



Unions prevail in *APL Guam* arbitration

On February 9, an arbitrator ruled that American President Lines (APL) violated the contracts of the Marine Firemen's Union (MFOW), Sailors' Union of the Pacific (SUP), Masters, Mates and Pilots (MM&P) and Marine Engineers' Beneficial Association (MEBA) when the company improperly crewed up a Maritime Security Program (MSP) replacement vessel with labor from another source. Arbitrator Margaret Brogan issued her decision upholding the grievance filed by the unions.

On October 30 and 31, 2015, the unions received reports from the fleet that the *MV APL Cyprine* would be re-flagged to Singapore flag on or about De-

ember 3, 2015. On November 2, these reports were confirmed via telephone by a company representative. On November 3, APL officially notified the unions that it intended to remove the *APL Cyprine* from MSP and replace that vessel with the *MV APL Guam*. APL also informed the unions that the replacement vessel would be operated by APL Maritime Ltd. and crewed by Osprey Ship Management with an alternate U.S.-flag workforce.

On December 3, the unions were notified that the crew of the *APL Cyprine* had been laid off in Singapore and were awaiting repatriation. At the same time, the foreign-flag *New Dynamic* was being prepped in a foreign shipyard for reflag-

ging to be renamed the *APL Guam*.

Because the APL action was a blatant violation of the unions' collective bargaining agreements, the unions coordinated an expedited arbitration hearing. The arbitration hearing took place in Washington D.C. on December 10 and 11, 2015.

In her opinion, the arbitrator acknowledged the strong language contained in the agreements that protected MFOW, SUP, MM&P and MEBA work jurisdiction — including contract language that made it clear that any MSP vessel operated by or for the benefit of APL must be crewed by the unions. The arbitrator rejected APL's suggestion that

the company could remove the incumbent union members from vessels operating under an MSP agreement and replace those members with individuals represented by an alternate workforce.

The arbitration award is a significant victory for the four unions. The award will ensure that APL cannot remove and replace incumbent union members from its MSP fleet of vessels.

Based upon the arbitration award, APL must remove the alternate *APL Guam* officers and crew and replace them with MFOW, SUP, MM&P and MEBA members. The unions will also seek back pay damages and other available relief as a result of the contract violation.

U.S. ports not content with Obama's 2017 budget

The American Association of Port Authorities (AAPA) is encouraged by the potential of significant gains for landside freight transportation programs in President Obama's fiscal 2017 budget. However, AAPA is disappointed in the proposed funding levels for U.S. Army Corps of Engineers coastal navigation programs, the Environmental Protection Agency's Diesel Emissions Reduction Act (DERA) grants, and the Federal Emergency Management Agency's Port Security Grant program, according to *The Maritime Executive*.

The proposed budget reflects the funding increases and freight focus evident in the recently-enacted FAST Act that President Obama signed into law in

December, which includes close to \$2 billion in dedicated freight funding. Additionally, the budget calls for a new 21st Century Clean Transportation Plan that would significantly increase funding for TIGER (Transportation Investments Generating Economic Recovery). If adopted, that would push TIGER funding from \$500 million to \$1.25 billion.

Conversely, the proposed budget would significantly reduce funding for navigation maintenance and improvements, which is desperately needed to ensure America's international competitiveness and to allow the nation's ports to accommodate increasingly large, sea-going vessels. It would also cut funding for

DERA and port security grants.

When Congress passed the bipartisan Water Resources and Reform Development Act in 2014, it established annual incremental increases for Harbor Maintenance Tax (HMT) funded work. That would lead to full use of revenues in fiscal 2025, as highlighted in AAPA's Hit the HMT Target campaign. Not only does the President's proposed fiscal 2017 budget fail to hit the HMT target, it also fails to continue funding the HMT donor equity provisions that Congress initiated last year. AAPA strongly supports those provisions.

The \$951 million requested by Obama for maintaining America's deep-draft harbors is 22 percent less than the \$1.22 billion appropriated by Congress for fiscal 2016. Furthermore, the budget request for the Corps' coastal navigation construction program appears to be significantly less than the congressionally-approved fiscal 2016 budget.

Specifically, the proposed budget calls for:

- Expanding the multi-modal TIGER program to \$1.25 billion annually, an increase from the fiscal 2016 level of \$500 million.
- Providing \$850 million for Nationally Significant Freight and Highway Projects, a new discretionary grant program established by the FAST Act for major highway and freight projects that will achieve national transportation objectives.

- Providing \$1.1 billion for the National Highway Freight Program, established by the FAST Act, which will provide states with necessary funds for vital projects to improve the movement of freight on the National Highway Freight Network.

- Allowing \$275 million to provide credit assistance for nationally or regionally significant transportation projects through the Transportation Infrastructure Finance and Innovation Act program. This program leverages private sector investments in public infrastructure projects, including those at seaports.

- Funding \$10 million for the EPA's DERA grants program, which represents an 80 percent drop from the current \$50 million funding level. Ports use these grants in a variety of ways, including the Clean Truck programs, retrofitting or replacing yard equipment, installing shore power for vessels at docks, and retrofitting dredges and tugs.

- Funding port security grants, which are part of FEMA's National Preparedness Grant Program, at \$93 million — a 7 percent decrease from the fiscal 2016 level of \$100 million. Unlike previous years' budgets, when the request called for moving this and other FEMA grant programs to the states, today's request is in line with AAPA's recommendation, calling for port security grants to continue being managed at the federal level.

Port of Oakland January import volume soars 75 percent

The Port of Oakland said that containerized import volume soared 75.76 percent last month from January 2015 totals. Export volume jumped 16.83 percent in January from a year ago. It was the first increase in Oakland export volume since last July. Total cargo volume — imports, exports and empty containers — rose 38.46 percent for the month compared to January 2015.

The Port offered two explanations for the double-digit cargo volume increases: U.S. importers stocking shelves ahead of Lunar New Year factory shutdowns in Asia, and a favorable comparison to January 2015, when West Coast ports were stymied by a protracted wa-

terfront labor dispute.

A number of importers diverted containerized cargo to gateways outside the West Coast a year ago in January. It was a work-around for slowdowns and congestion that hampered ports from San Diego to Seattle. Since a new waterfront labor contract was signed last spring, shippers have been re-establishing western supply routes.

Oakland said it handled the equivalent of 77,637 TEU in January. That was the most since last August, the traditional start of peak shipping season. It was 5,000 TEU more than the import total in January 2014, when labor issues weren't constricting volume.

Oakland container terminal files for bankruptcy

The Port of Oakland's Outer Harbor Terminal filed for Chapter 11 protection on February 1, two weeks after one of its biggest tenants said it was terminating a 50-year lease with the northern California port. Last month, Ports America, one of the largest marine cargo operators in the U.S., said it was shifting its business from the Oakland port to other cities along the West Coast, including Los Angeles and Long Beach.

Ports America operates one of five marine terminals at the port, and the Port of Oakland has expressed disappointment at the decision by Ports America Outer Harbor to file for bankruptcy. The port stated it is final-

izing plans to redirect ships and cargo to other Oakland marine terminals when Port America Outer Harbor closes.

In a Chapter 11 petition filed in U.S. Bankruptcy Court in Delaware, Outer Harbor Terminal, which operates part of the Oakland port, listed both assets and liabilities of between \$100 million and \$500 million.

The Port of Oakland was one of the first ports in the world to specialize in intermodal container operations. It is the third-largest container shipping port in California and handles more than two million twenty-foot equivalent units of container cargo annually.

Long Beach, Los Angeles see strong container growth

The Port of Long Beach kicked off the New Year by logging its seventh straight month of cargo increases, showing a 24.8 percent jump in container shipments over the same month last year. Port of Long Beach terminals moved 536,188 twenty-foot equivalent units (TEU) last month. Imports were up 30.3 percent to 278,491 TEU. Exports saw an increase of 8.4 percent to 106,739 container units. Empty containers rose 28.6 percent year over year, to 150,958 TEU. Empty containers that were filled with items for post-holiday sales were sent back overseas to be reloaded with goods.

With an ongoing \$4 billion program to modernize its facilities this decade, the Port of Long Beach is building the Port of the Future by investing in capital and service improvements that will bring

long-term, environmentally sustainable growth and maintain its competitive advantage as the fastest route from Asia to anywhere in North America.

Meanwhile, the neighboring Port of Los Angeles handled 704,398 TEU in January 2016, an increase of 33 percent compared to January 2015. It was the busiest January in the port's 109-year history. January 2016 imports surged 41.6 percent to 367,208 TEU compared to the previous year. Exports increased 1.5 percent to 126,240 TEU in January. Total loaded imports of 493,449 TEU increased 28.6 percent compared to the previous year. Empty containers increased 44 percent to 210,949 TEU. Combined, January overall volumes were 704,398 TEU, a 33 percent increase compared to last year.

The Marine Fireman

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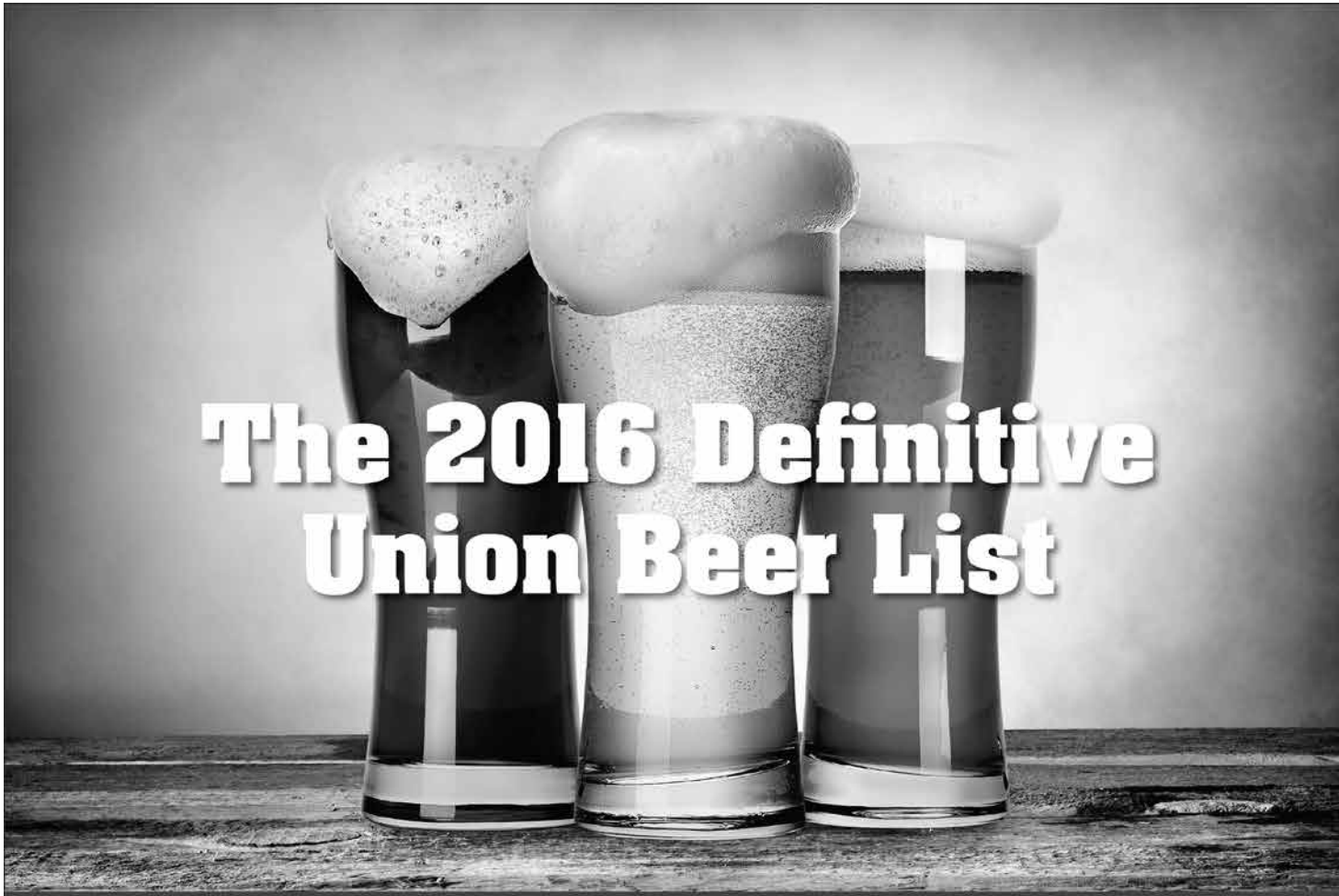
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Crew "sacked for being Australian"

More than a dozen police boarded the *CSL Melbourne* in Newcastle, Australia, on February 5 to remove five crew members who were protesting their sacking by Pacific Aluminium. This is the second time in less than a month where Australian seafarers have been forcibly removed from vessels.

Five crewmembers on board the *MV Portland* were woken by up 30 security guards on January 13 and marched off the vessel. Some of the vessels' crewmembers have now been wearing t-shirts printed with the slogan "Sacked for being Australian."

The removal of the crew on the

CSL Melbourne follows the decision by management to put locks on refrigerators and remove all fresh food from the ship. The *CSL Melbourne* has been running alumina between Newcastle and Gladstone for the past five years, but these jobs will go after the company received a temporary license from the federal government.

Maritime Union of Australia (MUA) Assistant National Secretary Warren Smith said Pacific Aluminium is exploiting coastal trading laws to replace Australian seafarers with exploited foreign seafarers, aided and abetted by the Turnbull government's administration of the licensing system.

Some of the foreign seafarers earn as little as \$2 an hour.

The crew from the *MV Portland* had met with elected government officials in Canberra to explain their plight, as well as appearing at a Senate inquiry into flag-of-convenience shipping. The Turnbull government's moves to deregulate Australian shipping raise serious concerns on national security, fuel security, jobs and skills and protection of the environment. The MUA held a rally outside Parliament House in Canberra to protest the Turnbull government decision to grant temporary licenses to replace the vessels.

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Navy and Marine Corps Public Health Center Zika Virus Infection

Zika is a viral infection spread by mosquito bites. Recently, Zika virus infections in pregnant women have been linked to infants born with birth defects. Ongoing Zika virus transmission is occurring in South and Central America, Mexico and the Caribbean. The Centers for Disease Control and Prevention (CDC) have issued a Travel Alert for all of these areas. This information paper is intended to raise awareness of Zika virus and recommend precautions for those travelling to areas of ongoing transmission.

How do you become infected?

The virus is spread two ways:

- by a bite from an infected mosquito
- possibly by a mother to her fetus during pregnancy

What is your risk of becoming infected?

Navy and Marine Corps personnel, and their families, are at risk when travelling to areas experiencing ongoing Zika virus transmission. Infection risk is reduced by taking measures to avoid mosquito bites. Local transmission of Zika virus has not been reported in the United States.

What are the typical symptoms?

- Fever
- Conjunctivitis (red eyes)
- Muscle Pain
- Rash
- Headache
- Joint Pain

Most people infected with Zika virus have no symptoms. About one in five people infected will develop mild symptoms lasting several days to a week. Symptoms typically appear 2-7 days after being bitten by an infected mosquito.

How can you prevent being infected if you do travel to Zika virus areas?

No vaccine or drug is currently available to prevent Zika virus infection, and there is currently no specific anti-viral treatment for the disease. The best way to prevent infection is to avoid mosquito bites while in areas of ongoing transmission. Note: Mosquitoes that spread Zika virus bite mostly during the daytime, but bites should be avoided day and night.

Until more is known, and out of an abundance of caution, the CDC recommends pregnant women consider postponing travel to any area where Zika virus transmission is occurring — currently the Caribbean, Central America, South America and Mexico. Pregnant women, or women trying to become pregnant, who do travel to these areas should talk to their healthcare provider first, and they should take strict steps to avoid mosquito bites during the trip.

The following steps are recommended if you must travel to an area with ongoing Zika virus transmission:

- Choose a hotel or lodging with air conditioning or with screens on windows and doors.
- Sleep under a mosquito bed net if you are outside or in a room that is not well screened.
- Cover exposed skin by wearing long-sleeved shirts and long pants.
- Use EPA-registered insect repellents containing DEET, picaridin, and IR3535. These are safe for pregnant women when used as directed.
- Use permethrin-treated clothing and equipment.

What should you do if you suspect you have been infected?

If you or someone you know develops sudden fever, rash, joint aches, or conjunctivitis (red, irritated eyes) within two weeks of travelling to an area of ongoing Zika virus transmission, see your healthcare provider immediately and report your symptoms and travel history. They will coordinate testing for Zika virus if indicated and help manage your symptoms. Because Zika virus is often transmitted in the same geographic areas as dengue fever, you should avoid taking aspirin and other non-steroidal anti-inflammatory drugs (NSAIDs) until dengue infection is ruled out (may increase risk of severe symptoms). You may use acetaminophen to treat fever and other symptoms. Finally, take strict steps to avoid mosquito bites during the first week after symptoms begin to avoid further spread of Zika virus.

Zika Virus Resources

Navy and Marine Corps Public Health Center Zika virus information:

<http://www.med.navy.mil/sites/nmcphc/program-and-policy-support/Pages/Topics-in-Preventive-Medicine.aspx>

CDC Zika virus webpage:

<http://www.cdc.gov/zika/index.html>

CDC Zika travel advisories:

<http://www.nc.cdc.gov/travel/notices>

CDC questions and answers, Zika virus infection and pregnancy:

<http://www.cdc.gov/zika/pregnancy/question-answers.html>

Port of NY/NJ port volume hits annual record

Increases in loaded import containers and empty export boxes pushed the Port of New York and New Jersey's 2015 volume to a record 6,371,720 twenty-foot-equivalent units (TEU), despite soft December totals and continuing problems with congestion. The U.S. East Coast's largest port finished the year with 3.2 million TEU of loaded imports, a 9.2 percent increase. Export loads slipped 2.6 percent, to 1.4 million TEU, but empty exports jumped 26.8 percent, to 1.74 million TEU. Container lifts of all sizes rose 9.6 percent, to 3.66 million TEU.

New York-New Jersey's loaded imports during December totaled 251,802 TEU, up 0.5 percent year-over-year. Export loads fell 7 percent, to 109,804 TEU, while export empties increased 17.4 percent, to 134,240 TEU.

China remained New York-New Jersey's top source of imports, with 1,013,669 TEU, nearly one-third of the total. Next was India, with 196,956 import TEU, and Germany with 189,622 import TEU. The port's top import commodities are furniture, apparel, and machinery parts.

2015 was New York-New Jersey's second consecutive year of record volume growth, which at times strained the port's capacity. Port authority and industry officials have been working for two years on a broad-based effort to improve port performance. A January 29 wildcat strike by ILA members, reportedly to protest actions by the Waterfront Commission of New York Harbor, caught terminal operators, truckers, the port authority and almost everyone else by surprise.

Employers last year hired an additional 181 longshoremen, 44 checkers

and 62 mechanics. These new hires of ILA members, coupled with 568 in 2014, result in a total of 855 new dockworkers in the last two years. Some of the new hires were replacements for workers who left the docks.

During recent years, the port authority and terminal operators have invested more than \$6 billion in infrastructure projects including dredging channels to 50 feet, redeveloping terminals, improving roads, building intermodal rail yards, and raising the Bayonne Bridge, a project set for completion by the end of 2017.

The port authority noted that its ExpressRail projects, along with road and security infrastructure work at the port, are funded by portwide cargo facility charges that container lines have challenged before the Federal Maritime Commission. Port officials have been trying to increase intermodal rail shipments, which now account for only 14 percent of port traffic. ExpressRail, the Port Authority's ship-to-rail system, handled a record 522,244 container lifts last year, a 12.2 percent increase from 2014.

New York-New Jersey handled 392,704 vehicle shipments last year, a 21.5 percent increase from 2014, when the port launched a targeted incentive program to attract new automobile manufacturers and to attract more business from existing customers. Vessel calls at the port in 2015 declined 7.4 percent, to 2,251, reflecting a trend toward fewer but larger ships that is likely to accelerate after the Bayonne Bridge is raised. In 2012, ships with capacities of more than 8,000 TEU accounted for only 13 percent of the port's cargo. Last year, that figure was 34 percent.

Philippines port congestion to get worse

Traffic congestion around the Port of Manila in the Philippines has eased after the gridlock caused by a daytime ban on cargo container trucks imposed by city hall two years ago. Inbound and outbound container volumes dropped more than 13 percent year-on-year at the height of the logjam in the first six months of 2014, turning Manila's container yards into a huge parking lot for empty containers, according to the *Financial Times*.

While the year-on-year growth rate again turned negative in the fourth quarter of 2015, largely driven by weak exports, total import and export volumes were 5.8 percent higher than in 2014, more than reversing the 1.2 percent decline registered that year. Container traffic has normalized. However, the congestion was eased only by stopgap measures such as higher port storage fees, round-the-clock customs clearances and a truck queueing system.

Manila's problem is the lack of dedicated roads for cargo container trucks. Three

major roads going in and out of Manila port — Roxas Boulevard, Osmeña Highway and Circumferential Road 5 — are regularly clogged with container trucks even at long past midnight. Increasing volumes and traffic build-up could lead to another logjam in the next two years, according to FT Confidential Research, a *Financial Times* research service.

Two solutions to the congestion are behind schedule. Both involve elevated toll roads, which will connect the North Luzon Expressway and South Luzon Expressway, bypassing the city of Manila. The first, the \$565 million Metro Manila Skyway Stage 3 — a 14.8 kilometer extension of the existing skyway under a joint venture between Indonesian construction group Citra and domestic conglomerate San Miguel — is suffering delays and is unlikely to meet its January 2018 deadline. The 13.5 kilometer NLEX-SLEX Connector Road project proposed by San Miguel's rival Metro Pacific Investments should face fewer construction obstacles, as it will be built above railroad tracks owned by the state-run Philippine National Railways. But the project was only approved by the government in December and has yet to break ground.

The World Bank's International Finance Corporation is at the early stages of studying two alternatives that will move container trucks off the roads entirely: the existing railway tracks, and barges that would ply Manila Bay towards a new logistics hub in Cavite province, south of the capital.

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

APL

Following the December arbitration with APL concerning the *MV APL Guam*, on January 8, attorneys for the MFOW, SUP, MEBA and MM&P submitted legal briefs to Arbitrator Margaret Brogan, as did the attorneys for APL. The parties have agreed to expedite arbitration, and a decision is soon expected.

Also on January 8, the unions wrote to U.S. Maritime Administrator Paul Jaenichen demanding that the Maritime Administration (MarAd) disclose whether there are any additional applications involving the transfer of a Maritime Security Program (MSP) operating agreement filed by APL. In October 2015, MarAd approved the transfer of the MSP operating agreement from the *APL Cyprine*, operated by APL Marine Services, to the *APL Guam*, operated by APL Maritime Ltd. utilizing an alternate workforce.

The operating agreement transfer was pending for almost one year — even during contract negotiations between the unions and the company — and union knowledge of the pending transfer would have certainly changed the course of bargaining. Since APL has openly expressed its desire to add more vessels to its Guam service, if sufficient profits or an increase in service frequency warrant such a move, the unions urged MarAd to take all appropriate steps to ensure that it does not once again become complicit in the company's attempt to avoid its obligations under the collective bargaining process.

On January 19, the unions participated in a conference call with the Maritime Administrator, who stated that the determining factor in the transfer of the MSP operating agreement was the military usefulness of the vessel (*APL Guam* versus *APL Cyprine*) and that MarAd cannot and did not extend consideration to which unions would crew the vessel. The unions rightfully charged that the transfer was veiled in secrecy and that a transparent process — with stakeholder input — should have been carried out.

MATSON ALASKA

As previously reported, on November 13 the MFOW and SUP filed National Labor Relations Board (NLRB) petitions seeking to clarify two separate bargaining units of employees employed by Matson Navigation Company. Specifically, the unions sought clarification on unlicensed engine and deck employees working aboard Matson's U.S.-flag vessels operating in the Alaska trade.

The MFOW and SUP position is that the collective bargaining agreement between Matson and the SIU Pacific District "covers the unlicensed employees represented by the SIU Pacific District employed on oceangoing U.S.-flag vessels, owned, operated or bareboat chartered by the Company...or any of its subsidiaries or affiliates as an owner, agent, operator, or bareboat charterer."

Also, the MFOW (and SUP) Work Rules cover "all unlicensed mariners who work in the engine departments (and deck departments) of any U.S.-flagged vessels owned, operated or bareboat chartered by the Employer or any of its subsidiaries or affiliates."

On January 20, the NLRB notified the unions that they had conducted a preliminary investigation and issued an "order to show cause" as to why the bargaining units represented by the MFOW and SUP should not be clarified to exclude the current unlicensed engine and deck employees on the Alaska Service. Referring to previous case law, the NLRB ordered the MFOW and SUP to provide evidence of "interchange" and "regular contact between employees" working on Matson's Alaska and Hawaii vessels and to provide evidence of "common, direct day-to-day supervision" on Matson's Alaska and Hawaii vessels.

In the order, the NLRB acknowledged, yet disregarded, the language in the SIU-Pacific District-Matson General Rules and the MFOW and SUP Work Rules concerning union recognition, vessels covered and jurisdiction. Instead of dismissing our petitions, the NLRB went further to state that in the absence of any submissions — meaning evidence of interchange, regular contact between employees, and common, direct day-to-day supervision — they will clarify the existing units represented by the MFOW and SUP to exclude the employees on the Alaska service. Basically, through the unit clarification, the NLRB was prepared to give approval to the company's double-breasted operating scheme.

On January 28, the MFOW and SUP met with legal counsel to discuss the order to show cause and to formulate a strategy moving forward. Since the game appeared to be rigged, with no positive result forthcoming, it was agreed that the unions would request to withdraw the unit clarification petitions. The attorneys contacted the NLRB and expressed dissatisfaction with the order; then requested withdrawal of the petitions. The NLRB agreed to allow the withdrawals.

And while this was a lost battle, the MFOW and SUP will examine all other legal options toward the goal of securing unlicensed engine and deck department work, as stated in the General Rules, aboard "oceangoing U.S.-flag vessels, owned, operated or bareboat chartered by the company...or any of its subsidiaries or affiliates...", which clearly covers the Matson Alaska fleet.

READY RESERVE FORCE

On January 22, U.S. Transportation Secretary Anthony Foxx announced that the Department of Transportation (DOT) had awarded 18 contracts to seven U.S. maritime firms to manage, maintain and operate 48 National Defense Reserve Fleet (NDRF) vessels through January 2024. The Maritime Administration (MarAd) con-

tracts are funded by the Department of Defense National Defense Sealift Fund to support the strategic sealift mission.

The contracts total \$953 million for the four-year base contract, which runs through January 2020. The contracts also include two, two-year options bringing the total award value to \$1.96 billion.

The seven companies are responsible for maintaining the ships in good mechanical condition and ensuring that crews are available to operate them when needed. Forty-six of the vessels are part of the Ready Reserve Force (RRF), the fleet managed by MarAd to provide rapid mass movement of defense equipment and supplies to support the armed forces and also to respond to national and humanitarian emergencies. The other two vessels are used to support Missile Defense Agency operations. Each certified, mission-ready vessel is maintained so that it can be fully activated and deployed quickly. The 46 RRF vessels have been activated hundreds of times since 2002.

In regards to companies that employ MFOW members in the unlicensed engine department, Patriot Contract Services, LLC was awarded three ship group contracts to operate seven vessels totaling \$227 million; and Matson Navigation Company was awarded one ship group contract to operate three vessels totaling \$174 million. Other companies receiving awards were Crowley Technical Management, Inc.; Keystone Shipping Services, Ocean Duchess, Inc.; Pacific-Gulf Marine, Corp. and Tote Services, Inc. The Matson and PCS vessel breakdown is as follows:

Company	Ship	Layberth
MNC	<i>MV Cape Henry</i>	Alameda, California
MNC	<i>MV Cape Horn</i>	San Francisco, California
MNC	<i>MV Cape Hudson</i>	San Francisco, California
PCS	<i>GTS Adm. W.M. Callaghan</i>	Alameda, California
PCS	<i>MV Cape Orlando</i>	Alameda, California
PCS	<i>MV Cape Taylor</i>	Beaumont, Texas
PCS	<i>MV Cape Texas</i>	Beaumont, Texas
PCS	<i>MV Cape Trinity</i>	Beaumont, Texas
PCS	<i>MV Cape Victory</i>	Beaumont, Texas
PCS	<i>MV Cape Vincent</i>	Beaumont, Texas

Both contracts (Matson and Patriot Contract Services) are boiler plate government vessel contracts. MFOW manning of the ships will require one QMED/Electrician in reduced operating status (as opposed to the previous contract manning of one Junior Engineer) and one QMED/Electrician, three Oilers and one Wiper/GUDE in full operating status. The ROS weekly wage for the Electrician will start at \$1,544.21. Under the new contract, ROS personnel will be dispatched for a period of eight months to twelve months, as opposed to the previous contract ROS dispatch of permanent Junior Engineers.

On January 27, Headquarters began crewing up the San Francisco Bay Area ships; Seattle was given the green light to crew up the three Cape T ships in Beaumont and Wilmington, the two Cape V ships in Beaumont.

However, on February 3, Crowley Technical Management Inc., who previously operated the *Cape Taylor*, *Cape Texas* and *Cape Trinity*, filed a protest with the Government Accountability Office, which created an automatic "stay" for Patriot's contracts for those ships.

On February 4, MarAd and Crowley, with the approval of the Court of Federal Claims in Washington, D.C., agreed that, until the protest is resolved, Crowley will continue management of the three vessels.

In practical terms, what this meant was that SUP and MFOW members, as well as MEBA and MM&P members, had to get off the *Cape Taylor* on February 5. The Patriot crew on the *Cape Texas* will stay onboard until February 15. For the *Cape Trinity*, an Electrician was dispatched, but with the protest in effect, was not flown to Beaumont.

It is unknown as to how long the protest process and resolution will take.

SURGE LMSR

In accordance with the Memorandum of Understanding covering the Military Sealift Command surge LMSR vessels operated by Patriot Contract Services, effective January 27, 2016, there was a two percent (2%) total labor cost increase for all unlicensed ratings serving on the vessels. The vessels are the *USNS Gilliland*, *USNS Gordon*, *USNS Shughart* and *USNS Yano*.

Authorities open recreational Dungeness crab season

According to a spokeswoman for the California Department of Fish and Wildlife, recreational Dungeness crab season was declared open by the state officials for the central coast of California on February 11, 2016.

Increased levels of a potent neurotoxin, known as domoic acid, were detected in California, due to which crab fishing had been postponed since November 2015. Algae blooms are the main reason behind the higher domoic acid that accumulates in shellfish. The areas located south of Point Reyes have been revealed to be safe for recreational Dungeness crab fishing by California Department of Public Health. However, in the northern areas, crab fishing is still restricted.

The decision to open each area for commercial Dungeness crab fishing might be taken separately by the task

force. Subsequent to a minimum of a week of the opening of recreational crab fishing, the commercial crab fishing might get opened. However, the public health department officials, California Department of Fish and Wildlife officials and commercial fishermen have proposed that the commercial crab fishing should be declared open only after the test results of the entire state come out to be safe for fishing.

Public health is being prioritized by fishermen, who feel that even one person getting ill due to crab will prove to be devastating for Dungeness crab fishing. Domoic acid exposure can primarily result in nausea and dizziness. Extreme cases might involve breathing problems, confusion, seizures, short-term memory loss, coma and even death.

VICE PRESIDENT'S REPORT

The Lunar New Year (of the Monkey) has begun and is bringing auspicious signs from its very start. The SIU Pacific District contracted employers (PCS and MNC) have been awarded a new RRF operations agreement. Headquarters also received confirmation from the arbitrator that she has ruled in favor of the MFOW, SUP, MEBA and MM&P with regards to manning of the *APL Guam* (see page 1).

Last month, I attended the Alameda County Central Labor Council meeting. However, the February meeting at Fisherman's Wharf of the San Francisco Bay Area Port Maritime Council, Maritime Trades Department, was cancelled due to traffic congestion as a result of the tear-down of Super Bowl City and related exhibits.

Here is the vessel rundown for January:

APLMS: The *APL Thailand* and *APL*

Philippines called at Oakland, each calling for two Standby Wipers. The *Philippines* had a one-trip "chiseler" chief engineer. Shipped an ERJ and a Wiper to the vessel, both "A" books. I received a report from Dutch Harbor — no problem with the contract.

APL China — shipped an ERJ. *APL Agate* — shipped a replacement Wiper on pierhead jump to fly to Singapore.

Matson: The *Matsonia* sailed at 0630 on New Year's Eve and came back twice; shipped a relief Watch Jr. for a voluntary quit. The *Maui* and *Manoa* were both in twice. The *Mahimahi* made one call and is due back next week.

The *Kauai* remains in indefinite layup at Howard Terminal (since December 29). The *Lihue* is still in dry dock at Nantong, China.

Respectfully,
"Cajun" Callais
Vice President

BUSINESS AGENT'S REPORT

In January, we dispatched the following jobs to Patriot Contract Services' (PCS) vessels:

ITB Moku Pahu — dispatched one Oiler/OS to Crockett, CA. *USNS Dahl* — one Wiper awaiting fly out to Diego Garcia. *USNS Shughart* and *USNS Yano* — both vessels called for four Oilers for five days' work dockside, three of which were dispatched from Honolulu and one from SF.

For the New Year, Matson and PCS

were awarded additional Ready Reserve Force (RRF) vessels. PCS received the *Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Vincent* and *Cape Victory*. Matson received the *Cape Horn*, *Cape Hudson* and *Cape Henry*. These billets are one-year QMED/Electrician jobs and were dispatched beginning of this month.

Fraternally,
Bobby Baca
San Francisco Business Agent

New maritime rule may jeopardize container trade

A new maritime rule on container weight documentation that goes into effect July 1 could create "major turmoil at marine terminals" and "significantly impede" U.S. exports, the Agriculture Transportation Coalition said. The coalition, based in Washington, D.C., is calling for a congressional inquiry into how the London-based International Maritime Organization (IMO) adopted the rule without U.S. exporter or importer notice or advice or consideration of the impact it would have on the U.S. economy.

The rule, an amendment to IMO's Safety of Life at Sea (SOLAS) will require all shippers, importers and exporters to certify and submit the Verified Gross Mass (VGM) to steamship lines and terminal operators before containers are loaded onto vessels, the coalition says. VGM is the combined weight of cargo and container. Currently, the shipper is responsible for accurately reporting the weight of cargo. The shipper does not own, control or maintain containers that are owned or leased by carriers.

The amendment was created in response to claims of incidents of damage due to overweight containers, although the IMO SOLAS committee did not reference any instance where a ship was damaged or sank exclusively due to overweight underreported containers, the coalition states in a February 9 position paper. There has been no congressional or federal review or approval of the rule and no input from the shipping community, the paper states.

Shippers, steamship lines, terminal operators and governments are scrambling

to create best practices and guidelines for the new rule, according to the coalition.

The rule will result in new costs on all participants in the U.S. export supply chain, the paper states. The coalition calls on the Federal Maritime Commission and Coast Guard to convene a working group of stakeholders. Exporters should only be responsible for certifying the weight of cargo and steamship lines should be responsible for reporting weight of containers, the paper states.

NOAA launches new action plans for endangered species

The U.S. National Oceanic and Atmospheric Administration (NOAA) Fisheries has released new five-year action plans for the eight marine species identified as among the most at risk of extinction. The goal of the campaign — which aims to bring together local, state and tribal governments, academic partners and the public — is to stop the decline of species listed as endangered through NOAA's "Species in the Spotlight".

The eight species, all listed as endangered under the Endangered Species Act, are the Gulf of Maine population of Atlantic salmon, Central California coast Coho salmon, Cook Inlet beluga whales, Hawaiian monk seals, Pacific leatherback sea turtles, Sacramento River winter-run chinook salmon, Southern Resident killer whales in Puget Sound, and white abalone.



The sakman Chamoru

Traditional Chamoru canoe arrives on Guam

The Chelu group out of San Diego has shipped a 47-foot long, three-foot wide traditional Chamoru canoe called a sakman to Guam for the upcoming Festival of Pacific Arts in May. The sakman made it to the Agana boat basin from San Diego, California, thanks to help from Matson Navigation Company. The canoe was built by the Chelu group. Master Carver Mario Borja says the journey actually began back in 1995 in San Diego.

"It began when we heard about the arrival of *Hokulea* — a Hawaiian double hull canoe — we prepared to greet that canoe by building a twelve-foot galaide," said Borja. Borja says they were shocked to see that the 67-foot *Hokulea* was much larger than the galaide they had built. That's when Borja and other members of the Chelu group began to do research, with the help of the late Carlos Pangelinan Taitano, on the traditional Chamoru canoes that were used until the Spanish stopped Chamoru canoe building during their colonization of the Marianas.

What they found was that there were various sizes of canoes; the largest was called a sakman. A British sailor named George Anson — commander of the *Centurion* — captured a canoe in 1742 and had his draftsman prepare a diagram of the canoe. That diagram is the basis of construction for this sakman from a 125-foot redwood log.

"In anticipation of building the large one, we built many small canoes so we could build up our confidence and learn the mathematics involved and also learn the tooling required and the craftsman-

ship needed," said Borja.

With a group of what Borja calls "misfits" of various trades, it took a year to build the sakman. "It was just the right mix of different backgrounds that made it happen," said Borja.

Once it was finished in March 2011, they had to learn how to sail it. They weren't sure how well it would perform but they soon found out that the ancient design of their ancestors held true to this day.

"When we first took it out it amazed us, and our pride grew from maybe a minus five percent to a hundred thousand percent. We were so proud that here we were a bunch of misfits were able to build a canoe and it was really a work of many hands many hearts and one spirit...one spirit," said Borja.

The canoe builder says they've hit 15 knots with training sails, but now with a larger sail, he believes they can hit up to 21 knots or 23 mph on land. "At about 8.5 knots it starts to hydroplane, and I'll tell you when it starts to do that you could feel the adrenaline flowing because it wants to kind of fly," said Borja.

The canoe weighs 56 hundred pounds, but it can float in 18 inches of water or 24 inches of water when fully loaded.

"Despite what the colonial period tried to do to the seafaring culture of our island, the presence of this canoe is testimony to that resolve that we are slowly but very surely recuperating and we will muster the energy and the resources of the land to bring back our seafaring culture indeed," said Borja.

Pier 4 project in Hilo underway

The Hawaii Department of Transportation (HDOT), Harbors Division, celebrated the Pier 4 Project at Hilo Harbor with a groundbreaking and a dedication and blessing ceremony in January. The project consists of multiple phases: dredging and construction of the Pier 4 Inter-Island Cargo Terminal, construction of the Inter-Island Cargo Terminal Facility-Container Yard, and Kumau Street Entrance Improvements.

HDOT will begin work on the final phase of the project, the Pier 4 Inter-Island Cargo Terminal. This phase involves the creation of a 602 linear foot reinforced concrete pier with associated site work that will be located to the west of the existing Pier 3.

The completed Inter-Island Cargo Terminal Facility-Container Yard component of the project reconstructed a portion of the existing container yard and built a new adjacent container yard with a comfort station, lighting, and utilities. This phase generated an additional four acres to be used for cargo operations, amounting to approximately 10 acres total.

In order to relieve traffic congestion and enhance safety, the completed

Kumau Street Entrance Improvements widened the street from a two-lane roadway to a four-lane roadway and provided intersection improvements at Kalaniana'ole Street. Improvements include new asphaltic concrete pavement, concrete sidewalks, curbs, gutters, drainage system, water main, and additional street lighting at the Kalaniana'ole Street Intersection.

The estimated total cost for the project is \$68.5 million. Work on the final phase is anticipated to be completed by July of 2017.

Currently, inter-island cargo operations are conducted at Pier 2, a pier constructed in the 1920s that functions with restrictions. Due to space limitations, operations at Pier 2 require space from Pier 1 and Pier 3. This creates the intermingling of cargo and cruise ship operations. The utilization of Pier 2 is also compromised when liquid-bulk operations occur at Pier 3. Creating Pier 4, a larger pier with a dedicated area, will improve safety and efficiency by separating the cargo and passenger operations. It will replace the aging Pier 2 and be able to support new container handling equipment and vessels.

Test of new Panama Canal locks successful

The Panama Canal Authority (ACP) said a successful test was conducted on a section of the new third set of locks where cracks were discovered last year. The test by the GUPC consortium responsible for the new locks, led by Spanish construction group Sacyr Vallehermoso, consisted of gradually raising the water behind Gate No. 6 of the Cocoli locks to the level in which leaks were detected last August. Repairs to the cracks detected in one of the walls of the Cocoli locks, located on the Pacific side, were completed successfully earlier this month, the waterway's administrators said.

The ACP said the consortium was completing a series of tests ahead of the scheduled inauguration of the third set of locks, the centerpiece of an expansion program launched in 2007 with an initial budget of \$5.25 billion. The expansion of the waterway, used by six percent of global trade, was originally scheduled for completion in 2014 but the inauguration was pushed back and now is expected to take place prior to the end of the second quarter.

With the new set of locks, the canal will be able to handle up to 600 million tons of cargo annually, double its current capacity.

PATRIOT CONTRACT SERVICES WAGE RATES Effective January 27, 2016 — 2% TLC Increase Surge LMSR Vessels (USNS Gilliland, USNS Gordon, USNS Shughart and USNS Yano)

FOS — Prepositioning		56-Hour Base Wage Monthly	56-Hour Base Wage Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Rating						
QMED-Electrician		\$7,826.59	\$260.89	\$5,697.24	\$3,038.53	\$101.28
Storekeeper		\$7,594.23	\$253.14	\$5,548.56	\$2,959.23	\$98.64
QMED-Oiler		\$5,686.00	\$189.53	\$4,139.05	\$2,207.49	\$73.58
Wiper		\$4,588.88	\$152.96	\$3,343.86	\$1,783.39	\$59.45
Full Operating Status		56-Hour Base Wage Monthly	56-Hour Base Wage Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Rating						
Assistant Property Administrator		\$6,788.51	\$226.28	\$4,973.88	\$2,652.74	\$88.42
QMED-Oiler		\$5,686.00	\$189.53	\$4,139.05	\$2,207.49	\$73.58
Wiper		\$4,588.88	\$152.96	\$3,343.86	\$1,783.39	\$59.45
Reduced Operating Status		Base Wage Weekly	Base Wage Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Rating						
Assistant Property Administrator		\$1,193.74	\$170.53	\$4,973.88	\$994.78	\$33.16
QMED-Oiler		\$1,003.50	\$143.36	\$4,139.05	\$827.81	\$27.59
Wiper		\$824.47	\$117.78	\$3,343.86	\$668.77	\$22.29
Overtime Rates		Hourly	Daily			
QMED-Electrician		\$28.05	\$11.26			
Storekeeper		\$26.93	\$11.26			
Assistant Property Administrator		\$23.97	\$11.26			
QMED-Oiler		\$20.36	\$11.26			
Wiper		\$16.39	\$11.26			

MARINE FIREMEN'S UNION TRAINING PROGRAM 2016

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.

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 four-day 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 21-24, 2016

April 18-21, 2016

Endorsement Upgrading

QMED-Fireman/Watertender & Oiler

Members who successfully complete the 159-hour Qualified Member of the Engine Department (QMED) course will satisfy the requirements needed for the QMED Oiler and Fireman/Watertender endorsements, provided all other requirements, including sea service, are met. *Additional prerequisites: Coast Guard approval letter for endorsement upgrading, which certifies sea time of six months (180 days) as a Wiper, and letter from the vessel(s) certifying sea service of six months.*

March 14-April 8

April 18-May 13

STCW Rating Forming Part of an Engineering Watch (RFPEW)

Members who successfully complete the 40-hour RFPEW course will satisfy the requirements needed for the STCW endorsement of Rating Forming Part of an

Engineering Watch (RFPEW). *Additional prerequisites: See prerequisites for the QMED Fireman-Watertender/Oiler course.**

**The Plan recommends that eligible candidates schedule the QMED Fireman-Watertender/Oiler and STCW RFPEW courses back-to-back for a five-week combined training session.*

March 7-11

April 11-April 15

May 16-May 20

QMED-Electrician/Refrigerating Engineer

The QMED Electrician and QMED Refrigerating Engineer have been combined into the new QMED Electrician/Refrigerating Engineer endorsement. This six-week (240 hour) course will satisfy the training and examination requirements of 46 CFR 12.15-9 for the General Safety and Electrician modules, provided that all other requirements, including sea service, are also met. *Prerequisites: Minimum of one year of sea time with the Marine Firemen's Union PLUS the Junior Engineer endorsement and RFPEW.*

March 28-May 6

May 9-June 17

STCW-Basic Training Refresher

This three-day Refresher course consists of the 4 modules required for the STCW endorsement in Basic Training: Personal Safety and Social Responsibility, Basic Firefighting, Personal Survival, Basic First Aid/CPR/AED. Mariners successfully completing this course will satisfy the requirements of 46 CFR 11-202(b) for the minimum standard of competence for Basic Safety Training, *provided they have been previously certified per Section VI/1 of the STCW Code.*

Compass Courses, Edmonds, WA:

February 23-25; March 22-24; April 26-28

Training Resources, Ltd., San Diego, CA:

March 1-3; March 22-24; April 12-14

STCW-Basic Training (5-day course)

El Camino College, Hawthorne, CA:

February 22-25/27; March 21-24/26; April 11-14/16

Maritime License Center, Honolulu, HI:

February 29-March 4; May 2-6

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.

CMA CGM signs cooperation agreement with IRISL

French firm CMA CGM, the world's third-largest container shipping operator, last month signed a significant cooperation agreement with Islamic Republic of Iran Shipping Lines (IRISL). The move comes as many European companies — maritime and otherwise — seek to expand their business ties to the newly reopened Iranian market in the post-nuclear-sanctions era. The agreement, signed during a goodwill visit to Paris by Iranian President Hassan Rouhani, covers capacity sharing, joint route operations, and cooperation in using port terminals.

CMA CGM and Evergreen of Taiwan were the first to restart direct service to Iran last August. MSC restarted port calls in late December and United Arab Shipping Company resumed business with Iran in January. Maersk, the world's largest container shipping operator, has said that it is still examining service to Iran.

CMA CGM now operates three di-

rect routes to Iran, linking the country to Africa, Asia and India. It also offers indirect services with trans-shipments via the United Arab Emirates.

IRISL is Iran's largest containerized cargo carrier, and along with other state-owned maritime firms like the National Iranian Tanker Company, it has been removed from sanctions lists related to Iran's nuclear program. In December, the Iranian firm announced plans to order new 18,000 TEU (Triple-E type) container vessels from Chinese yards. The orders could total to 600,000 TEU in all, plus new general cargo ships and bulkers. At present, IRISL has a fleet of 160 vessels.

CMA CGM agreed in December to acquire Singapore's Neptune Orient Lines, parent company of American President Lines (APL), part of a recent industry-wide push for consolidation in global shipping.

UK engineers take magnetically-gearred propulsion motor to sea

A highly efficient, compact and low maintenance motor is being developed for use in marine propulsion as part of a \$2.4 million project, co-funded by Innovate UK. The project team — magnetic gear developer Magnomatics, Rolls-Royce and motor specialist ATB Laurence Scott — will design, manufacture and test a 2.5 megawatt Magnetically Geared Propulsion Motor, in a bid to prove its capabilities as a marine propulsion system. The motor will be powered by a magnetic gear, developed by Magnomatics, a spin-out from Sheffield University. The gear, known as the Pseudo Direct Drive (PDD), uses magnetic fields generated by powerful permanent magnets to transmit mechanical power.


The PDD consists of three rings, each separated by an air gap. The outer and inner rings contain permanent magnets, which are arranged in a north-south pattern. A middle ring, consisting of steel segments, alters the magnetic field between the inner and outer rings. The force of this magnetic field is transferred across the air gap, causing the rings to rotate, without the need for physical contact between each component. This lack of contact means there is no friction, increasing the efficiency of the device. It also means there are no wearing parts, eliminating the need for lubricants, and meaning little or no maintenance is needed.

A stator is fitted around the three rings. As current flows through the electrical windings in the stator, it causes the inner magnetic ring to rotate, which in

turn prompts the outer ring to rotate. The device is able to drive a large load, without the need for a mechanical gear box.

The efficiency benefits and low maintenance of the new motor should allow more flexible propulsion systems to be used on different types of vessels.

**FINISHED
WITH
ENGINES**



Charles K.Y. Kim, #1632. Born April 20, 1922, Lihue, Hawaii. Joined MFOW June 1, 1945. Pensioned January 1, 1979. Died November 19, 2015, in Lihue, HI.

Clyde L. Broad, #996. Born November 7, 1918, New Kensington, Pennsylvania. Joined MFOW April 6, 1943. Pensioned November 1, 1981. Died February 5, 2016, in San Francisco, CA.

Kenneth F. O'Brien, #1108. Born October 13, 1926, San Francisco, CA. Joined MFOW September 11, 1944. Pensioned October 1, 1991. Died February 8, 2016, Daly City, CA.

Ronald J. Rabideau, #3259. Born January 28, 1933, Seattle, WA. Joined MFOW April 20, 1964. Pensioned May 1, 1992. Died February 15, 2016, Seattle, WA.

POLITICAL ACTION FUND DONATIONS 2015

Almazan, Marcos, JM-4933..... \$100.00	MacDonald, Runako, JM-511020.00
Alsadem, Abdul, JM-500735.00	MacLaughlin, Sean, JM-5210.....50.00
Auzin, Edward, P-1703.....25.00	Maiden, Enrique, #3808.....45.00
Ayoob, Sol, P-2593..... 100.00	Manley, Richard, #3747.....20.00
Baptiste, Maurice, JM-5175.....5.00	Maquiso, Errol, JM-5011 40.00
Baumgarten, Jeffrey, #3745.....25.00	Marshall, Greg, JM-512650.00
Bracken, Joseph, P-216025.00	McCrum, Joel, P-2536 300.00
Burdett, Cassandra, #3854..... 100.00	Melendy, Dylan, JM-5154.....20.00
Cacacho, Vicente, #3828.....30.00	Melendy, Stuart, #3671 120.00
Callais, I. "Cajun", #3592..... 90.00	Mene, Lopaka, JM-5207.....15.00
Camba, Agripino, JM-5048.....30.00	Mitlo, Matthew, JM-521150.00
Canlas, Joseph, JM-5136.....10.00	Moen, Earle, P-12014.00
Capley, Denny, P-2878.....20.00	Mohamed, Yehya, JM-5234..... 100.00
Coloma, Bonny, P2763 100.00	Morrison, Patrick, P-2748.....50.00
Colon, Manolo, P-230910.00	Moyer, Shadow, #3822.....50.00
Conde, Tomas, #3800.....50.00	Mueller, Kevin, #3698.....50.00
Cook, Glen, P-2631.....26.00	Munassar, Ahmed, JM-5209..... 40.00
Corral, Michael, JM-5173 100.00	Murray, James, P-2018.....25.00
Cunningham, Dale, #3597 100.00	Mynes, Harry, P-1284..... 100.00
De La Cruz, Aris, #3777 100.00	Ngo, Donald, #382660.00
De La Rosa, Anthony, P-2753.....50.00	Pernar, Jerry, P215025.00
Diaz, Victor, P-125625.00	Petrovich, Anthony, P-2633 100.00
Disley, Henry, P-2617 100.00	Philyaw, Cynthia, #3853.....75.00
Farinas, Rey, JM-484420.00	Pitts, Saxton, JM-522020.00
Feehan, Donald, P-2589 34.00	Poplawski, Anthony, #3596 200.00
Fenley, Kenneth, #3740 130.00	Portanier, Frank, SUP50.00
Finklea, Charles, JM-431210.00	Rivera, Rogelio, JM-5171 100.00
Fisher, Wayne, P-254225.00	Rubio, Joe, P-2757 100.00
Geiler, Mark, #3727 100.00	Sanchez, Phillipps, #3862.....10.00
Gillette, Patrick, JM-493060.00	Schwab, Michael.....30.00
Goudeau, Phillip, JM-516120.00	Siguenza, Emilio, JM-521270.00
Graves, Alan Lloyd.....20.00	Sperling, Jacob, P-264010.00
Guzman, Daniel, JM-500050.00	Tangonan, Walter, JM-5150..... 100.00
Hanson, William, P-193325.00	Terry, John, JM-4999 46.00
Harlan, John, #3609 100.00	Ting, Ronny, JM-5139.....50.00
Harris, Cliff, #3585 200.00	Tokarz, Edward, #3770..... 300.00
Hermano, Ely, JM-4970.....30.00	Trejo, Roger, JM-4742..... 10.00
Higa, Mario, #3738 200.00	Turqueza, Marcelino, JM-507820.00
Hooper, David, #371250.00	Upchurch, James F., P-2666.....50.00
Jones, Aaron, JM-5226 100.00	Varnau, Kim, JM-5192 100.00
Jones, Jabari, JM-5129140.00	Vasquez, I. Ajie, JM-509170.00
Keenan, Peter, P219525.00	Watters, William, JM-4936..... 100.00
Keller, William, P-199610.00	White, Brandon, JM-5035.....50.00
Kovaltshuk, Oleg, JM-5041 100.00	White, Richard, P1855 100.00
Leeds, David, P-273830.00	Yancik, Paul, P-2742.....24.00
Little, Louis, P-237450.00	Yates, Carl, JM-5109 10.00
Llona, Reynato, JM-507550.00	
Lumansoc, Butch, JM-5201.....20.00	

Finished With Engines — 2015

A total of 22 deaths were reported in 2015, all pensioners.

Name	Date of Death	Location
Kenneth R. Braga, P-2638	February 22	_____
Robert V. Concannon, P-2621	July 29	Oakland, CA
Joseph M. Conway, P-2561	May 27	Nashville, TN
Israel V. Franceschi, P-2389	September 4	San Francisco, CA
Shinichi Gibo, P-945	November 11	Kahului, HI
Gregory L. Johnson, P-2745	December 4	Paramount, CA
Chang S. Kim, P-2391	June 4	Honolulu, HI
Charles K.Y. Kim, P-1927	November 19	Lihue, HI
Kam Yin (George) Lau, P-2618	January 22	San Pedro, CA
Edwin B. Lohmeyer, P-2262	May 23	San Rafael, CA
Paul Louridas, P-1397	March 3	Hopatcong, NJ
Harold W. Lund, P-2711	August 24	CA
Michael T. Merel, P-2642	October 17	Sacramento, CA
Earle L. Moen, P-1201	December 3	Santa Rosa, CA
James F. Murray, P-2018	August 20	Ridgefield, WA
Douglas A. Pak, P-2115	January 23	Salem, OR
Ronald L. Pittman, P-2703	February 27	_____
Stanley C. Pocekay, P-2042	February 26	Las Vegas, NV
Albert W. Semrau, P-1189	December 21	Oregon
Joseph M. Silva, P-1797	September 24	_____
Craig M. Spencer, P-2770	July 13	_____
Jose A.Vazquez, P-2643	May 24	Burlingame, CA

HONOR ROLL 2015

Juan Aviles, P-1981..... \$4.00	Mark Geiler, #373750.00
Kinzer Beavers, P-2677 100.00	John Harlan, 3609 100.00
Cassandra Burdett, #3854..... 100.00	Jabari Jones, JM-512960.00
I "Cajun" Callais, #359260.00	Louis Little, P-237450.00
Steve Callahan, P-268680.00	Dylan Melendy, JM-5154.....20.00
Mike Carr, P-2718 300.00	Stuart Melendy, #3671 141.00
John Casey (in memory of) 500.00	Ronald Molina, #3781..... 200.00
Katie Chelekis, JM-515550.00	Don Ngo, #3826.....50.00
Bonny Coloma, P-2763.....75.00	Ben O'Donnell, #3642.....20.00
Dale Cunningham, #3597 100.00	Saxton Pitts, JM-522020.00
Anthony De La Rosa, P-275350.00	Rogelio Rivera, JM-5171.....50.00
Gregory Dziubinski, P-267525.00	Emilio Siguenza, JM-521330.00
Rey Farinas, #387120.00	James F. Upchurch, P-2666.....50.00
Larry Freitas, N/A50.00	Isaac Vazquez, JM-5091.....30.00
Pasquale Gazillo, #3699..... 100.00	Brandon White, JM-5035.....50.00

WILMINGTON NOTES

We dispatched 49 jobs here total this past January. The details are posted on the registration clipboard here at the hall and in *Howz Shipping* in our monthly issue. There were six PCS, one APL and two Matson shipboard jobs; and two Reefer Mechanics shipped to the APL reefer shop. Two shipboard billets were filled by applicants, as well as two standby jobs. The remaining standby jobs were filled by MFOW registrants here at Wilmington. The present members registered, is posted here at the hall. We have 18 A-, 17 B- and 29 C-seniority members registered here.

Shipping was busy enough for whoever came into the hall, with not too many guys waiting on a job to come up. I made all the ships calling here, except when I was relieved by Pasquale Gazillo, #3699, for a short break.

I missed the monthly MTD meeting while I was onboard a ship clarifying some disputed time on the previous voyage. I also attended the annual AM-

MVC committee meeting, where they elected the new officers for the next year.

Port Teamster Job actions against Pac-9 are still ongoing. The "El Super" market workers are still out on the bricks.

On the *Lane Victory*, members are still encouraged to volunteer onboard. They still need the help with the ongoing repairs, but funding has stopped. I hope that the staff at the *Lane Victory* comes up with a solution quickly, as the ship's planned sail to Normandy is right around the corner.

Los Angeles/Long Beach Labor Coalition meetings will be held at our hall. The first meeting is February 18. Monthly meetings will be held for the next couple of months and will be more often as we get closer to Labor Day.

In closing, I would like to thank all the members who filled the available billets at Headquarters and Branches.

Thanks,
Sonny Gage
Port Agent

SEATTLE NOTES

During the month of January, we shipped one Reefer/Electrician/Junior, one Electrician, one Junior Engineer (Watch), two Oilers and four Standby Reefer/Electricians. We currently have seven A-, five B- and 16 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 Coral* and the Patriot vessels *USNS Waters*, *USNS Watkins*, *MV Cape Texas*, *MV Cape Taylor* and *MV Cape Trinity* all called for crew members out of Seattle.

I represented the MFOW and SUP at the King County Labor Council Executive Board and Delegates meetings and the King County Economic Forecast Summit. Along with King County Building Trades President Monty Anderson and Puget Sound Metal Trades President Todd Mitchel, we attended a small energy and gas industry forum where Senator Lisa Murkowski (R-Alaska) was the key speaker. Senator Murkowski is known to work with labor and is a supporter of the Jones Act.

I represented the MFOW and SUP in front of the *Seattle Times* Editorial Board regarding the Trans-Pacific Part-

nership (TPP) and organized labor's deep concerns with this secret agreement. Once I started talking about how this issue could negatively impacting our fishing grounds and ship and boat building within Washington and Alaska, they sat up a little straighter in their chairs.

Fraternally,
Vince O'Halloran
Representative

HOWZ SHIPPING

January 2016 San Francisco

Chief Electrician.....	5
Electrician/Reefer/Jr. Engineer.....	2
Junior Engineer (Watch).....	1
Oiler.....	4
Wiper.....	4
Standby Wiper.....	17
Standby Electrician/Reefer.....	5
TOTAL.....	38

Wilmington

Chief Electrician.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	1
Oiler.....	2
Wiper.....	2
Shore Mechanic.....	2
Standby Electrician/Reefer.....	14
Standby Wiper.....	24
TOTAL.....	49

Seattle

Chief Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Watch).....	1
Oiler.....	2
Standby Electrician/Reefer.....	4
TOTAL.....	9

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day).....	1
Junior Engineer (Watch).....	1
Oiler.....	5
Wiper.....	3
Standby Wiper.....	18
Standby Electrician/Reefer.....	12
TOTAL.....	44

HONOLULU NOTES

Honolulu had 44 jobs dispatched in January — 11 were steady jobs, with 3 more being sea trials and 30 being standby jobs.

Cassandra, Brandon, and Roger Rivera fill the *Yano/Shughart* sea trials. Artemio Rivera took the *Pfeiffer* Reefer job, and Richard Felimer took the *Pfeiffer* Day Junior job. Joshua Braithwaite filled the open board *Soderman* Wiper job. Joseph Kim filled the *Sisler* Wiper job, and Rodel Marquez will also be going to the *Sisler* as an Oiler. Oiler Orlando Pajarillo went to the *Red Cloud*. Reefer John Harlan took the *Mokiha-na*. Roger Rivera stepped up on a pierhead jump for a Watch Jr. job on the *Maui*. Ron Molina shipped out as the Electrician on the *Mahimahi*. Brandon White beat out a few guys wanting the *Manoa* Wiper job. Wendelyn Sugui took a pierhead jump onto the *Manoa* as the Electrician.

We also had 12 Standby Electrician/ Reefer jobs and 18 Standby Wiper jobs.

Out of the 44 jobs dispatched in Honolulu, 17 jobs went to Full Book members, and 7 of them were steady jobs. The "B" cards took 7 jobs, 2 of them being steady. The "C" cards had 13 jobs total, with 4 of them being steady jobs. The applicants did much better this month with 7 jobs total, and one of them was a steady job. We have 12 "A", 2 "B", and 12 "C" on the registration list.

I represented the MFOW at the monthly Honolulu Port Council meeting and my first ever AFL-CIO executive board meeting. I also went to a sign-waving with brother Rodel Marquez for the Association of Flight Attendants Union, who are in three-year contract talks with United Airlines.

I attended an AFL-CIO sponsored get-together with the Hawaii State Rep-

resentatives and Senators. At the state capital, they are talking about bringing back the interisland ferry.

I just came back from another sign-waving rally, this time with the Hawaii State Teachers Association. They really know how to do it — there were four sign-in tables and over 200 teachers waving signs in front of the State Capitol.

Fraternally,
Mario Higa
Port Agent

Regular membership meeting dates 2016

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)

MFOW members pensioned

Name	Book No.	Pension Type	Sea Time	Effective
Linton Acliese	3817	SIU PD Def Vested	13.000	retro 1/1/2016
Frank Spencer	3846	SIU PD Def Vested	09.000	retro 1/1/2016

POLITICAL ACTION FUND

Voluntary donations for January 2016:	Donald Feehan, P-2589.....	\$80.00
Robert Baca, #3776.....	\$500.00	
Joseph Bracken, P-2160.....	\$25.00	
I. "Cajun" Callais, #3592.....	\$80.00	
Denny Capley, P-2878.....	\$20.00	
Manolo Colon, P-2309.....	\$10.00	
Jorge Gonzalez-Cabrera, JM-5148.....	\$200.00	
Joel E. McCrum, P-2536.....	\$50.00	
Ted Steffens, P-1655.....	\$74.00	
Walter Washington, #3548.....	\$100.00	

Benefits paid during January

Death Benefits

Shinichi Gibo, P-945	\$1,500.00
Earle Moen, P-1201	1,500.00
	<u>\$3,000.00</u>

Burial Benefits

Shinichi Gibo, P-945	\$1,000.00
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Excess Medical	\$8,501.30
Glasses and Examinations	\$400.00

HONOR ROLL

Voluntary donation to General Treasury — January 2016:

Jefferson Basuel, #3829.....	\$20.00
I. "Cajun" Callais, #3592.....	\$50.00
Agripino Camba, JM-5048.....	\$20.00
Ronald Molina, #3781.....	\$50.00

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