications meeting the standard of competence specified in the STCW Code and approved seagoing service of not less than three months.

2. Provide evidence of completion of an approved course in maintenance of both computer systems and high-voltage power systems.

Qualified members will receive the following endorsement on his or her MMC STCW page in the column "Capacity":

- Electro-Technical Rating (ETR)

On the MMC STCW Regulations page, the endorsement should read as follows:

- III/7

There are no known approved ETR courses at this time. When courses become available, the MFOW will encourage all members who sail in the Chief Electrician, ERJ and REJ ratings to complete the required courses and obtain the ETR endorsement.

QA — Beginning January 1, 2017, all STCW assessments (such as those required for the RFPEW endorsement) will have to be signed off by a Coast Guard-approved Qualified Assessor (QA). In the next two years, the MFOW will be looking to develop a pool of senior rated rank-and-file members to complete the required QA training courses, so that they may sign off STCW assessments for other members.

Effective Dates	Convention, Regulation or Policy and Notes
January 1, 2014	VPDSD and SA endorsements required.
March 24, 2014	Start date for new STCW rules. Mariners starting service and/or training on or after this date must meet the new requirements of the final rules. Various grandfathering provisions for existing mariners.
April 1, 2014	Mariners sailing foreign must have STCW medical certificate. Others to follow over a five-year period.
December 31, 2016	Last day to renew credentials under STCW transition period. Last day to renew before the full implementation of STCW and final rules. Last day for mariners to be exempt from formal assessments.
January 1, 2017	Full Enforcement of STCW — Manila Amendments and final rules in full effect. Able Seafarer Engine (AS-E) — New unlicensed STCW endorsement.
March 24, 2019	End of transitional provisions for national endorsements.

MARINE FIREMEN'S UNION TRAINING PROGRAM 2015

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfow.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential, including current endorsements and RFPEW certification.

Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

Medical Center and are fit for duty.

Non-seniority applicants:

(1) Non-seniority applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

TRAINING RESOURCES, LTD. (TRL)

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

Military Sealift Command Training

This course includes the following segments: Shipboard Damage Control; Environmental Programs; Chemical, Biological & Radiological Defense Orientation; Helo Firefighting; Anti-Terrorism (one-year validation). These segments are required for employment aboard various MSC contract-operated ships.

March 23-26, 2015

Endorsement Upgrading Courses

QMED-Refrigeration Engineer

Any applicant who successfully completes this 80-hour QMED-Refrigerating Engineer course will satisfy the requirements of 46 CFR 12.15-9 for the General Safety and Refrigerating Engineer examination modules, if presented WITHIN ONE YEAR of the completion of training, provided that all other requirements, including sea service, are also met. **Additional prerequisites:** Must possess the STCW endorsement of Rating Forming Part of an Engineering Watch and the national endorsements of Oiler and Junior Engineer.

March 9-20

April 13-14

QMED-Electrician

Any applicant whose merchant mariner's document is endorsed as QMED Oiler and /or Fireman/Watertender and successfully completes this 120-hour QMED-Electrician course will satisfy the requirements of 46 CFR 12.15-9 for the Electrician examination modules, if presented WITHIN ONE YEAR of the completion of training, provided that all other requirements, including sea service, are also met. **Additional prerequisites:** Must possess the STCW endorsement of Rating Forming Part of an Engineering Watch and the national endorsements of Oiler and Junior Engineer.

March 9-27

April 6-24

QMED-Fireman/Watertender & Oiler

Any applicant who successfully completes this 159-hour Qualified Member of the Engine Department (QMED) course will satisfy the requirements of 46 CFR 12.15-7 (b)(2) and receive credit for 90 days of the sea service needed for a QMED Oiler and Fireman/Watertender endorsement, provided they also present evidence of at least 90 days engine room service; and if presented WITHIN ONE YEAR of the completion of training, satisfy the requirements of 46 CFR 12.15-9 for the General Safety, Fireman/Watertender, and Oiler examination modules, provided that all other requirements of 46 CFR subpart 12.15, including sea service, are also met. **Additional prerequisites:** Coast Guard approval letter for endorsement upgrading, which certifies sea time of six months (180 days) as a Wiper and completion of Rating Forming Part of an Engineering Watch assessments.

March 16-April 10

April 20-May 15

Marine Firemen's Union Training Plan Notice to All Participants



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.

VICE PRESIDENT'S REPORT

APL — Since my last report, APL's East Coast vessels have continued to run a number of days behind due to the winter storms. We flew one ERJ out to New Jersey to join the *APL Cyprine* and one Day Jr. and one Wiper to the *Agate*.

APL's West Coast vessels are running at least 12 days late due to the port congestion caused by the ongoing PMA-ILWU contract discrepancies. The port congestion in Oakland is actually contributing to more standby wiper work for us.

The *APL Philippines* is in the shipyard. The crew was laid off and repatriated home on January 20; they will return on February 16. The *APL Thailand* was in last week and called for two standby Wipers for four days. The *China* has been here in Oakland since January 31 and called for two standby Wipers for four days.

Matson — The *Kauai* is in the

shipyard. The crew was laid off and flown back on January 6. The *Moku Pahu* is on her way to the shipyard and should enter drydock this week. The crew is to be repatriated home.

All Matson vessels are close to being on schedule, with the exception of the *Mokihana*, which has a large riding crew from environmental services due to a leaking fuel oil line in the ballast tank. Captain Jimmy Hill and the crew performed a sea internment east of Maui for deceased MFOW pensioner Archie Spivey, #1312/P-978.

The next MSC training by Training Resources, Ltd. is scheduled for March 23-26. Their next BT Refresher sessions are scheduled for February 24-26 and March 17-19.

Please bring in your documents for updating your files.

Fraternally,
Cajun Callais, Vice President

BUSINESS AGENT'S REPORT

In January, we dispatched the following jobs relating to Patriot Contract Services' vessels:

SLNC Pax — one Oiler was flown out to Guam on January 27.

Captain Margaret Reasoner, Patriot's director of operations and labor, recently made a visit to the *USNS Waters*, which is in San Diego.

The *USNS Watson* is still in Reduced Operating Status (ROS) in Newport News, Virginia. All other *Watson*-class ships are in Full Operating Status (FOS).

Fraternally,
Bobby Baca, SF Business Agent

Box ship scrapping to continue at high rate

Scrapping of containerships appears to be on course for another busy year after the second-highest tally on record in 2014. Vessel demolition totaled 171 ships of a combined 380,000 twenty-foot equivalent units (TEU) last year, slightly under the record year of 2013.

The volume of tonnage removed from the box ship fleet between 2012 and 2014 amounts to over one million TEU — which is half the total demolition tally since 1996.

The amount of containership tonnage scrapped last year is well short of what many analysts had

forecast, largely due to the drop in scrap prices and a rise in earnings for some classes of vessels. At the start of last year, some had forecast nearly 500,000 TEU to be dismantled in 2014. Demolition slowed in the final months of the year, with nearly three-quarters of the total scrapped in the first half of 2014.

The record year for containership scrapping remains 2013, when 400,000 TEU, or 197 units, went for recycling. The average age of vessels sold for scrap last year was 22.4 years, slightly younger than the 22.9 years recorded in 2013.

Regular membership meeting dates 2015

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

(*Indicates Tuesday meeting following a Monday holiday)

HONOR ROLL

Voluntary donations to General Treasury — January 2015:

+Michael Carr, P-2718..... \$300.00
+Ronald Molina, #3781.....\$100.00
+also a dues-paying pensioner

Benefits paid during January

DEATH BENEFITS

William Contovasilis, P-2266 \$1,500.00

Burial Benefits

John Casey, #3834 \$1,000.00
Roy Pierson, P-723 \$1,000.00
Jerome Roach, P-2440 \$697.00

Excess Medical \$1,924.56
Glasses and Examinations \$400.00



Kam Yin "George" Lau
March 1, 1927 –
January 22, 2015

FINISHED WITH ENGINES



Kam Yin (George) Lau, #1291/P-2618. Born March 1, 1927, in Honolulu, HI. Joined MFOW on December 7, 1943. Pensioned August 1, 2001. Died on January 22, 2015, in San Pedro, CA.

Douglas A. Pak, #2998/P-2115. Born July 12, 1934, in Kilauea, Kauai, HI. Joined MFOW on July 20, 1956. Pensioned April 1, 1981. Died on January 23, 2015, in Salem, OR.

HOWZ SHIPPING

January 2015

San Francisco

Electrician/Reefer/Jr. Engineer..... 1
Reefer/Electrician/Jr. Engineer..... 1
Junior Engineer (Day)..... 1
Oiler..... 3
Wiper..... 1
Standby Wiper.....13
Standby Electrician/Reefer.....8
TOTAL.....28

Wilmington

Chief Electrician.....2
Electrician/Reefer/Jr. Engineer.....1
Reefer/Electrician/Jr. Engineer.....1
Junior Engineer (Day).....3
Oiler.....3
Wiper.....3
Shore Mechanic.....3
Standby Wiper.....35
Standby Electrician/Reefer.....14
TOTAL.....65

Seattle

Reefer/Electrician/Jr. Engineer.....1
Junior Engineer (Watch).....1
Standby Wiper.....1
Standby Electrician/Reefer.....2
TOTAL.....5

Honolulu

Electrician/Reefer/Jr. Engineer..... 2
Junior Engineer (Day)..... 1
Shore Mechanic..... 1
Standby Wiper.....10
Standby Electrician/Reefer.....11
TOTAL.....25

PATRIOT CONTRACT SERVICES WAGE RATES

Effective January 27, 2015

PM5 Program — LMSR Vessels

(*USNS Gilliland, USNS Gordon, USNS Shughart and USNS Yano*)

FOS — Propositioning	56-Hour		Benefit Base Monthly	Supplemental	
	Base Wage Monthly	Base Wage Daily		Benefit Monthly	Benefit Daily
Rating					
QMED-Electrician	\$7,673.13	\$255.77	\$5,585.53	\$2,978.95	\$99.30
Storekeeper	\$7,445.32	\$248.18	\$5,439.76	\$2,901.21	\$96.71
QMED-Oiler	\$5,574.51	\$185.82	\$4,057.89	\$2,164.21	\$72.14
Wiper	\$4,498.90	\$149.96	\$3,278.29	\$1,748.42	\$58.28
Full Operating Status					
Rating					
Assistant Property Administrator	\$6,655.40	\$221.85	\$4,876.35	\$2,600.72	\$86.69
QMED-Oiler	\$5,574.51	\$185.82	\$4,057.89	\$2,164.21	\$72.14
Wiper	\$4,498.90	\$149.96	\$3,278.29	\$1,748.42	\$58.28
Reduced Operating Status					
Rating					
Assistant Property Administrator	\$1,170.33	\$167.19	\$4,876.35	\$975.27	\$32.51
QMED-Oiler	\$983.82	\$140.55	\$4,057.89	\$811.58	\$27.05
Wiper	\$808.30	\$115.47	\$3,278.29	\$655.66	\$21.86
Overtime Rates					
Overtime	Hourly	Money Purchase Daily			
QMED-Electrician	\$27.50	\$11.04			
Storekeeper	\$26.40	\$11.04			
Assistant Property Administrator	\$23.50	\$11.04			
QMED-Oiler	\$19.96	\$11.04			
Wiper	\$16.07	\$11.04			

HONOLULU NOTES

During the month of January, I dispatched three Matson shipboard jobs and one shore maintenance relief job. I also dispatched six standby Electricians, five standby Reefers and ten standby Wiper jobs, a total of 25 jobs. Yes, January was a very slow month in Hawaii and February doesn't look any better. But March and April jobs will pick up. So now it looks like a good time to check your documents or go to class.

We have 20 members registered at this time: 11-A; 1-B; 8-C.

I attended the monthly Honolulu Port Council meeting and the swearing in of Congressman Mark Takai at the Hawaii State Capital. Later that evening I was invited to a gathering for Congressman Takai at the Oahu Country Club, where I meet special guest Nancy Pelosi (Minority Leader of the United States House of

Representative). Representative Pelosi announced that Congressman Takai will be a member of the House Armed Services Committee. This was the number one committee that Congressman Takai wanted to be on and I'm sure all of Hawaii wanted it, too.

The Honolulu members were invited to attend a meeting with Michelle Chang from the SIU-PD Pension and Supplemental Benefit Funds. Ms. Chang answered many questions from our members, and we all walked away with a better understanding of the funds. Many thanks to Ms. Chang for setting aside some time to meet with us and answering all of our questions. Do you all understand the difference between vested years and qualifying years?

Mahalo,
Mario Higa
Port Agent

SEATTLE NOTES

During the month of November we shipped the following: one Reefer/Electrician/Junior, one Watch Junior, one Wiper, two Standby Reefer/Electricians and one Standby Wiper. We currently have six A-, six B-, and 17 C-seniority members registered for shipping.

The Matson vessels *MV Manoa* and *SS Maui* each called twice in Seattle with little or no problems. The *MV APL Pearl* and *MV APL Cyprine* called in New Jersey. The following Patriot Contract Services-operated vessels — *USNS Dahl*, *USNS Gilliland*, *USNS Pomeroy* and *USNS Soderman* — all requested MFOW and/or SUP crew replacements.

I represented the MFOW and SUP at the King County Labor Council Seaport Alliance meeting with Port of Seattle Commissioners Stephanie Bowman and Courtney Gregoire, and Port of Tacoma Commissioner Rich Marzano. The commissioners explained the reasons they are consolidating port maritime operations. The main gist is for the two ports to concentrate on building resources to handle "mega ships" while not competing against each other.

Labor put forward our concern that we wanted no loss of either port's industrial footprint as a result of the alliance. All of the commissioners present were very clear that this was also a key concern of theirs. I will point out that Commissioner Marzano is a 36-year member and past president of ILWU Local 23 and he very strongly expressed his views on maintaining and increasing industrial lands in the Puget Sound Region.

I provided testimony at a Port of Seattle public hearing in support of leasing the North end of Terminal

5 to Foss Maritime for a base of operations for both the Alaska Arctic business and the building of a liquefied natural gas terminal in Canada. These projects will bring a very large amount of work to the Puget Sound Region for both the maritime trades and the metal trades.

We received the sad news last week of brother Bill Henneberry's passing. Bill was a second generation SUP sailor. Bill was active in many of the union's committees and served a term as San Francisco Business Agent. May he have fair seas and following winds!

At the end of last year and now well into 2015, we have been encountering mariners with expired or close to expiring STCW medical certificates. This is the three-by-four inch card that accompanies the Merchant Mariner Credential. These cards are valid for two years and when initially issued many had an expiration date already entered in them expiring in two or three months.

There are many reasons for these early expiration dates. Often the last physical exam submitted by a mariner to renew their MMC was the date used to count from. Two years is not a long time. It is my suggestion that when mariners are obtaining their yearly union annual exam they print out the USCG-719 K Merchant Mariner Credential Medical Evaluation Report to have completed and submit this to the National Maritime Center for issuance of the STCW medical certificate. Every year!

Fraternally,
Vince O'Halloran
Representative

MFOW member pensioned —February 2015

Name	Book No.	Pension Type	Sea Time	Effective
Ronald Jorgensen	3589	SIU PD/MFOW Basic	21.815	2/1/2015

POLITICAL ACTION FUND

Voluntary donations for January 2015:

Sol Ayoob, P-2593	\$50.00	Joel E. McCrum, P-2536.....	\$50.00
Denny Capley, P-1809.....	\$20.00	Stuart Melendy, #3761.....	\$20.00
Manolo Colon, P-2309.....	\$10.00	Patrick Morrison, P-2748.....	\$50.00
Henry Disley, P-2617	\$100.00	James Murray, P-2048.....	\$25.00
Donald Feehan, P-2589	\$34.00	Donald Ngo, JM-5102.....	\$10.00
Charles Finklea, JM-4312.....	\$10.00	Cynthia Philyaw, #3853	\$25.00
Patrick Gillette, JM-4930	\$60.00	Edward Tokarz, #3770	\$150.00

WILMINGTON NOTES

The members were busy again here in Wilmington. I made the payoff of all of the vessels arriving with exception of the *MV Mahimahi*.

We dispatched 64 total jobs for the month of January. There were four Patriot Contract Services, five APL, and three Matson shipboard jobs and three one-year jobs at the APL shoregang. The rest were standby or relief jobs. Of these, one Electrician job, one Advancement Program Wiper and five standby jobs were filled by applicants. All other jobs were filled by MFOW registrants. The registration list totals 15 A-, five B- and 31 C-seniority members.

I forgot to give credit to Mario Barahona, #3780, for providing the hall with music this last holiday lunch as he does every year. Thanks, Mario.

Our members came out in support of the ILWU at a community march organized by local councilman Joe Buscaino on January 22 in

San Pedro culminating with a rally fronting the maritime museum. Speakers included various ILWU representatives and local politicians. I hope that the ILWU and the PMA come to an agreement that secures the work jurisdiction and benefits for ILWU members.

I also attended the AMMVC meeting and thanked the *SS Lane Victory* for allowing our members to go onboard the ship to learn the plant in exchange for them assisting in the Wipers' work that needed to be done.

The APL shoregang has been busy and the receptacle installation is completed. The need for individual motor-generator sets has been minimized.

In closing, I would like to thank all those who filled the available billets from the Wilmington hall.

Fraternally,
Sonny Gage
Port Agent



Thousands of supporters of the International Longshore and Warehouse Union attended a rally last month near the Port of Los Angeles.

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