



THE MARINE FIREMAN

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



Volume 73

SAN FRANCISCO, CALIFORNIA, JULY 17, 2017



No. 7

MFOW ratifies Matson contract

The membership of the Marine Firemen's Union (MFOW) completed its ratification process. The Union has voted to accept the 2017-2021 Offshore Agreement between the SIU-PD (comprised of the MFOW, SUP and SIU-AGLIW) and Matson Navigation Company, and the 2017-2021 Maintenance Agreement between the MFOW and Matson. Membership approvals took place on July 5 in San Francisco, July 12 in Wilmington and Honolulu, and July 13 in Seattle.

Union officials in all ports fielded questions from the membership on is-

such as term-of-agreement, wage and wage-related items, fringe benefits, general rules, work rules and shipping rules. After robust discussion in all ports, the votes came in for unanimous approval of the agreement reached on June 30 by the Unions and Matson.

The membership also approved the Memorandum of Understanding with American Ship Management covering the operation and maintenance of the integrated tug-barge *Moku Pahu*.

For more details, see the President's Report on page 4.

"Turncoat" McCain is at it again: wants to send U.S.-flag shipping to Davy Jones' locker

On July 13, U.S. Senator John McCain (R-Arizona) — the U.S. Merchant Marine's biggest enemy — introduced the Open America's Waters Act of 2017, legislation that would repeal the Merchant Marine Act of 1920, or the Jones Act. A provision of the Jones Act requires that all goods shipped between waterborne ports of the United States be carried by vessels built in the United States and owned and operated by Americans.

"I have long advocated the repeal of the Jones Act, an archaic and burdensome law that hinders free trade, stifles the economy, and ultimately harms consumers," said Senator McCain.

But what McCain does not say is that repeal of the Jones Act would jettison thousands of American jobs. The nation's well-trained, loyal, American merchant mariners would be replaced by fink, foreign labor with questionable loyalties during time of war or national crisis.

McCain has been working for years to reform and repeal the Jones Act. He first introduced legislation to repeal the Jones Act in the Senate in the 111th Congress in 2010, and mostly recently introduced an amendment in the 114th Congress in January 2016 that would waive Jones Act requirements for oil and gasoline tankers.

These types of anti-American moves go against President Donald Trump's push against free trade deals and advocacy for his own "Buy American" policies. Trump and McCain are rivals.

Cabotage laws date back to the earli-

est days of the nation's history. In 1789, Congress imposed added duties on goods transported by foreign vessels. The Navigation Acts of 1817 barred foreign vessels from domestic commerce. In 1886, Congress extended cabotage laws to passenger vessels, and in 1905 Congress retained U.S. build requirements for domestic shipping. The Merchant Marine Act of 1920 was enacted with the aim of maintaining a merchant marine of the best equipped and most suitable types of vessels owned and crewed by U.S. citizens, sufficient to carry the greater portion of U.S. commerce and serve as a naval or military auxiliary at time of war.

Section 27 of that Act is known as the Jones Act. Together with the Passenger Vessel Services Act of 1886, it reserves marine transportation of freight and passengers to U.S.-built, owned, crewed and maintained vessels. Similar laws cover dredging in U.S. waters and towing and salvage operations. The domestic trades include cargoes moved on the oceans (including trade between the 48 contiguous states and Alaska, Hawaii, Puerto Rico and Guam), along the coasts, on the inland waterways and the Great Lakes.

Marine Firemen's Union President Anthony Poplawski, who represents U.S. mariners on Jones Act ships stated, "It's difficult to understand why McCain, a Senator and a Navy veteran, is a "turncoat" on the issue of the Jones Act. This is about American jobs, American families, and national security, and he's hell-bent on destroying that."



From left to right: MFOW President Anthony Poplawski; Stu Melendy, #3671; Steve Petritz, #3720; Guy Kepaa, #3739; Don Ngo, #3826; Cassandra Burdett, #3854; and Bruce Chow, #3812.

The Jones Act

The Jones Act is critical to the military strategy of the United States, which relies on the use of U.S.-flag ships and crews and the availability of a shipyard industrial base to support national defense needs. The domestic American maritime industry strengthens U.S. national security at zero cost to the federal government. The domestic maritime fleet provides capacity and manpower that the armed forces can draw upon to support U.S. military operations. American ships, crews to man them, ship construction and repair yards, intermodal equipment, terminals, cargo tracking systems, and other infrastructure are available to the U.S. military at a moment's notice in times of war, national emergency, or even in peacetime.

The Jones Act ensures a strong and vibrant maritime industry, which helps ensure the United States maintains its

expertise in shipbuilding and waterborne transportation. The U.S. Navy's position is clear — repeal of the Jones Act would "hamper America's ability to meet strategic sealift requirements and Navy shipbuilding." Without American maritime, the U.S. would be dependent on foreign owned and flagged vessels for the transport of waterborne commerce in and around the country.

The Jones Act is also critical to our country's economic security. The 40,000 Jones Act vessels operating in the domestic trades support nearly 500,000 American jobs and almost \$100 billion in annual economic impact. An impressive five indirect jobs are created for every one direct maritime job, which results in more than \$28 billion in labor compensation. The industry plays an important role in relieving congestion on the nation's crowded roads and railroads. The nation's domestic shipbuilders, which are a key part of America's maritime industry, are leading the way in innovation with the construction of offshore oil and gas support and dynamic positioning vessels.

The Jones Act ensures that the vessels navigating our coastal and inland waterways abide by U.S. laws and operate under the oversight of the U.S. government. As was noted by the Lexington Institute, "Were the Jones Act not in existence, DHS would be confronted by the difficult and very costly task of monitoring, regulating, and overseeing all foreign-controlled, foreign-crewed vessels in internal U.S. waters."

Trump food aid plan aborted

The Trump administration planned to require 100 percent of U.S. food aid to be transported on U.S.-flag vessels, up from 50 percent under current policy. Sources said that the administration was preparing an executive order that would double the carriage requirement.

The food aid program, known as Food for Peace, has long been under fire by anti-U.S. flag shipping opponents, who argue the system is not economical and that food could be sourced locally with vouchers. During the George W. Bush and Obama administrations, USAID and various groups challenged the cargo preference laws, which require that at least half of American sourced food be shipped on U.S.-flag ships.

The USAID-led coalition contended that 59 cents of every dollar spent on food aid ended up in the pockets of middlemen, the program wasted more than \$470 million in tax dollars each year and that U.S.-flag ships were old and outdated. The U.S. shipping industry challenged these claims, saying that the national security arguments were not about ships, but about maintaining a well-trained merchant marine during peacetime to be ready for times of war.

The administration's planned or-

der proved unpopular with the Senate Foreign Relations committee. Senators Bob Corker (R-Tennessee) and Christopher Coons (D-Delaware), were primarily responsible for convincing the President to abandon the Executive Order. Senator Corker has been outspoken in his desire for reform of U.S. Food Aid and the elimination of cargo preference; and he foolishly contends that Food for Peace could feed 8-10 million more people annually by buying from local or regional suppliers.

The White House had planned to issue the order to raise the PL-480 Food Aid program's U.S.-flag ship cargo preference requirement from 50 percent to 100 percent. The move was being touted as part of President Trump's "America First" policy.

The order was designed as a way to help turn around the steady erosion of the nation's internationally trading commercial fleet. This appeared to be a tangible step of assisting our industry with steadier sources of cargo, the lifeblood of the U.S. Merchant Marine. The subsequent increased demand for U.S.-flag ships would help grow the fleet, mushroom the size of the U.S. mariner pool and ensure our country's sealift capability in times of war or national emergency.

Halls to close

Harry Bridges' Birthday — The MFOW hiring halls on the West Coast will be closed on Friday, July 28, 2017, in observance of Harry Bridges' Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels (except RRF vessels) in West Coast ports. It is not a holiday at sea.

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

The Marine Fireman

Published Monthly By

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

ORGANIZED 1883

Affiliated with the Seafarers International Union of North America, AFL-CIO

Yearly subscription rate: \$20 first class, \$25 overseas air

Postmaster: Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105

Prevailing wage, project labor agreements protect living standards for construction workers

By Robby Hunter, President
State Building and
Construction Trades
Council of California

In an era of political hyperventilation, it might be a good idea for some critics to take a deep breath before they launch into their attacks on the prevailing wage laws and project labor agreements that protect the living standards of construction workers in California and across the nation.

From Washington, D.C., to Los Angeles, anti-union writers in recent weeks have incorrectly branded the 1931 Davis-Bacon Act that wrote the prevailing wage into the law on taxpayer-funded construction projects as born of racism and a rip-off of public funds. The same critics also have falsely characterized project labor agreements as costly to taxpayers and unfair to nonunion construction companies.

Now, for the facts. Two Republican congressmen, Senator James Davis of Pennsylvania and U.S. Representative Roger Bacon of New York, sponsored their legislation 86 years ago to establish a minimum wage on taxpayer-funded construction projects, based on local measures of central tendency in any of

the covered construction trades.

The idea behind the prevailing wage is to keep unscrupulous operators from low-bidding the legitimate competition to the detriment of the local workforce. The effect has been to allow blue-collar workers — 400,000 of whom are represented by the State Building and Construction Trades Council of California — to maintain their place in the American middle class.

Of the false charges that have been lodged of late about Davis-Bacon, perhaps the most repugnant is the smear that recirculates every so often that the act originated as an outgrowth of racism. The critics troll through the historic record to quote some congressmen in the debate over Davis-Bacon who supported the law based on their own warped view that it was designed to protect higher-paid white workers in the northeast represented by the authors of the law from “cheap colored labor” that would be imported to their districts from the South. The critics fail, however, to report Congressman Bacon’s reply that imported workers came in white skin as well as black.

They also fail to note the observations of U.S. Rep. Fiorello LaGuardia, later to become one of New York’s most

legendary mayors, that in the Long Island hospital project that gave rise to the law, all the workers brought north by the Alabama construction firm, Algeron-Blair, were equals in suffering exploitation at the hands of the contractor.

“I saw with my own eyes the labor that (the contractor) imported there from the South and the conditions under which they were working,” LaGuardia testified from the House floor. “These unfortunate men were huddled in shacks living under the most wretched conditions and being paid wages far below the standard.”

As for the current day, more than half of the \$1.32 billion paid out to workers on prevailing wage jobs in California in 2016 went to non-whites. The percentage was considerably higher on projects in the urban core, like the multiple public transportation extensions in Los Angeles.

Well into its ninth decade, the Davis-Bacon Act still makes sure that jobs get finished faster, more efficiently and at a lower cost, thanks to the increased productivity of a streamlined, higher-skilled and better-trained workforce. It saves money on social welfare costs, too.

Davis-Bacon projects, meanwhile, are built to last. Just ask the millions who have visited Hoover Dam, one of the greatest infrastructure projects in American history. Back then, the critics complained about the workers’ ungodly wages — 80 cents an hour. In retrospect, the prevailing wage that covered the construction of the dam looks like the bargain of the century.

In the same breath as Davis-Bacon, anti-union commentators also express displeasure with project labor agreements where labor and management get together to make peace on wages and working conditions before construction ever begins. These agreements are employed on public as well as private projects, such as the 73-story Wilshire Grand project finished recently in downtown Los Angeles.

Nonunion companies are more than welcome to compete for project labor agreements. Some of them, however, may not be able to meet PLA requirements for the higher-quality work that you get from the union workers who have completed four- or five-year state-approved apprenticeship programs.

Without the prevailing wage and project labor agreements, the odds will go way up that low-bid contractors will hire their workers off street corners. Then you can expect cost overruns, shoddy workmanship and delays in construction — all of which are really something to get upset about.

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS

240 Second Street

San Francisco, CA 94105

Tel: (415) 362-4592/4593/4594

Fax: (415) 348-8864

Dispatcher-Tel: (415) 362-7593

Dispatcher-Fax: (415) 348-8896

General Email: headquarters@mfoww.org

Anthony Poplawski

President/Secretary-Treasurer

Email: mfow_president@yahoo.com

I. "Cajun" Callais

Vice President

Email: ICallais@mfoww.org

Robert Baca

Business Agent

Email: robchili510@yahoo.com

Karen Mohr, Controller

Email: KMohr@mfoww.org

Sandra Serrano, Secretary/Training

Email: SSerrano@mfoww.org

MFOW TRUST FUNDS

240 Second Street

San Francisco, CA 94105

Tel: (415) 986-1028 / 986-5720

Fax: (415) 546-7340

General Email: welfare@mfoww.org

Esther Hernandez

HMO Eligibility/Death Benefits

Email: EHernandez@mfoww.org

Amanda Salinas

Medical Claims/Optical Benefits

Email: ASalinas@mfoww.org

Peggy Artau

Money Purchase & Pension Benefits

Tel: (415) 362-1653

Fax: (415) 348-8864

General Email: pension@mfoww.org

Email: PArtau@mfoww.org

WILMINGTON BRANCH

533-B Marine Avenue

Wilmington, CA 90744

Tel: (310) 830-0470

Fax: (310) 835-9367

H. "Sonny" Gage, Port Agent

Email: HGage@mfoww.org

HONOLULU BRANCH

707 Alakea Street

Honolulu, HI 96813

Tel: (808) 538-6077

Fax: (808) 531-3058

Mario Higa, Port Agent

Email: MHiga@mfoww.org

PORT SERVICED — SEATTLE

4005 - 20th Avenue West, Suite 115

Seattle, WA 98199

Tel: (206) 467-7944

Fax: (206) 467-8119

Brendan Bohannon, Representative

Email: seattle@sailors.org

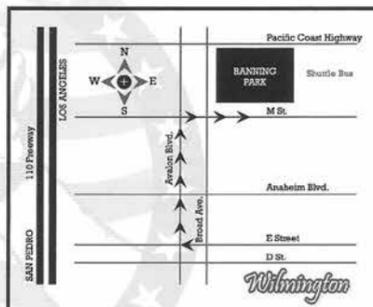
38TH ANNUAL
LOS ANGELES / LONG BEACH HARBOR LABOR COALITION
LABOR SOLIDARITY PARADE

UNION PROUD
UNION STRONG

MARCH STARTS AT: BROAD & E. ST. IN WILMINGTON
LA MARCHA COMIENZA EN: BROAD Y E. ST EN WILMINGTON

ASSEMBLY BEGINS AT 8 AM | MARCH DEPARTS AT 10 AM
FORMACION EMPIEZA 8 AM | LA MARCHA SALE 10 AM

RALLY AT BANNING PARK AT 12 PM | SPEAKERS, MUSIC,
SHUTTLE BUSES, HOT DOGS, SOFT DRINKS, & MORE!
RENUNION EN BANNING PARK 12 PM | VOCEROS, MUSICA,
AUTOBUSES DE TRANSPORTE, HOT DOGS, SODAS, Y MUCHO MAS!



MONDAY / LUNES
SEPTEMBER 4, 2017

LABOR DAY COMMITTEE: 7844 ROSECRANS AVE. PARAMOUNT, CA 90723

PHONE: 562.481.7275 OR VISIT US ON [facebook](https://www.facebook.com/mfoww)

Port of San Francisco seeks new operator for Pier 70 dry dock

The Port of San Francisco will seek a new operator for its Pier 70 dry dock, which lost its most recent operator — Puglia Engineering Inc. — amid legal battles. A request for proposals went before the Port Commission this month, the first concrete step in the agency seeking a new operator for the West Coast's largest shipyard, which for some 150 years repaired large seafaring vessels destined for war, and pleasure.

In late February, Puglia withdrew from the shipyard as the small Northwestern ship repair company accused the former Pier 70 operator, BAE Systems, of concealing the dire repairs needed at the shipyard. The two companies are now tussling over the matter in court. In the meantime, the 240 or so mostly union Pier 70 workers were laid off — but those workers may soon have a shipyard to return to.

In the downtime between operators, the port is upgrading its electrical infrastructure to the tune of about \$3 million, which will allow the new operators to use more equipment and for longer, perhaps increasing profitability.

In its lawsuit, Puglia alleged Pier 70 needed more than \$9 million in repair, including significant dredging of its dry docks. In a draft version of the request for proposals, the port outlined a requirement for sustainability from a new

Louisiana yard to build research ship

A Houma, Louisiana shipyard will build a \$122 million ocean research ship with the possibility of building two more. Gulf Island Shipyards has been awarded a contract by Oregon State University to build the 193-foot research vessel. The university received \$121.9 million, the largest grant in its history, from the National Science Foundation for construction of the first of three ships approved by Congress for research along the U.S. coast. Once money for the next two ships is authorized, the total grant could increase to as much as \$365 million.

"Rising sea levels, ocean acidification, low-oxygen waters or hypoxia, declining fisheries, offshore energy, and the threat of catastrophic tsunamis are issues not only in the Pacific Northwest but around the world," said the dean of the university's College of Earth, Ocean and Atmospheric Sciences. "These new vessels will provide valuable scientific capacity for better understanding our changing oceans."

The National Science Foundation chose Oregon State in 2013 to lead the initial design phase for a new class of re-

Port Authority of Guam pitches \$80 million borrowing plan

The Port Authority of Guam's proposed bond borrowing could reach as high as \$80 million. The agency wants to borrow money for capital improvement projects and the possible refinancing of prior loans.

The bond proposal seeks to support several projects including:

- hotel, wharf and access road improvements, at \$14.2 million;
- replacement of administration building and development of a commercial center, at \$17.5 million;
- replacement and relocation of waterlines, at \$6 million;
- repair of warehouse buildings, at \$2 million;
- Golf Pier repairs, at \$2 million; and
- replacement of Gantry Crane 3, at

operator, including the need to create and implement a feasible plan for repair, maintenance and capital improvements to the facilities including the renewal/replacement of the current dry docks.

Long Beach ranked top North American seaport

The Port of Long Beach was again named the Best North American Seaport at the Asian Freight, Logistics and Supply Chain Awards held June 29 in Singapore. This is the third consecutive year and the 19th time in the last 22 years that the Port of Long Beach has won the title "Best North American Seaport" from Asia Cargo News and the previous event organizer, CargoNews Asia.

The award is bestowed by importers, exporters, and logistics and supply chain professionals. Ports are judged based on service quality, innovation, customer relations and reliability, among other factors. More than 15,000 industry professionals who read Asia Cargo News were invited to participate in the nomination and selection process for the awards. Awards were also given in many other categories, including shipping lines, container terminals and road haulers.

search vessel for the U.S. Academic Research Fleet. The fleet is operated by a consortium of 58 universities and the federal government called the University-National Oceanographic Laboratory System. Oregon State was also asked to lead the competitive selection of a shipyard to build the ships.

Gulf Island is expected to begin construction of the first ship in the spring and will deliver it to Oregon State in 2020. The university says it will test the ship for a year then begin research work on the West Coast.

The National Science Foundation will begin competitive selection of operating institutions for the second and third vessels later this year. Researchers will use those ships along the East and the Gulf coasts.

The ships will be equipped to conduct seafloor mapping and study processes associated with earthquakes. Advanced sensors can detect and characterize harmful algae blooms, such as those associated with the Gulf of Mexico dead zone that occurs each summer off Louisiana and Texas.

\$8 million.

Port officials said the proposed capital projects that will be funded through the proposed borrowing are necessary and critical for operations. For instance, the administration building is 50 years old and is not fully compliant with the Americans with Disabilities Act. Moreover, the building does not meet the operational requirements of the tenants. The port also wants to replace and relocate waterlines that are more than 50 years old and leaking.

An official said if revenues go up during Guam's military buildup, the proceeds can be used to support the bond borrowing. Under the port's proposal, the bond will mature by 2048, and will carry seven percent interest per annum.

Buzby nominated as next Maritime Administrator

On June 22, President Donald Trump nominated Rear Admiral Mark H. "Buz" Buzby to be the next head of the Department of Transportation's Maritime Administration (MARAD). The agency's executive director, Joel Szabat, has been serving in lieu of the administrator since January; when outgoing MARAD leader Paul Jaenichen stepped down to join HMS Global Maritime.

Buzby, a 1979 graduate of the U.S. Merchant Marine Academy, currently serves as president and CEO of the National Defense Transportation Association, a group of transportation, logistics and passenger travel professionals in industry and government. He also sits on the boards of several maritime corporations.

Buzby served as the commander of the U.S. Navy's Military Sealift Command from 2009 until 2013, when he retired from his 34-year military career. Before MSC, he briefly commanded Joint Task Force Guantanamo, and he has served in a variety of high-level positions within the Navy staff.

As a surface warfare officer, he deployed on USS Connole, USS Aries, USS Yorktown, USS Shiloh and the USS Carney. He was the sea combat commander for Destroyer Squadron 31, Abraham Lincoln Battle Group during deployments in support of Operations Southern Watch and Enduring Freedom. He has received the Navy Distinguished Service Medal, the Bronze Star and nu-



merous other personal and unit awards.

Shortly before the news of Buzby's appointment, MARAD announced that it has hired the National Academy of Public Administration to conduct a six-month organizational review. The scope is comprehensive, including a look at MARAD's core functions, its role within the U.S. Department of Transportation and its "benefit to the nation."

According to MARAD's announcement, the study will evaluate how effectively and efficiently MARAD meets its responsibilities; how MARAD programs perform and how they can be more effectively managed; and how MARAD's performance compares with that of other maritime transport organizations.

Bill would bring U.S. Merchant Marine Academy under Title IX

New legislation aims to subject the U.S. Merchant Marine Academy in Kings Point, New York to the gender discrimination laws in place at most colleges and universities, following years long concerns about the school's handling of sexual misconduct. The Merchant Marine Academy Improvement Act, introduced by Senator Kirsten Gillibrand (D-New York) and U.S. Representative Thomas Suozzi (D-New York) would require the 74-year-old federal service academy to follow Title IX of the Education Amendments of 1972.

The nation's five service academies are exempt from the federal civil rights law that bans gender discrimination, including sexual violence, in schools that receive federal funding. However, the Merchant Marine Academy, alone among the five academies, does not conform to the Uniform Code of Military Justice, a set of federal rules defining the military's justice system and criminal offenses under military law. Advocates say this arrangement hampers reform efforts and enforcement.

Gillibrand noted that while she supports steps taken by the academy's superintendent, Rear Admiral James Helis, to fix the school's culture, there is no guarantee they will be followed by future leaders of the academy. Suozzi said the bill was important in that it would allow all students to feel safe. U.S. Representative Peter King (R-New York), chairman of the Congressional oversight panel for the academy, said while he supports the bill, he had concerns about the "unintended consequences" of placing the school under Title IX and noted that the four other service academies are not.

The bill would also create a 24-hour helpline, fund satellite phones for stu-

dents to report crimes overseas, allow academy officials to conduct unannounced spot checks on ships, require industry and union officials to maintain records of sexual assault training for crew members, and designate a Sexual Assault Response Coordinator on campus.

Newsday reported in January that sexual assaults, harassment and sexism have persisted at the academy for nearly a decade, both on campus and during its required year-at-sea program, according to federal documents and interviews with midshipman. Academy officials said they received a record nine sexual assault reports in the 2016-17 school year, a sign that more people are aware of the campus' services.

Union reaches tentative deal with Newport News Shipbuilding

A steelworkers' union that represents nearly 10,000 workers at the Newport News shipyard has reached a tentative deal on a new collective bargaining agreement. United Steelworkers Local 8888 said that the deal with Huntington Ingalls Industries — the parent company of Newport News Shipbuilding — will increase wages, improve pensions and contain health care costs. The new deal, if approved by the rank-and-file, will last for more than four years.

The local represents 9,700 workers at the shipyard. Newport News Shipbuilding, which builds aircraft carriers and submarines, employs about 20,000 people and is Virginia's largest industrial employer.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MATSON NEGOTIATIONS

After several months of preparation and two weeks of actual collective bargaining, the SIU Pacific District Unions (MFOW, SUP and SIU-AGLIW) nailed down a tentative agreement with Matson Navigation Company.

Negotiations began on Tuesday, June 20. Matson gave a PowerPoint presentation detailing its one-billion-dollar fleet improvement plan and lamented the poor performance of the company's stock, which was trading around \$29 per share. The unions attacked Matson's ongoing effort to drive APL out of the Guam trade.

The company and unions then traded initial proposals. It became immediately obvious that the company had no interest in any economic proposals, offering a 10-year contract with no defined wage increases. A second General Rules session took place on June 21 with results similar to the previous day.

On June 22, the MFOW met with the company to cover Work Rules, Shipping Rules and Maintenance. The company accepted our non-economic proposals but rejected our major economic proposal, specifically, the replacement of the APW rating aboard Guam-China vessels with an actual Wiper at master contract wages and benefits.

Seeing that the company was not satisfactorily moving on economic issues, along with SUP President Gunnar Lundberg, I took a trip to Honolulu. With about 30 SUP and MFOW members in the background, we held a press conference to let the public know that a strike was forthcoming if Matson did not step up to the plate. The media coverage was favorable and helped put pressure on the company.

The parties met on June 28 and 29 and slowly started to move toward an agreement. On June 30, the MFOW held special meetings in all ports asking the membership for strike authorization. The vote was 98 percent in favor of hitting the bricks. The SUP had previously taken a strike vote at their regular June membership meetings. At 1742 hours on Friday, June 30, about six hours before the deadline, a deal was reached. The highlights of the tentative agreement, subject to membership approval, are as follows:

Term of Agreement

This is a four-year agreement starting July 1, 2017, and continuing through June 30, 2021.

Wages

- 3.25 percent increase in wage and wage-related items effective July 1, 2017.
- 3.00 percent increase in wage and wage-related items effective July 1, 2018.
- 3.00 percent increase in wage and wage-related items effective July 1, 2019.
- 3.25 percent increase in wage and wage-related items effective July 1, 2020.
- Maintains the Cost-of-Living (COLA) provisions of the contract.

Pensions

The company will increase the SIU-PD Pension Plan contribution from \$10 per manday to \$20 per manday effective January 1, 2018.

Training

The company agrees to increase its contributions to the MFOW, SUP and SIU-AGLIW Training Funds by \$0.25 per manday effective July 1, 2017; \$0.25 per manday effective July 1, 2018; \$0.25 per manday effective July 1, 2019; and \$0.50 per manday effective July 1, 2020.

Vessels Covered and Manning

An amendment to Section 3 of the General Rules extends the agreement to the *Kanaloa*-class vessels to be built at NASSCO shipyard in San Diego, and to all replacement vessels for those vessels currently covered by the agreement, and provides that the company, its affiliates and subsidiaries shall not engage in subterfuge to avoid obligations for those vessels currently covered by the Agreement.

Direct Deposit

An amendment to Section 8 of the General Rules allows for direct deposit of wages where procedures for direct deposit of wages have been established by the company.

Safe Gear and Safe Working Conditions

An amendment to Section 9 of the General Rules extends the prohibition of smoking in common spaces to include E-cigarettes. This was a company proposal.

Explosives

An amendment to Section 22 of the General Rules updates language regarding explosives; specifically, Interstate Commerce Commission Class A explosives are now defined as Department of Transportation Class 1 explosives with a mass explosion hazard or projection hazard.

Transportation

Appendix B of the General Rules was updated. The San Francisco-to-Oakland fare was increased by \$1.30 and the Seattle fare was increased by \$1.00. The Richmond and Crockett fares were eliminated as Matson does not use those terminals anymore.

Shipping Rules

An amendment to Section 35 of the Shipping Rules provides that all crewmembers must hold a valid USCG-issued STCW Medical Certificate to be signed on to a company vessel. The term "valid" shall mean the STCW Medical Certificate does not expire during the crewmembers' assignment. This was a company proposal.

An amendment to Section 41 of the Shipping Rules eliminates the requirements to show discharges as Second Electrician or Assistant Reefer in order to sail as Chief Electrician or Chief Reefer, respectively. This was proposed by the Union because there have not been Second Electrician or Assistant reefer jobs in over 20 years.

An amendment to Section 44 of the Shipping Rules provides that any Class "B" or Class "C" registrant may take an open job for one complete round trip and retain their shipping card. This was previously only available to Class "A" registrants.

Amendments to Section 50 of the Shipping Rules revise the requirements to advance from Class "C" to Class "B", and from Class "B" to Class "A". This was also done in the 2015 APL agreement.

A new section in the Shipping Rules allows for a regular crew member with Class "A" seniority to take a trip off without pay during the four months of employment aboard vessel:

- In order to take the trip off, the crew member must have been employed aboard the vessel for a period of at least 28 days, or one trip, whichever is the longest.
- The crew member cannot have less than 28 days' employment left on the original dispatch.
- Relief jobs filled under these rules shall be called "temporary relief" by the dispatcher.
- No transportation shall be paid by the company for the crew member taking a trip off or for the replacement crew member.
- The regular crew member and the temporary relief shall not both receive pay for the same day of employment so as to create an overlapping of payrolls. The temporary relief shall receive the days' pay. The regular crew member shall remain on the job until properly relieved by the temporary relief.
- A trip off shall be granted where qualified replacements are available at any port in which the Union operates a hiring hall.
- The crew member granted a trip off shall rejoin the vessel in the same port at which the temporary relief joined the vessel.
- The crew member taking a trip off must return to the vessel only at the same rating.
- The crew member requesting a trip off shall notify in writing the engine delegate and the Chief Engineer five days prior to the ship's arrival.
- The temporary relief shall retain their shipping card.
- The crew member having a trip off shall register within 72 hours after getting off the vessel. A crew member who fails to do so will forfeit the right to reship assignment.
- When a crew member on a trip off does not pick up the reassignment slip, the permanent opening shall be shipped a day after arrival, unless the vessel is scheduled to be in port less than 24 hours.
- A crew member on a trip off who does not take the job back can only reregister on the regular shipping list.
- In cases of emergency (not including illness or injury of the crew member making the request) a Class "A", "B", or "C" seniority crew member may be granted a trip off upon presentation of proof of such emergency. Anyone violating this rule shall lose the right to return to vessel.

Work Rules

An amendment to Section 2 of the Work Rules provides that the company shall be responsible for required unlicensed engine personnel training related to the operation and maintenance of liquefied natural gas (LNG) propulsion systems and auxiliaries.

An amendment to Section 15 of the Work Rules clarifies that standby personnel shall be paid one hour of overtime when required to work during a meal hour. This was a company proposal.

An amendment to Section 30 of the Work Rules revises the general duties of Wipers, as follows: Wipers shall do general cleaning, painting and polishing work in the engine department and take on stores, including assisting in fuel oil, lube oil, slops, and liquefied natural gas (LNG) transfers.

An amendment to Appendix A — Manning of the General Rules provides that the Wiper rating is a guaranteed billet aboard the C-9 vessels. Previously, the Wiper rating was an optional billet aboard the C-9 vessels.

An amendment to the bunkering section of Appendix A provides that the term "bunkering" is clarified to mean any fuel oil, lube oil, slops, or liquefied natural gas (LNG) transfers to or from the ship.

Maintenance

The parties agree that the offshore term of agreement and offshore increases in wage and wage-related items, negotiated between the SIU Pacific District Unions and the Company, shall also be applied to personnel working under the Maintenance Agreement.

Company Proposals Rejected by the SIU-PD

The following proposals by the company were rejected by the SIU-PD Unions:

1. The SIU-PD rejected the company proposal to pay supplemental wages as a separate allowance on vessel payoff vouchers and eliminate the \$2.12 per manday administrative expense to the SIU-PD Supplemental Wage Fund.
2. The SIU-PD rejected company-proposed changes to language regarding vessel wash down.
3. The SIU-PD rejected the company proposal to shut down the SIU-PD Medical Center and send mariners to another medical facility for physical examinations.
4. The SIU-PD rejected the company proposal to revise the minimum storing list to reduce the variety of canned fruit, fruit juices and smoked fish aboard vessels.

SIU-PD Proposals Rejected by the Company

1. The SIU-PD proposed to increase supplemental wages from 17-for-30 to 20-for-30 over a three-year period. The company flatly refused stating they could not consider supplemental wage increases on top of pension contribution increases, due to the economic impact of the proposal.

2. The company rejected the SIU-PD proposal regarding business class transportation on international flights for unlicensed personnel.

3. The company rejected the SIU-PD proposal to increase maintenance and cure to \$40 per day.

Company Proposal Rejected by the MFOW

The MFOW rejected a company proposal to limit overtime minimums for Shore Maintenance personnel to only one two-hour minimum per day.

MFOW Proposal Rejected by the Company

The company rejected the MFOW proposal to replace the APW aboard Guam-China ships with a guaranteed Wiper billet.

Continued on page 5

MORE PRESIDENT'S REPORT

Continued from page 4

The MFOW Negotiating Committee, consisting of brothers Enrique Maiden, #3808; Jorge Gonzalez, JM-5148; Andrew Mayorga, JM-5281, Vice President Cajun Callais and myself, approached the negotiations with determination and full commitment to the membership in an endeavor to maintain all provisions and language necessary to protect working conditions and to accomplish the goals and recommendations submitted by the rank-and-file at our Convention last April.

While some goals were not achieved, we believe that the tentative wage and benefit package overall is solid, and I recommend membership approval.

MOKU PAHU

As previously reported, the SIU Pacific District Unions (MFOW, SUP and SIU-AGLIW), as well as the licensed unions (MEBA and MM&P), had been in discussions with American Ship Management (ASM) since January regarding the future of the *ITB Moku Pahu*. On June 15, the MFOW signed off, subject to membership approval, on the final Memorandum of Understanding and Appendix.

The term of agreement is five years, from June 15, 2017, to June 14, 2022. However, without the steady sugar cargoes previously carried by the *Moku Pahu* from Hawaii to California, the parties recognize that the ship could be laid up, scrapped or removed by the owner (Schuyler Line Navigation Company) at any time.

The unlicensed engine ratings aboard the vessel remain unchanged, with base pay and overtime as follows:

Rating	Monthly Base Wage	Daily Base Wage	Hourly OT Rate
QMED/OS	\$5,311.20	\$177.04	\$42.45
Wiper/OS	\$3,326.40	\$110.88	\$26.87

The hourly overtime rates will be paid for any work in excess of eight (8) hours on Monday through Friday and for all work performed on Saturdays, Sundays and holidays. There will be no payment of penalty time or dirty work under this agreement.

Both ratings will receive ten days of supplemental benefit wages for each thirty days worked. The MFOW Money Purchase Pension Plan contribution for both ratings will be \$27 per day.

As in the past, the QMED/OS and Wiper/OS shall be turned-to on deck to assist with vessel mooring and unmooring operations (tie-up and let-go only). They shall not be assigned port preparation duties, rigging or stowing of pilot ladder, or gangway operations.

Although the future of the ship is uncertain, dependent on the ability of the owner to secure commercial or food aid cargo opportunities, I recommend membership approval of this agreement.

TRUST FUNDS

On June 14, the trustees of the various MFOW trust funds met in the Conference Room at MFOW Headquarters. On June 15, the trustees of the various SIU Pacific District trust funds met at the Pacific District offices in San Francisco.

SIU-PD Pension Plan — The trustees heard the report of the plan actuary. The report set forth the actuarial valuation as of August 1, 2016, based on financial data for the plan year ending July 31, 2016. The market value of assets as of August 1, 2016, was \$101,515,817. The net return for the year ended July 31, 2016, after investment expenses was 0.56 percent on a market value basis and 6.01 percent on an actuarial value basis.

SIU-PD Supplemental Wage Fund — The financial report dated April 30, 2017, showed total assets of \$4,189,474 and liabilities of \$3,593,115; resulting in net assets available for benefits of \$596,358.

SIU-PD Seafarers' Medical Center — Routine meeting.

MFOW MPPP — The MFOW Money Purchase Pension Plan showed total assets of \$37,447,712 as of March 31, 2017. One year investment returns (low to high) of the various mutual funds, dated April 30, 2017 were as follows:

Separately Managed Account	=	1.98 percent
Dodge & Cox Income Fund	=	3.70 percent
Dodge & Cox Global Bond Fund	=	7.07 percent
Dodge & Cox Balanced Fund	=	18.90 percent
Dodge & Cox International Stock Fund	=	21.73 percent
Dodge & Cox Global Stock Fund	=	25.33 percent
Dodge & Cox Stock Fund	=	26.42 percent

MFOW Supplementary Pension Plan — The trustees heard the report of the plan actuary. The report set forth the actuarial valuation as of August 1, 2016, based on financial data for the plan year ending July 31, 2016. The market value of assets as of August 1, 2016, was \$4,074,877. The net return for the year ended July 31, 2016, after investment expenses was 4.39 percent.

MFOW Welfare Plan — Assets as of April 30, 2017 were as follows:

Guaranteed Account	=	\$7,191,667
Special Account #1	=	\$5,141,449
Special Account #2	=	\$1,912,333

MFOW Training Plan — Assets as of May 31, 2017 totaled \$754,255.

MFOW Joint Employment Committee Trust — Routine meeting.

APL NOTES

Guam — On June 14, the union was notified that the *APL Guam* and *APL Saipan* were experiencing issues with immigration clearing the vessels upon arrival Guam. The vessels are scheduled to dock at 2200 and are usually are cleared by customs at 2300 and begin working cargo around 0100. However, the immigration agents do not always clear the crew before cargo is started. The immigration officers have not been consistent in clearing the vessel. They have cleared on arrival, at 0300, by fax and at 0900. In one case, they notified the vessel to expect them on arrival and they did not show up until the next morning. APL stated that they are working with the local agent and company officials to see what they can do to expedite the immigration clearance.

The crews have been patient as the ships' Masters have kept them in the loop and they understand the situation is out of the Masters' hands. The crew members do have time to

VICE PRESIDENT'S REPORT

The month of June was extremely busy, starting with the SIU Pacific District and MFOW Trust Fund meetings on June 14 and 15; all funds are in very good shape. Immediately following the Plan meetings, we began negotiations in earnest with Matson Navigation Company. This resulted in a new four-year contract with good wages and benefits.

Vessel rundown for June:

Matson: All vessels called for Standby Wipers or bunker rovers.

After being laid up since May 8, 2016, the *Lihue* was shifted from Howard Terminal to MHT on June 2 to save dockage fees. The *Maui*, which is on the northern triangle run, pierhead jumped a Reefer Engineer for a run job, then shipped one Wiper rotary, one Watch Jr. rotary and a Reefer rotary.

The *Manoa* is on the southern triangle run and was in and out clean. However, crew members are receiving veiled threats regarding STCW hours.

The *Mahimahi* is also on the north-

ern triangle run and shipped a rotary Wiper. A "B" card left the job in Honolulu as unfit for duty. Ship will proceed to DDX sometime in late September.

The *Kauai*, which is on the OAK-HNL-OAK run, came out of layup on June 12, shifting from Howard Terminal to MHT and calling for a crew. Vessel will stay on this run until the *Matsonia* returns from drydock.

The *Matsonia* went to DDX in Nantong, China; laid off the crew on June 23 for approximately 80 days.

APLMS: All vessels called for two Standby Wipers. *APL China* — shipped an ERJ rotary. *APL Singapore* — shipped an ERJ rotary. *APL Belgium* — shipped one Wiper rotary. *APL Korea* — the ERJ reshipped. *APL Thailand* — in and out clean. *APL Saipan* — shipped one ERJ rotary. *APL Gulf Express* — called five ports in the Persian Gulf. The ERJ went UFFD; job went to Seattle.

Respectfully,
"Cajun" Callais

BUSINESS AGENT'S REPORT

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

USNS Shughart — one Wiper was flown out for sea trial activation. *USNS Yano* — two Oilers were flown out for sea

trial activation. *USNS Waters* — one Oiler reshipped. *USNS Soderman* — one Oiler is awaiting fly-out. *USNS Dahl* — one Oiler and one Wiper are awaiting fly-out.

Fraternally,
Bobby Baca

go ashore after the ship is cleared in the morning since they usually sail late afternoon.

On June 29, the company updated the situation. First, there is no AQUA Lane program in Guam; Guam handles customs. The U.S. Immigration office in Guam (and Saipan) is underfunded and understaffed and focuses on airport arrivals. There is an immigration officer at the port between 0800 and 1600, Monday through Friday. However, any arrival outside of that time means an immigration officer needs to come down from the airport. U.S. immigration has had many complaints from the Guam tourism industry and government officials about the long lines and waits vacationers are subject to. This has gotten worse in the last six months and is regularly in the news.

Matson arrives in Guam around 1200 on Tuesdays with the prior two calls being Honolulu and Long Beach, where the ship is already cleared by U.S. immigration. APL's prior two calls are Busan and Yokohama and the arrival is usually late night and sometimes even the weekend.

The company will continue to look for opportunities to improve the clearance process; however, they do not see things changing in the immediate future.

Persian Gulf — In response to questions from SUP Vice President Dave Connolly regarding *APL Gulf Express* shore leave in Persian Gulf ports, APL provided a recap of the immigration situation in each port of call on the run as provided by the ship's Master.

In Jebel Ali, all shore leave has been cancelled since December 7, 2015. Effective March 1, 2017, a duty-free van will take the crew to and from the Seaman's Club; no other movement is allowed.

In Sharjah, no shore leave is possible except for the duty free shop within walking distance of the ship.

In Kuwait ports, shore leave is possible but very difficult. The process must involve an agent and a limited number of shore passes are allowed. Most of the time shore leave is denied to the short port stay.

In Qatar, no shore leave is allowed.

Shore leave is allowed in Bahrain but it is quite short, usually four-to-six hours. Boarding agents handle the transportation and clearance for the crew. The crew is dropped at the Bahrain Naval Base and picked up at a time set by the agents. Navy Federal Credit Union banking is available and haircuts for \$5. There is a duty-free shop and Seaman's Club at the Khalifa Bin Salman Port, which is reachable via shuttle van.

Global Gateway South — On July 3, it was reported that CMA CGM (parent company of APL) signed an agreement with EQT Infrastructure III and its partner P5 Infrastructure on June 30, 2017, pursuant to which EQT Infrastructure will acquire a 90 percent interest in the Global Gateway South (GGS) terminal in Los Angeles at the price of \$875 million. Following the completion of the transaction, CMA CGM will remain a minority shareholder holding 10 percent of the GGS terminal, which it acquired last year as part of Neptune Orient Lines.

An executive officer of CMA CGM said that the company plans to develop GGS into a world-class terminal company. The terminal will remain an important part of their logistics network and will have an opportunity to grow alongside CMA CGM.

Closing of the transaction is subject to anti-trust and regulatory approvals, including clearance from the Committee on Foreign Investment in the United States (CFIUS), and is expected to occur by end of 2017.

APL has previously stated that a sale of the GGS terminal will not affect the employment status of MFOW Shore Mechanics at the terminal.

Port of Hueneme takes charge for fully funding retiree health benefits

While public agencies struggle to meet budget demands, the Port of Hueneme, California is taking bold steps towards fully funding employee retirement benefits for the future. The port is adding a pre-funding element to their financial plan for Other Public Employee Benefits (OPEB) costs. OPEB consists largely of health care premiums for retired employees. As a public agency, the port currently provides these benefits. This month the Board of Commissioners of the Oxnard Harbor District voted to make a \$500,000

opening deposit into an irrevocable trust account with California Employers Retiree Benefit Trust (CERBT). This trust, administered by CalPERS, will serve as the pre-funding element supplementing the pay-as-you-go method currently in place.

A 2014 study conducted by United States Common Sense, a policy analysis group started at Stanford University, found the State of California to have over \$150 billion of unfunded OPEB debt. One of the major problems contributing to this daunting number is

that most public agencies only utilize the pay-as-you-go funding method for OPEB. In taking steps now by adding the pre-funding element, the port is avoiding passing on debt to future generations and preventing potential budget shortfalls in future years.

The port's \$500,000 deposit, along with anticipated investment returns of 7.28 percent compounded over the investing period, will fully fund the port's OPEB liabilities over time. This new method of funding directly impacts the residents of the Oxnard Harbor Dis-

trict as they will not be seeing resources redirected from the port-sponsored community events to pay for unfunded OPEB liabilities in the future. The Government Finance Officers Association of the United States and Canada identifies this type of pre-funding OPEB as "best practice". Based on an independent valuation report, the port's unfunded actuarial accrued liability for OPEB was approximately \$8.9 million as of July 1, 2016. Establishing the OPEB Trust will greatly reduce this number.

High water levels impacting shipping on the St. Lawrence Seaway

The historically high water levels on the Great Lakes and St. Lawrence River this year have presented those in the shipping industry with both challenges and opportunities. \$50 million in economic activity is generated each day on the St. Lawrence Seaway. That has been disrupted this year due to the record sustained outflows of water passing from Lake Ontario to the St.

Lawrence River. The output is about equivalent to four Olympic swimming pools per second of water flowing.

The draining of Lake Ontario is meant to provide some relief to shoreline communities experiencing flooding. It is doing the opposite for ship captains who are now dealing with strong currents and speed restrictions. That has slowed down cargo de-

liveries along the St. Lawrence River and Seaway. But it has not stopped shipping like it did in 1993 when water levels were also very high due to advancements in technology and other innovations.

Elsewhere in the Great Lakes, the higher water levels are actually an asset for pilots because there is less of a risk of running aground. In Lake

Erie, the deeper water level is allowing freighters to load ships with more cargo.

Whether on Lake Erie or the St. Lawrence River, all ship captains are proceeding with caution because of high currents and the risk of causing wakes that could cause damage along the shoreline.

MARINE FIREMEN'S UNION TRAINING PROGRAM 2017

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

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.

STCW BASIC TRAINING

Basic Training Revalidation

This two-day course (13 hours) is designed for personnel who have previously completed a 40-hour Basic Training course and have at least one year of approved Sea Service within the last five years.

Training Resources, Ltd., San Diego, CA (one day): July 27; August 17; September 7; September 28

MITAGS-PMA, Seattle, WA: August 5-6; August 19-20; September 9-10; September 23-24

Maritime License Center, Honolulu, HI: July 13-14; September 14-15; November 2-3

Basic Training Refresher

This three-day course (24 hours) is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

El Camino College, Hawthorne, CA: July 27-29; August 24-26; September 28-30

Training Resources, Ltd., San Diego, CA: August 8-10; August 29-31; September 19-21

MITAGS-PMI, Seattle, WA: August 5-7; August 19-21; September 9-11; September 23-25

Maritime License Center, Honolulu, HI: July 12-14; September 13-15; November 1-3

MILITARY SEALIFT COMMAND TRAINING

This 4-1/2 day course includes the following segments: Shipboard Damage Control; Environmental Programs; Chemical, Biological and Radiological Defense orientation; Helo Firefighting; Anti-Terrorism (one-year validation); Survival, Evasion, Resistance and Escape (three-year periodicity). These segments are required for employment aboard various MSC contract-operated ships.

To be announced

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. *Prerequisites: Coast Guard approval letter for endorsement upgrading, which certifies sea time of six months (180 days) as a Wiper; RFPEW endorsement or application to USCG for RFPEW.*

August 21-September 15

September 25-October 20

October 30-November 17

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). *Prerequisites: See QMED Fireman-Watertender/Oiler course. It is recommended that eligible candidates schedule the QMED Fireman-Watertender/Oiler and RFPEW courses back-to-back for a five-week combined training session (unless the candidate already has the RFPEW endorsement).*

August 14-18

September 18-22

October 23-27

QMED-Electrician/Refrigerating Engineer

In accordance with the 2010 Manila Amendments and NVIC 02-14, the QMED Electrician and QMED Refrigeration 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 endorsements as Oiler, Junior Engineer and RFPEW.*

August 28-October 6

October 9-November 17

Able Seafarer-Engine

The Able Seafarer-Engine Course provides training required for candidates desiring to obtain a U.S. Coast Guard endorsement as Able Seafarer-Engine (AS-E). Any person completing the Able Seafarer-Engine course will satisfy the approved training requirements of 46 CFR 12.607(a)(3)(ii); AND the competency requirements of 46 CFR 12.607(a)(4) AND be credited for all assessments of the Able Seafarer-Engine in NVIC 18-14, as long as the individual has completed the assessments as a RFPEW. *Prerequisites: Endorsements as Electrician-Refrigerating Engineer and Oiler/RFPEW or Junior Engineer and Oiler/RFPEW; have a minimum of 360 days' seagoing service in the engine department while qualified as RFPEW; have a minimum of 360 days' sea time with the MFOW.*

August 21-25

September 18-22

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.

MATSON NAVIGATION COMPANY WAGE RATES Effective July 1, 2017

Motor Vessels

Rating	Base Wage	Base Wage	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
Electrician/Reefer/Junior	\$6,003.57	\$200.12	\$6,498.56	\$3,682.50	\$122.75
Reefer/Electrician/Junior	\$5,715.22	\$190.51	\$6,317.74	\$3,579.90	\$119.33
Day Junior/Utility	\$5,188.38	\$172.95	\$5,626.01	\$3,188.10	\$106.27
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$3,510.34	\$117.01	\$4,052.28	\$2,296.20	\$76.54
Advancement Program Wiper	\$3,047.51	\$101.58	\$3,047.51	\$762.00	\$25.40

Overtime Rates	Straight Time	Overtime	Dirty Work All Ratings (except APW)	Straight Time	Overtime
	Hourly	Hourly		Hourly	Hourly
Electrician/Reefer/Junior	\$35.35	\$53.06		\$22.00	\$36.22
Reefer/Electrician/Junior	\$33.70	\$50.58			
Day Junior/Utility	\$30.63	\$45.99			
Wiper	\$20.98	\$31.42			
Advancement Program Wiper	\$13.07	\$19.61			

Money Purchase	Daily
All Ratings	\$27.00
Advancement Program Wiper	\$10.00

Automated Steam Vessels

Rating	Base Wage	Base Wage	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
Chief Electrician	\$5,728.93	\$190.96	\$6,218.93	\$3,524.10	\$117.47
Reefer/Electrician	\$5,578.07	\$185.94	\$6,188.01	\$3,506.40	\$116.88
Junior Engineer (Watch)	\$4,437.16	\$147.91	\$6,831.99	\$3,871.50	\$129.05
Wiper	\$3,510.34	\$117.01	\$4,052.28	\$2,296.20	\$76.54

Watchstanding Day Junior Meal Relief Rate, Hourly: \$44.80
 Watchstanding Day Junior, Section 18, Monday-Friday, Additional Hourly: \$22.00
 Watchmen Assigned As Day Men, Section 13 (c), Additional Daily: \$10.00

Overtime Rates	Straight Time	Overtime	Dirty Work All Ratings	Straight Time	Overtime
	Hourly	Hourly		Hourly	Hourly
Chief Electrician	\$33.75	\$50.68		\$22.00	\$36.22
Reefer/Electrician	\$32.91	\$49.34			
Junior Engineer (Watch)	\$26.23	\$39.36			
Wiper	\$20.98	\$31.42			

Money Purchase	Daily
All Ratings	\$27.00

Maintenance and Standby

Rating	Base Wage	Supplemental Benefit			
	Daily	Daily	Dirty ST	Dirty OT	Money Purchase
Shore Maintenance Mechanic	\$335.60	\$51.74			

Overtime Rates	Straight Time	Overtime	Dirty ST	Dirty OT	Money Purchase
	Hourly	Hourly	Hourly	Hourly	Daily
Shore Maintenance Mechanic	\$41.95	\$62.93	\$63.95	\$84.93	\$30.00
Standby Electrician/Reefer	\$39.23	\$58.85	\$49.04	\$58.85	\$27.00
Standby Junior Engineer	\$36.35	\$54.54	\$45.44	\$54.54	\$27.00
Standby Wiper	\$34.50	\$51.76	\$43.14	\$51.76	\$27.00

HOWZ SHIPPING

June 2017

San Francisco

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician	2
Junior Engineer (Watch).....	4
Oiler	5
Wiper	6
Standby Electrician/Reefer.....	13
Standby Wiper	15
TOTAL	49

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day)	4
Oiler	2
Wiper	8
Standby Electrician/Reefer.....	18
Standby Wiper	25
TOTAL	63

Seattle

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician.....	1
Oiler	1
Standby Electrician/Reefer.....	5
TOTAL	11

Honolulu

Reefer/Electrician/Jr. Engineer.....	1
Oiler	3
Wiper	3
Shore Mechanic.....	3
Standby Electrician/Reefer.....	21
Standby Wiper	13
TOTAL	44

Benefits paid during June

Death Benefits	
None	
Burial Benefits	
Richard Banigan, P-2645	\$1,000.00
Excess Medical	\$7,820.28
Glasses and Examinations	\$200.00

FINISHED WITH ENGINES



Adolfo G. Hernandez, #3342.

Born September 27, 1934, Cucamonga, CA. Joined MFOW August 2, 1965. Pensioned October 1, 2013. Died May 30, 2017.

James N. Bates, #3722. Born October 14, 1942, Wendell, CO. Joined MFOW July 19, 1991. Pensioned November 1, 2007. Died June 9, 2017, Howard, CO.

Andrew Carlos, #2446. Born June 7, 1929, New York, NY. Joined MFOW January 17, 1953. Pensioned September 1, 1972. Died June 11, 2017, Bronx, NY.

Charleston opens \$14 million facility to handle growing reefer cargo shipments

The South Carolina State Ports Authority (SPA) has opened a \$14 million refrigerated cargo service facility at its Wando Welch Terminal in Mount Pleasant to support growth in imports and exports of cold and frozen products through the Port of Charleston. The six-acre facility, approved in January by the SPA's board of directors, includes a 12-lane service canopy where truckers can more easily process refrigerated cargo. The site includes storage and staging areas for diesel-powered generators and

container washing areas.

The SPA also added four five-story refrigerated container racks that provide 120 more electrical plugs for cold-storage containers, bringing the port's total to 1,700 plugs. Four additional racks of the same size are under construction and scheduled for completion in January 2018. Refrigerated cargo volumes have grown 86 percent since 2011 at the Port of Charleston, driven by its proximity to pork and poultry producers in the Carolinas.

In addition to the on-terminal services, private companies — including Agro Merchants Group, Lineage Logistics and New Orleans Cold Storage — have built more than 660,000 square feet of warehouse space featuring cold storage and blast-freezing capabilities in the Charleston region.

The new service area at Wando Welch is adjacent to property where the

SPA is building its new headquarters building. The \$40 million office space, to be completed next year, will have nearly twice the space of the maritime agency's longtime Concord Street headquarters on the Charleston peninsula. The SPA sold its downtown site this year to Los Angeles developer Lowe Enterprises, which is planning a 225-room luxury hotel for the property.

APL unveils Aloha service to Hawaii

On June 30, APL unveiled its Aloha Express (AEX) service, a new fortnightly service that directly connects Central China, Korea and Japan to Hawaii. The AEX service is designed to deliver cargo from Shanghai, Busan and Yokohama to Honolulu in 19, 15 and 12 days respectively.

An APL-owned and staffed office with local expertise has been set up in Honolulu. In addition, a foreign-flag,

990 TEU APL-operated vessel, the *APL Aloha*, will be fully dedicated to serve the AEX service. Including the *APL Aloha*, three APL-operated vessels will be deployed for the service.

The AEX service will commence sailing from Shanghai on July 25 and arrive in Honolulu on August 13. The AEX brings APL's offerings in the trans-Pacific trades to 23 services.

Active MFOW members

Retain your Welfare Fund eligibility.
MAIL or TURN IN all your Unfit for Duty slips to:
MFOW Welfare Fund,
240 Second Street
San Francisco, CA 94105

WILMINGTON NOTES

A total of 63 billets were dispatched from Wilmington in June, details are posted in *Howz Shipping?* in this issue and locally at the hall. Six APL, eight PCS, and four Matson shipboard Billets were shipped. Members took 60 jobs this month, while three applicants made ships. We presently have 20 A-, 18

B-, and 35 C-seniority members registered here.

Shipping has been steady, with just a few clarifications from members. I had a few ships come in with compliments for the Stewards Department.

A big thank you to Tony and Cajun, as well as to the rank-and-file members who served on our recent negotiating committee, from the members from the Wilmington hall. I hope that the membership at large appreciates all the effort put forth in this endeavor by these men.

I made the monthly MTD meeting at the SIU hall and the LA/LB Labor Coalition meetings here at our hall, while the Los Angeles County Fed meeting was taking a break for a few months.

Work on the *SS Lane Victory* is still progressing, and Chief Jim Gillen needs and appreciates volunteers. Just report to the gangway, Monday through Friday, at 0800.

Aloha!
Sonny Gage
Port Agent

Regular membership meeting dates 2017

(Wednesday meetings)

August	2	S.F. Headquarters
	9	Branches
Sept.	6	S.F. Headquarters
	13	Branches
October	4	S.F. Headquarters
	11	Branches
Nov.	1	S.F. Headquarters
	8	Branches
Dec.	6	S.F. Headquarters
	13	Branches

MFOW member pensioned

Name	Book No.	Pension Type	Sea Time	Effective
Clifford Harris	3585	Basic L/T	25.360	6/1/2017

HONOR ROLL

Voluntary donations to General Treasury — June 2017:

Bonny Coloma, P-2763..... \$25.00 Rolando Gumanas, JM-5002 \$50.00
Otto Garcia, #3784 \$25.00

Dues Paying Pensioners — Second Quarter 2017:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	San Francisco
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Steven Callahan, #355(P-2686)	Pensioned 9/1/08	Seattle
Michael Carr, #3550 (P-2718)	Pensioned 5/1/11	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
John Daly, #3527 (P-2626)	Pensioned 1/1/99	San Francisco
Anthony De La Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando De Los Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Donald Feehan, #3344 (P-2589)	Pensioned 11/1/95	San Francisco
Daniel Fierro, #3336 (P-2653)	Pensioned 7/1/01	San Francisco
Marvin Honig, #1765 (P-2582)	Pensioned 4/1/95	San Francisco
Joseph Lategano, #3470 (P-2749)	Pensioned 10/1/13	San Francisco
Joel E. McCrum, #1126 (P-2536)	Pensioned 3/1/93	San Francisco
William OBrien, #3552 (P-2755)	Pensioned 4/1/14	San Francisco
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	San Francisco
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	San Francisco
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/09	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
Steven Sedy, #3566 (P-2782)	Pensioned 3/1/17	Seattle
Charles Stahl, #3821 (P-2726)	Pensioned 12/1/11	Seattle
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

POLITICAL ACTION FUND

Voluntary donations for June 2017:

Abdul Alsadem, #3880..... \$50.00 Francisco Lazzara, #3725 \$25.00
Sergio Casanova, JM-5278.....\$200.00 Greg Marshall, JM-5126 \$40.00
Bonny Coloma, P-2763..... \$25.00 Kevin Mueller, #3784..... \$50.00
Otto Garcia, #3784 \$25.00 Frank Portanier, SUP \$25.00
Oleg Kovaltshuk, JM-5041 \$50.00 Jonathan Price, JM-5190..... \$10.00

Like us on
facebook



<https://www.facebook.com/Marine-Firemens-Union-121622254577986/>

HONOLULU NOTES

In Honolulu we dispatched a total of 44 jobs. The *R.J. Pfeiffer* REJ's time was up; I filled three Oiler jobs for the *Shughart* activation; the *Maunawili* called for an Advancement Program Wiper; the *Mahimahi* had an unfit Wiper and the *APL Saipan* called for a Wiper. The Matson shoregang called for three vacation reliefs. We also dispatched 21 Standby Reefer jobs and 13 Standby Wiper jobs for the month of June. Currently there are 21 A-, two B-, and nine C-seniority registrants here in Honolulu.

The Honolulu Port Council is taking their usual summer break, so there won't be any meetings.

I also took a break and visited my ancestral country of Okinawa. I think I now know why my grandparents left Okinawa for Hawaii. It's probably because of the humidity. Everything else looks the same as Hawaii; it's just the high humidity that's the only difference.

And while I was gone I must thank Stuart Melendy. It's never easy to jump in for a couple of weeks, but Stu did an excellent job of filling in as port agent.

While I was out I heard about two members wanting a job, but neither had a good drug card. Neither got the job. Check your documents often, and if you're not sure ask your Port Agent to check them for you. You can even call me and I'll help you out over the phone.

The Honolulu members want to thank the Negotiating Committee for all their challenging work; we know it's always our San Francisco brothers who must step up to the plate. I know you guys spent a lot of hours working. You guys did a superb job putting together a much better contract. Thank you very much.

Aloha,
Mario Higa
Port Agent

SEATTLE NOTES

I shipped two Electricians to Patriot Contract Services vessels last month: one steady job and one activation job. I also shipped two Electrician/Reefer/Juniors to APL billets, one Reefer/Electrician to a Matson ship, one Oiler to a Navy bottom and five Standby Reefer jobs, for a total of 11 jobs.

The Patriot Contract Services-operated vessels *Soderman*, *Pomeroy* and *Shughart* each called for crew during the month. In June four A-, two B-, and six C-seniority members were registered, for a total of eight A, seven B and 17 C cards.

I represented the MFOW and SUP at the MLK CLC Mayors meeting, 43rd Legislative Endorsement meeting, MLK CLC COPE interviews, MLK CLC E-Board and council meetings, Transportation Institute meeting, Washington

State Labor Council Political committee, MLK CLC Mayors Forum, Port Coalition meeting, and Maritime Festival with key note speaker Washington Lieutenant Governor Cyrus Habib. He shared very encouraging views about innovations in development and preservation of waterfront industrial areas, and how to integrate or curb urban expansion in order to preserve blue collar earning foundations.

Members, when you make the hall bring all your documents with you. Let's go through them to be sure you are current. Other than your drug-free certificate, you cannot go to work using documents that will expire during your dispatch.

Respectfully,
Brendan Bohannon
Representative

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND

Attention: Esther Hernandez

240 Second Street, San Francisco, CA 94105

(415) 986-1028/(415) 986-5720

Email: EHernandez@mfoww.org

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

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

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

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