



THE MARINE FIREMAN

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



Volume 74

SAN FRANCISCO, CALIFORNIA, FEBRUARY 16, 2018

ALLEGED PRINTING
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SOUTHERN CALIF.

No. 2

Trump's budget good for Navy, not so great for maritime

On February 12, the White House released President Donald Trump's budget proposal for 2019-2028. Though the House and Senate have already passed a two-year budget framework that extends through 2019, the White House budget is a reflection of the president's long-term priorities, including defense and homeland security funding. The budget would increase spending overall, and depending upon future tax receipts, it could double the federal deficit to \$1.3 trillion per year by 2028. Among other highlights, the president's Office of Management and Budget proposes:

- Raising the annual defense spending limit from \$549 billion to \$790 billion over ten years, with costs partially offset by reducing domestic

spending from \$516 billion to \$388 billion.

- Increasing the number of naval vessels acquired in 2019 to 10 ships, to include two *Virginia*-class submarines, three *Arleigh Burke*-class destroyers, one littoral combat ship, one *Ford*-class carrier, two fleet oilers and one expeditionary sea base.
- Providing a 2.6 percent military pay raise, the largest increase in nine years.
- Providing \$70 million in additional resources for the Navy's surface fleet equipment and training. This would help the service to address the readiness shortfalls it identified in the aftermath of the *USS McCain* and *USS Fitzgerald* collisions last year.

- Reforming the laws governing the Inland Waterways Trust Fund, including an annual per vessel fee for commercial users to help finance future capital investments and a portion of the operations and maintenance costs.
- Reducing the Harbor Maintenance Tax in order to provide ports with "greater flexibility to finance their capital and operating costs on their own." This line item's net impact on

the budget would be about \$300 million per year.

- Cutting the U.S. Army Corps of Engineers' Civil Works budget by 22 percent, down to \$4.8 billion from the FY2018 Senate Appropriations Committee's funding level of \$6.2 billion.

The Waterways Council Inc. warned that the reduction in resources for marine infrastructure would be a mistake.

"This dour FY2019 budget represents

Continued on page 7

Ports of Los Angeles, Long Beach break cargo records

The twin Southern California ports of Los Angeles and Long Beach each moved more cargo in 2017 than in any previous year. The Port of Los Angeles moved 9,343,192 twenty-foot equivalent units (TEU), a 5.5 percent increase over 2016's record-breaking year. It was the most cargo moved annually by a Western Hemisphere port. The Port of Long Beach also notched its busiest year ever in 2017, moving 7.54 TEU, an increase of more than 11 percent compared to 2016.

Supply chain efficiencies implemented by the port in 2017 included technology and infrastructure upgrades. The new "port optimizer" digital information portal was developed in collaboration with GE Transportation. The optimizer aggregates key cargo data online

to facilitate better cargo tracking, projections and productivity. Infrastructure upgrades like those completed at the port's TraPac Container Terminal and Yusen Terminals, Inc. continue to boost the ability to service increasingly larger ships, as well as to more efficiently facilitate cargo movement throughout its terminals.

Prudent management and planning helped the Port of Long Beach to retain its position as the nation's second busiest container port. The port envisions predictable, reliable, efficient and fast trade operations that will retain and grow business into the 2020s and beyond, featuring more information technology and improved clean air strategies.

California labor commends 100 percent legislators who stand with workers

The California Labor Federation released its 2017 Force for Progress legislative scorecard, commending those in the state legislature who voted to support working people 100 percent of the time during last year's legislative session. While working people in many states are constantly fighting off attacks from hostile state legislatures, controlled by lawmakers voting at the behest of corporate special interests, California charts a different course by passing laws that directly tackle the most important issues, including income inequality, affordable housing, health care and retirement security. California legislators also resisted the Trump Administration's attacks on workers' rights, including the right to stand together in a union, threats to immigrant workers and the shredding of workplace health and safety.

"We applaud those 100 percent champions in the legislature who put workers' needs and a fair economy for all above the ever-growing greed of corporate special interests and the right-wing politicians they bankroll," said California Labor Federation Executive Secretary-Treasurer Art Pulaski.

In 2017, 12 State Senators received 100 percent scorecards from the California Labor Federation. In the State Assembly, 23 legislators earned the 100

percent designation.

The 100 percent State Senators were: Toni Atkins (D-San Diego), Jim Beall (D-San Jose), Steven Bradford (D-Gardena), Kevin de Leon (D-Los Angeles), Ed Hernandez (D-Azusa), Robert Hertzberg (D-Van Nuys), Hannah-Beth Jackson (D-Santa Barbara), Ricardo Lara (D-Bell Gardens), Connie Leyva (D-Chino), Holly Mitchell (D-Los Angeles), Nancy Skinner (D-Berkeley) and Scott Wiener (D-San Francisco).

The 100 percent State Assembly Members were: Rob Bonta (D-Alameda), Ian Calderon (D-Whittier), Ed Chau (D-Arcadia), David Chiu (D-San Francisco), Kansen Chu (D-San Jose), Laura Friedman (D-Glendale), Cristina Garcia (D-Bell Gardens), Eduardo Garcia (D-Coachella), Lorena Gonzalez-Fletcher (D-San Diego), Chris Holden (D-Pasadena), Reggie Jones-Sawyer (D-Los Angeles), Ash Kalra (D-San Jose), Monique Limon (D-Santa Barbara), Evan Low (D-Campbell), Kevin McCarty (D-Sacramento), Kevin Mullin (D-South San Francisco), Bill Quirk (D-Hayward), Anthony Rendon (D-Lakewood), Eloise Gomez-Reyes (D-San Bernardino), Miguel Santiago (D-Los Angeles), Mark Stone (D-Scotts Valley), Tony Thurmond (D-Richmond) and Jim Wood (D-Healdsburg).

What is the Maritime Security Program?

On October 8, 1996, President Clinton signed the Maritime Security Act of 1996, establishing the Maritime Security Program (MSP) for fiscal years 1996 through 2005.

On November 24, 2003, President Bush signed the National Defense Authorization Act (NDAA) for fiscal year 2004, which contained the Maritime Security Act of 2003 reauthorizing the MSP for fiscal years 2006 through 2015.

On January 2, 2013, President Obama signed the NDAA of 2013 extending the current MSP to fiscal years 2016 through 2025.

Section 3508 of the NDAA authorized the Secretary of Transportation to extend existing MSP operating agreements through September 30, 2025.

The NDAA of 2013 requires that the Secretary of Transportation, in consultation with the Secretary of Defense, establishes a fleet of active, commercially viable, militarily useful, privately-

owned vessels to meet national defense and other security requirements.

All MSP operating agreements are currently filled by 60 ships. In the event that an operating agreement should become available, the Maritime Administration would publish a notice in the Federal Register requesting applicants.

Participating operators are required to make their ships and commercial transportation resources available upon request by the Secretary of Defense during times of war or national emergency.

The MSP maintains a modern U.S.-flag fleet providing military access to vessels and vessel capacity, as well as a total global, intermodal transportation network. This network includes not only vessels, but logistics management services; infrastructure, terminals facilities and U.S. citizen merchant mariners to crew the government owned and controlled fleet as well as the commercial fleet.

Trumka: We are not staying still!

The labor movement is not content to merely survive in an era when anti-union lawmakers control both chambers of Congress – we're moving forward, AFL-CIO President Richard Trumka told delegates at the 2018 UAW Community Action Program Conference in Washington, D.C. earlier this month.

"It's time to drop our shield, pick up our sword and go on offense for a while," Trumka said.

Trumka added that it was time to aggressively push our agenda in Washington, including protecting pensions, Medicare, Medicaid, Social Security, rebuilding infrastructure and protecting our water from becoming poisoned like it did in Flint, Michigan.

"These investments will pay dividends for generations to come and will make our country more competitive in the world," he said.

On trade, Trumka noted that the U.S. currently has a \$350 billion trade deficit with China, \$150 billion with European countries, \$71 billion with Mexico, and \$69 billion with Japan. The total trade deficit for 2017 was \$566 billion or 12.1 percent more than 2016. More jobs were outsourced in 2017 than any of the previous five years. And the new tax law gives corporations more reasons to ship

jobs out of the U.S.

"We want trade deals that actually work for people," Trumka said.

The labor federation leader also said it was important to have more union members running for office and to ensure all elected officials understand the union agenda.

"That's why we must hold each and every elected official accountable – regardless of what party they belong to," he said.

Trumka criticized the Trump administration for doing away with regulations that protect overtime pay and health and safety, noting that 150 workers die from injuries and occupational illnesses every day.

"If 150 people died each day from terrorism, the public would be screaming for action...nobody stands up and screams: 150 workers died today," Trumka told attendees.

Public approval for the labor movement stands at 60 percent and is rising, particularly because younger people are becoming members, he said. The labor movement has gained 260,000 members in the last year, including 56,000 in Michigan, which passed a right to work law in 2012.

"No matter what, we're going to keep growing our movement," he said.

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

PATRIOT CONTRACT SERVICES and MATSON NAVIGATION COMPANY

Wage Rates — Ready Reserve Force Vessels

Effective on January 27, 2018

*(Callaghan, Cape Henry, Cape Horn, Cape Hudson, Cape Orlando, Cape Taylor,
Cape Texas, Cape Trinity, Cape Victory and Cape Vincent)*

FOS Wages and Related Items

Rating	Monthly Wage	Daily Wage	Monthly Supplemental	Daily Suppl.	Hourly Overtime	Hourly Penalty	Daily MPPP
QMED Electrician	\$5,452.90	\$181.76	\$2,726.45	\$90.88	\$39.53	\$22.42	\$15.00
QMED Day Worker	\$4,920.35	\$164.01	\$2,460.18	\$82.01	\$39.53	\$22.42	\$15.00
QMED Pumpman	\$5,051.92	\$168.40	\$2,525.96	\$84.20	\$39.53	\$22.42	\$15.00
Oiler	\$3,666.78	\$122.23	\$1,833.39	\$61.11	\$33.74	\$17.16	\$15.00
Fireman/Watertender	\$3,666.78	\$122.23	\$1,833.39	\$61.11	\$33.74	\$17.16	\$15.00
Wiper	\$3,246.02	\$108.20	\$1,623.01	\$54.10	\$20.17	\$13.60	\$15.00
GUDE, GVA	\$3,246.02	\$108.20	\$1,623.01	\$54.10	\$20.17	\$13.60	\$15.00

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays.

Unlicensed personnel shall earn fifteen (15) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

ROS Wages and Related Items

Rating	Weekly Wage	Daily Wage	Hourly Overtime	Daily Vacation	Daily MPPP
QMED Electrician	\$1,575.09	\$225.01	\$39.33	\$15.00	\$15.00
QMED Pumpman	\$1,575.09	\$225.01	\$39.33	\$15.00	\$15.00
GUDE, GVA	\$967.29	\$138.18	\$20.07	\$9.21	\$15.00

Weekly wages shall be divided by seven when determining daily wages for unlicensed crew who work less than a full week, provided however, that no unlicensed crewmember shall be paid less than the weekly wage listed above when employed Monday through Friday and the vessel remains in Reduced Operating Status throughout the subsequent weekend.

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays.

All ratings shall earn two (2.0) days of vacation leave for each thirty (30) days employed in ROS.

U.S. Navy's Persian Gulf patrol boats get laser-guided missiles

The U.S. Navy is completing modernization upgrades to its fleet of 14 Patrol Coastal boats by integrating new laser-guided weapons, communications technology, drone sensors and navigation systems to enable the ships to respond to newly-emerging coastal threats. The modernization overhaul is intended to extend the service life of the 1990s-era PC boat fleet into the mid-2020s and beyond. The expected service life of a PC is roughly 30 years.

The upgrades will help the boats keep pace with fast-changing threats in areas such as piracy, mines, small-boat attacks and long-range enemy attacks made possible by drones and modern sensors. In recent years, the Navy has been arming its fleet of patrol boats with Raytheon-built AGM-176 Griffin B surface-launched, laser-guided missiles able to hit targets at ranges up to four kilometers. The idea is to give the 179-foot long, shallow-water boats the ability to destroy targets at ranges farther than their onboard guns can reach. The enhancements, coupled with advanced sensors, help the boats to ward off multiple threats simultaneously and more quickly.

The Griffin can provide 360-degree coverage for the ship. The Griffin missile employs a dual-mode navigational system using semi-active laser technology and a GPS-aided inertial navigation system.

The weapons adjustments are particularly well suited for the Navy's 5th

Fleet, which covers much of the Middle East, including flashpoint areas such as the Strait of Hormuz. Tensions with Iranian small boats have at times emerged in some shallower waters near the Iranian coast, which offer an important commercial and military passageway from the Persian Gulf to the open ocean.

The Navy upgrades also include drones for 5th Fleet patrol boats. This brings the prospect of networking the drones — handling intelligence, surveillance and reconnaissance work — with targeting sensors and shipborne weapons, and relaying targeting information across longer distances. The patrol craft's

7.62-millimeter Mk 52 and 25-millimeter MK 38 guns are also being upgraded. The weapons upgrade process begins with the installation of the launcher and weapons control system, a BRITE Star II sensor/laser designator, and Raytheon's Griffin B missile.

The 25-foot wide patrol boats have an eight-foot draft and can reach speeds up to 35 knots. With a crew of 28, the ships are equipped to stay at sea for periods up to 10 days. Many PCs stationed at the 5th Fleet's headquarters in Bahrain are equipped with enhanced communication suites, improved navigation systems and an improved diesel engine control system.

CMA CGM introduces new system to transport liquids by container

CMA CGM has launched the Reeflex, a containerized system to transport liquids by controlled temperature as an alternative to breakbulk. The solution allows for the transportation of liquids (juices, milk, compotes, syrup, and oils) in a single bag with a capacity ranging from 12,000 to 24,000 liters. It is available for use in 40-foot reefer containers and can be installed in three minutes according to the French carrier. Using an external pumping system, the single-use recyclable bag is filled and emptied in 35 minutes.

Reeflex is designed to maintain the product's nutritional and chemical properties thanks to a sterile environment and controlled temperature precisely maintained between -35 and +20 degrees Celsius. Its system allows for the filling and emptying of the bag without someone being present in the container during operations.

The product was developed in partnership with Teconja, a German expert in juices, and Liqua, an expert in packaging solutions for the transportation of liquids.

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Port of Seattle restores habitat, removes over 2,000 creosote pilings

The Port of Seattle is restoring 4.5 acres of habitat along the shoreline of Terminal 5, while getting closer to its goal of removing 90 percent of creosote pilings from its properties. The 2,300 creosote pilings removed leave the port with around 8,000 remaining out of a total of 18,000 estimated in 2000.

Creosote-treated pilings and timbers were used for more than 100 years throughout Puget Sound, as funda-

mental structural elements in marine cargo and transportation infrastructure. Present-day marine facility piers and docks have replaced creosote construction with inert steel and concrete pilings, and in many instances fender systems requiring no piling have been installed. This benefits wildlife since it requires less structural pilings and less over-water coverage. In addition, older and unused over-water structures and

their creosote pilings and dock materials have been removed.

Since 1990, the port has created, restored or enhanced over 100 acres of fish and wildlife habitat in the Green-Duwamish River Watershed and Puget Sound. The port's goal for habitat restoration includes the creation of 40 additional acres of fish and wildlife habitat in the Green-Duwamish River Watershed and Elliott Bay. The Port of Seattle

currently has three large projects totaling 34 acres in the design and permitting processes.

The port's habitat restoration program is focused on innovation. The port is involved in several research and pilot projects with the University of Washington, King County, and a Puget Sound Restoration Fund that will explore new ways to improve habitat.

Hawaii breaks ground for new box terminal

The Hawaii Department of Transportation (HDOT) Harbors Division broke ground in January for the Kapalama Container Terminal (KCT) project — the largest capital improvement project in the history of Hawaii's commercial harbor system. The KCT is the centerpiece of the harbor modernization plan and is necessary to maintain the vital, just-in-time shipping logistics necessary to sustain the island state. More than 80 percent of all goods consumed by Hawaii residents and its visitors are imported to the islands, and of that, more than 98.6 percent flows through the commercial harbor system.

The harbor modernization plan initiative was championed by the Hawaii Harbors Users Group and supported by the legislature since 2008. It identified key improvements designed to expand harbor capacity, address advancements in containerized cargo handling, alleviate congestion issues and the lack of available operational space, and develop more adaptable and resilient port facilities.

The KCT project (Piers 41, 42, and 43 in Honolulu Harbor) features an 84-acre cargo yard and 1,800 linear feet of new berthing space serving as the heart of the harbor modernization plan and a critical component in addressing the severe congestion in the system's hub. The new cargo yard will border the existing inter-

island cargo yard allowing approximately 50,000 truckloads per year to move directly between the facilities. This location removes these trucks from the adjacent highway and reduces congestion.

The project will be constructed in two phases over a four-year period with an estimated project cost of \$448 million. Completion of the project is targeted for 2022.

Phase I of the project includes the 84-acre container yard, construction of support buildings, entry and exit gates, security fencing, parking, gantry cranes and container-handling equipment, on-site utilities, outdoor energy efficient lighting, a HDOT-Highways weigh station, and other ancillary features. It also includes improvements to pavement surfaces which have been compromised for areas leading to the adjacent existing inter-island cargo facility.

Phase II features pier construction with berthing capacity for two container ships, dredging along the waterfront and in the harbor channel, widening of the existing slip between Piers 40 and 41 from 256 feet to 300 feet to accommodate wider inter-island barges, reconstruction of Pier 41, additional piles and replacement of the existing deck at Pier 40 to structurally improve the foundation or support of the pier for roll-on/roll-off cargo operations.

Maritime training facility seeking federal designation as "center of excellence"

The Delgado Community College Maritime and Industrial Training Center, which moved into a new \$6.5 million facility in New Orleans in 2016, is seeking designation as a Domestic Maritime Center of Excellence. Officials said the designation would help the Delgado center admit more students, train faculty, expand facilities and create new maritime career avenues from associate degree to baccalaureate degree programs, and award credit for prior learning experience, including military service.

Recently approved legislation authorizes federal designation of community and technical college "centers of excellence" to help provide technical education and training programs to address a shortage of workers in the nation's maritime workforce and support continuous training in the industry.

Louisiana's maritime industry is vital to the American economy. Training

the next generation of maritime workers in Louisiana benefits Louisiana, the United States and indeed, the world," said Senator Bill Cassidy (R-Louisiana).

Cassidy and Senator John Kennedy (R-Louisiana) co-authored the Domestic Maritime Centers of Excellence Act introduced by Congressmen Gene Green (D-Texas) and Rob Wittman (R-Virginia). It is part of the 2018 National Defense Authorization Act recently signed by President Donald Trump.

The U.S. Coast Guard-approved Delgado facility provides education and workforce training in fields including maritime operations, industrial firefighting and safety, homeland security and leadership skills. Over the past 30 years, the center has provided more than 100,000 certifications to licensed mariners employed in maritime and oil and gas-related professions.

San Diego begins port modernization project

The Port of San Diego has started a \$24 million public works project that will modernize its Tenth Avenue Marine Terminal. The Port of San Diego is the fourth largest port in the state of California, and the project will allow the Tenth Avenue Marine Terminal to handle up to 4.6 million metric tons of cargo annually. The project will remove two obsolete warehouses and create laydown area for larger project cargo. It will also include new modular office space, utility enclosures and on-dock rail improvements.

The modernization project is the first phase of a larger, market-driven project that supports the Port of San Diego's specialty cargo niche by providing laydown space and flexibility for each cargo type. The long-term redevelopment plan envisions three distinct cargo nodes within the existing footprint of the terminal and is focused on project and break-bulk cargo, refrigerated con-

tainers and dry bulk cargo.

The port successfully competed for a \$10 million TIGER grant from the U.S. Department of Transportation to help fund the first phase of the modernization. The port will match the grant with a \$14 million contribution.

Based on identified cargo volume increases and other triggers, the project will also facilitate implementation of the long-term redevelopment plan that includes innovative technologies to help safeguard the environment around the terminal. Zero and near-zero emission freight equipment will be implemented at the terminal over the next 20 years, and an emission-capturing bonnet system is planned to capture harmful pollutants for vessels that are unable to use shore power while at berth.

Phase I of the modernization project is anticipated to take approximately 13 months to complete.

Long Beach approves rail facility project

The Long Beach Board of Harbor Commissioners last month approved the Pier B On-Dock Rail Support Facility, greenlighting a project that will move cargo faster, with fewer environmental impacts. The next steps include the Board's consideration of a baseline budget for the project after preliminary designs are completed over the coming months.

The proposed development would shift more cargo to "on-dock rail," which places containers directly on trains at marine terminals. Currently, the ability to build long trains is limited due to the lack of adequate yard tracks and the configuration of mainline tracks. On-dock rail usage in the port was 24 percent in 2017.

The Pier B facility would change this by providing track space to join together sections of trains assembled at terminals. No cargo trucks would visit the facility,

enhancing the environmental benefits of pushing more cargo to rail transportation. A one-mile-long train can take as many as 750 trucks off the roadways. Additionally, the rail facility would be operated by Pacific Harbor Line, a switching railroad that has converted its fleet to clean-diesel locomotives that reduce air pollution and save fuel.

Throughout last year, the port conducted extensive outreach on the project's environmental impact report. The study analyzes the environmental impacts of the planned project, and the mitigation measures that would be used to address those impacts. The draft EIR was released in December 2016. Port staff held a series of public meetings and solicited comments from stakeholders to revise the report.

The Pier B On-Dock Rail Support Facility would be located southwest of Anaheim Street and Interstate 710.

Explorers make major shipwreck discovery

A team of explorers from Jacksonville, Florida, made an amazing discovery off the coast of North Carolina when they came across one of the most famous shipwrecks in American history: the luxury steamship *Pulaski*. The *Pulaski* sank on a trip from Savannah, Georgia, to Baltimore in 1838, and its location was a mystery until now. The ship was found about 40 miles off the coast of North Carolina, and more than 100 feet under the water. The two companies behind the operation, Endurance Exploration Group and Blue Water Ventures International, are getting international attention for the find.

The divers uncovered what is believed to be what remains of the long-lost *Pulaski*, a luxury steamship that ex-

ploded in 1838 on its way to Baltimore, killing 128 people, including some of the wealthiest families in America. Now, 180 years later, Blue Water Ventures International is bringing it to the surface.

Endurance Exploration Group used research and sonar to find the shipwreck. So far, between \$100,000 and \$200,000 worth of early American coins have been found. But the treasure hunters believe there is \$20 million to \$25 million worth of treasure still under the sand.

This is not the first time the team has discovered treasure. Over the years they have found several Spanish ships with tens of millions of dollars' worth of gold, silver and other artifacts.

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MILITARY SEALIFT COMMAND

On January 16, at the invitation of Rear Admiral Dee L. Mewbourne (USN), Commander, Military Sealift Command (MSC), I attended the union partnership meeting held at MSC Headquarters, Naval Station Norfolk in Norfolk, Virginia. Other labor representatives present were AMO Vice President Mike Murphy, MEBA President Marshall Ainley, MM&P Vice President Randall Rockwood and SIU Executive Vice President Augie Tellez. Government representatives included MSC and U.S. Maritime Administration personnel.

Guest speakers from the Office of Naval Intelligence, Naval Surface and Mine Warfighting Development Center, and Carrier Strike Group 4 provided classified briefs regarding threats to naval activity and U.S.-flag merchant shipping around the globe. This was a very informative meeting with the purpose of starting discussion on possible training requirements for civil service, contracted, and commercial mariners.

PATRIOT CONTRACT SERVICES

ESD Vessels — On January 19, Patriot Contract Services (PCS) notified the Union that they intended to bid on MSC solicitation N32205-18-R-3003, for the operation and maintenance of Expeditionary Transfer Dock (ESD) vessels *USNS Montford Point* and *USNS John Glenn*. The ESD vessels will operate worldwide in the MSC prepositioning fleet or will perform other government missions. The vessels will be capable of transferring rolling stock and other cargoes in-stream with other ships and via ramp connections, as well as landing and deploying air-cushion non-displacement craft by means of inclined decks. As usual, I will be working with PCS to assist in formulating a successful bid.

Surge LMSR Vessels — As previously reported, on September 19, 2017, the Department of Defense published that Ocean Ships Inc., of Houston, Texas, was awarded the contract to operate and maintain the four surge LMSR vessels (*Gilliland*, *Gordon*, *Shughart* and *Yano*) currently operated by PCS. On January 24, the Union received a tentative turnover schedule for the vessels as follows:

Ship	Turnover Date Range	Turnover Location
<i>USNS Gordon</i>	February 26 – March 11	Newport News, Virginia
<i>USNS Gilliland</i>	March 15 – March 28	Bayonne, New Jersey
<i>USNS Shughart</i>	April 2 – April 15	Norfolk, Virginia
<i>USNS Yano</i>	April 16 – April 29	Norfolk, Virginia

Unlicensed mariners who remain aboard the surge LMSR vessels through turnover completion, have no claims, and have satisfactory performance reviews, will be eligible for retention bonuses of \$750 per month.

MATSON

On January 22, Matson Manager Offshore Labor Relations Dale MacGillivray requested that the parties discuss and agree to maximum work periods for Standby Reefer/Electricians. Matson vessel management teams have expressed concerns about safety issues regarding standby personnel who work more than



MFOW President Anthony Poplawski (fifth from left) attended the Union Partnership meeting held at Military Sealift Command Headquarters on January 16.

16 hours straight.

We agreed that MFOW dispatchers should avoid dispatching a Standby Reefer/Electrician to back-to-back shifts that would result in greater than a 16-hour stretch. This practice was already in effect at the Wilmington Branch. I sent a notice to all hiring halls to adopt the same practice.

APL MARINE SERVICES

On January 23, the Union hosted a meeting between APL Marine Services and the SIU Pacific District Unions. I participated along with APLMS Labor Relations Manager John Dragone, SUP President Gunnar Lundeberg, SUP VP Dave Connolly, SIU-AGLIW Assistant VP Nick Celona and SIU-AGLIW Oakland Port Agent Nick Marrone II.

The purpose of the meeting was to discuss the upcoming C-11 vessel replacement program. The five C-11 vessels are planned to be replaced on the Eagle Express (EX1) service route as follows:

The *CC Narmada* will take over for the *APL Singapore* and will be renamed the *President Kennedy*. The tentative reflag will take place as early as mid-May or in late-June.

The *APL Hawaii* will take over for the *APL Philippines* and will be renamed the *President F.D. Roosevelt*. The tentative reflag is in late-June or early-July.

The *CC Indus* will take over for the *APL China* and will be renamed the *President Eisenhower*. The tentative reflag is in late June or mid-July.

The *President Truman* (formerly *HS Rome*) will take over for the *APL Korea*. The tentative reflag is in August or early-September.

The *President Cleveland* (formerly *HS Paris*) will take over for the *APL Thailand* sometime in late-July or mid-August.

The *APL Belgium* will remain in the EX1 service and will be renamed the *President Wilson* at a date to be determined. There will be no impact on crew manning or assignments as a result of this name change.

Current Vessel	Replacement Vessel	Proposed Replacement Vessel Name Change
<i>APL Singapore</i>	<i>CC Narmada</i>	<i>President Kennedy</i>
<i>APL Philippines</i>	<i>APL Hawaii</i>	<i>President F.D. Roosevelt</i>
<i>APL China</i>	<i>CC Indus</i>	<i>President Eisenhower</i>
<i>APL Korea</i>	<i>HS Rome</i>	<i>President Truman</i>
<i>APL Thailand</i>	<i>HS Paris</i>	<i>President Cleveland</i>
<i>APL Belgium</i>	N/A	<i>President Wilson</i>

Reflag dates and locations are moving targets that may take place in either United States (Los Angeles or Oakland) or Chinese ports, or a mixture of both.

Personnel dispatched to the reflagged ships will go through a two-day sign-on and training session. The purpose of the sign-on and training sessions is to reduce the administrative tasks performed onboard by completing sign-on paperwork prior to boarding the ship, and to improve safety awareness. Each ship turnover is expected to take seven days.

The *CC Narmada* and *CC Indus* are powered by MAN engines. The *APL Hawaii*, *HS Rome* and *HS Paris* are powered by Wartsila RT Flex engines. APLMS has offered (if slots are available) to send two or three MFOW Electricians to each of the Wartsila RT Flex engine training sessions to be held at the MEBA Calhoon School of Engineering on the following dates: February 19-23, March 12-16, April 2-6.

Prospective attendees must have recent satisfactory service aboard APLMS vessels in the combination rating of Electrician/Reefer/Junior (ERJ). Interested members should contact Headquarters or Branch Port Agents as soon as possible.

Completion of a High Voltage Safety Training course will be a requirement for personnel being dispatched to the ERJ combination rating on the *APL Hawaii* only.

ALEXANDER & BALDWIN

Last month, I reported that the Alexander & Baldwin (A&B) board of directors approved a plan for A&B to be subject to tax as a real estate investment trust (REIT) for U.S. federal income tax purposes commencing with the taxable year ending December 31, 2017. In satisfaction of certain requirements for qualification and taxation as a REIT, the board declared a special distribution on shares of common stock in an aggregate amount of \$783 million.

Shareholders had the option to receive the special distribution entirely in shares of A&B common stock, or entirely in cash, subject to an aggregate cash limit of \$156.6 million. The membership approved the recommendation that the Union take the cash distribution, subject to the aggregate cash limit.

On January 23, A&B announced that it had completed payment of the special distribution. Based on the shareholders' elections, the special distribution was paid through an aggregate of \$156.6 million in cash and the issuance of 22,587,299 shares of A&B common stock. For the MFOW, this resulted in a cash payment of \$12,291 and a special distribution of 1,210 shares of common stock worth \$35,029, for a total distribution of \$47,320. The cash distribution was received and deposited into the general treasury and the additional shares of common stock have been recorded in book-entry form via the Computershare direct registration system.

Nome gets fresh review as possible U.S. Arctic port

Federal officials will take another look at the historic Alaska community of Nome as a possible port serving ships heading for the Arctic. The U.S. Army Corps of Engineers announced it has signed an agreement with the city of Nome to examine whether benefits justify costs of navigation improvements. The study will look at economic and social reasons to see if expanding the port is in the federal interest. The study process generally takes three years and could lead to a recommendation to Congress to authorize port improvements.

Alaska lacks deep-water ports along most of its west and northwest coast. The nearest permanent U.S. Coast Guard station is Kodiak, more than 800 miles away. Arctic marine traffic continues to grow and Nome, though south of the Arctic Circle, is well situated south of the Pacific chokepoint to the Arctic, the Bering Strait.

A joint federal-state study started in 2008 looked at alternatives for Arctic ports in the Bering and Chukchi seas. Nome became the top choice because of

infrastructure already in place, including an airport that handles jets, a hospital and fuel supply facilities. However, economic justification for the port diminished in late 2015 when Royal Dutch Shell PLC drilled a dry hole in the Chukchi Sea and suspended its U.S. Arctic offshore drilling program.

The study with the city will again look at how a Nome port would aid marine traffic for petroleum development, mining and regional delivery of fuel and other products. Federal law changed in 2016 to allow the Corps to also consider social benefits, such as support of search and rescue operations, national security and aid to communities to help them be sustainable.

The Port of Nome remains too shallow to handle large ships. Fuel tankers stay anchored in deep water and fuel is lightered to Nome. Nome's inner harbor in 2014 was just 10 feet deep and its outer harbor was less than 23 feet deep. The Corps that year looked at constructing docks up to 1,000 feet long and dredging to 35 feet.

VICE PRESIDENT'S REPORT

We are now in the month of February. The MFOW wishes to acknowledge Black History month, as this Union strives to maintain a diverse membership.

At the February 7 Headquarters membership meeting, I gave the following shout-outs:

1. Pensioners Roger Brucks and Herman Richter — These retired brothers, who attended the meeting, have many years of experience sailing as Reefer and Electrician. I suggested that our Junior Members rub shoulders with these guys to pick up a few tips on job skills in the unlicensed engine department.
2. Jeff Mattarocci — This brother received his "A" book last month and is doing his second one-year hitch as the QMED Electrician on the *Cape Hudson* in ROS at San Francisco.
3. Bobby Baca and controller Karen Mohr — Some of us in the office were either out sick or traveling last month, and Bobby and Karen did a good job keeping Headquarters on an even keel.

On January 9 PG&E installed a new smart meter in the hiring hall, thus eliminating some meter reader's job. On January 31 the city of San Francisco began the Second Street Improvement Project by preparing sidewalks for new lighting standards. This project will be ongoing for some time, presenting us with more noise, dust and inconvenience in front of our Headquarters building.

Neither brother Baca nor I attended last month's Alameda Labor Council meeting, as I was UFFD and brother Baca was making the ships and covering the dispatching duties. The guest speaker at the Maritime Trades Department Ports Council meeting was former San Francisco supervisor Angela Alioto, who spoke about her candidacy for Mayor of San Francisco.

VESSEL RUNDOWN

Matson: The company sent an advisory that Standby Electrician/Reefers

shall not work more than 16 hours continuously. If only one Standby E/R is dispatched, he must have a minimum rest period of seven hours. (See President's report.)

Kauai — Pacific Northwest triangle, called three times; shipped C/E and Watch Jr. rotary jobs and two Standby E/Rs every port call. *Manoa* — Pacific Northwest triangle, called two times; requested two Standby E/R and bunker rover each call. *Mahimahi* — Pacific Southwest triangle, called three times; utilized one Standby E/R each call. *Mokihana* — visited Oakland once, calling for a Standby E/R and four Standby Wipers. *Matsonia* — was reactivated January 20, after being laid up at Howard Terminal since December 29; called for returning crew and two Standby Wipers. Shipped a rotary Watch Jr. and bunker rover.

Shipped a vacation relief for one week for Matson's shoregang ship keeper. Brother Emilio Siguenza, JM-5212, covered the relief and did an outstanding job.

APLMS: All vessels calling Oakland called for two Standby Wipers.

APL China — called for one REJ on December 29. Since the halls were in holiday mode, the job went open and brother Ezra Dhillon, #3751, was re-shipped. *APL Korea*, *APL Belgium*, *APL Singapore* and *APL Thailand* were all in and out clean. These four vessels, along with the *APL China*, will be replaced from mid-May through September (see President's report.)

PCS: The *ITB Moku Pahu* arrived in San Diego on December 12, whereupon the captain submitted relief requests for the entire crew. The Oiler/Utility/OS asked to complete his 180 days, so his relief request was recalled. The Wiper job was given to Wilmington on a trial basis.

Congratulations to those members who advanced in seniority this month!

Respectfully,
"Cajun" Callais



Fourteen MFOW members attended a digital multi-meter class taught by Wilmington Instrument Company at the Wilmington hall on January 30. The attendees received practical hands-on instruction in performing digital multi-meter measurements using test boards.

Lebanon unveils plan to build seaport near Israel border

Lebanon plans to build an international seaport in its southern coastal Naqoura area on the border with Israel. Speaking at a press conference in Beirut, Lebanese Transport Minister Youssef Fenianos said Lebanon sought to encourage citizens to return to their villages in Southern Lebanon's border area. Construction of the seaport is expected to create job opportunities for the region's inhabitants. According to the transport minister, the planned seaport will also serve as a "symbol of resistance" against Israeli occupation.

Fenianos's assertions follow recent comments by Israeli Defense Minister Avigdor Lieberman in which he laid claim to Block 9, a strategic natural-gas

concession in the Mediterranean for Israel. Lebanon's Supreme Defense Council dismissed Lieberman's claim to the gas concession, ordering the military "to confront all Israeli aggression on Lebanon's borders."

The council also warned against Israeli plans to build a wall along the border, saying the planned barrier would constitute a violation of both Lebanese sovereignty and U.N. Security Council Resolution 1701. The UNSC adopted Resolution 1701 which prohibits acts of aggression in Southern Lebanon in 2006, following a devastating month-long conflict between Israel and Lebanon's Hezbollah.

Coast Guard reopens Port of Pago Pago following cyclone

The Coast Guard Captain of the Port reopened the port of Pago Pago to commercial traffic on February 11, following Tropical Cyclone Gita, and work to remove a grounded commercial fishing vessel continued. Personnel from Coast Guard Marine Safety Detachment American Samoa conducted a post-storm port survey aboard the tug *Sailele* and deemed the port safe to be reopened to commercial traffic.

A Coast Guard HC-130 airplane crew, Coast Guard response personnel and a FEMA representative arrived in American Samoa from Air Station Barbers Point, Hawaii, to conduct an aerial post-storm assessment. High winds remained a concern, as responders worked to assess the region and resume the re-

sponse to the grounded 88-foot commercial fishing vessel *Chui Zai Fa No. 1*, located approximately 300-yards off Leone Bay. The owner of the *Chui Zai Fa No. 1* is the responsible party and was actively working with Coast Guard officials and local authorities to develop a salvage plan for the grounded fishing vessel. The Taiwanese-flagged vessel reportedly caught fire on November 4, 2017, in international waters and remained adrift for three months.

A small craft advisory remained in effect for American Samoa with frequent showers and scattered thunderstorms. Winds are reportedly 23 to 35 mph with seas at 12 to 16 feet. Power and water outages are reportedly still affecting the island.

Taiwan shipbuilding execs charged with loan fraud

The Kaohsiung District Prosecutor's Office has charged Ching Fu Shipbuilding Chairman Chen Ching-nan, his son, his wife and two other executives for allegedly falsifying documents to secure hundreds of millions of dollars in loans. The charges stem from a whistleblower report last August that launched a broader investigation into Ching Fu Shipbuilding. The company held an \$11 billion contract to build six minesweepers for the Taiwan navy, and anonymous tips suggested that the firm was falsifying its progress reports. These complaints led to a raid on the firm's offices, and authorities found indications that the company's top executives had fraudulently obtained as much as \$1.1 billion in loans.

According to the prosecution, Ch-

ing Fu Shipbuilding worked with a foreign firm to set up three shell companies overseas. Chen Ching-nan and his accomplices then allegedly used forged documents from these shell companies to seek loans from multiple Taiwanese banks. Prosecutors suggested that Ching Fu Shipbuilding's leaders resorted to illicit means to obtain funding because their company lacked the capital to perform on its contract for the minesweepers.

The prosecution is seeking a 30-year sentence for Chen Ching-nan, with lesser penalties for his accomplices. The investigators did not find any evidence of illegal activity at the banks, which lost an estimated \$440 million due to the fraudulent scheme.

BUSINESS AGENT'S REPORT

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

USNS Pomeroy — one Oiler was flown out to Diego Garcia. *USNS Watkins* — one Oiler was flown out to Diego Garcia. *USNS Charlton* — one Wiper awaiting flyout to Korea.

I made a lunchtime visit to the RRF vessel *Cape Orlando* in Alameda, CA, and spoke to Electrician Ray Cruz, JM-5116, as well as *Admiral Callaghan* Elec-

trician Gary Fortin, #3703. Both vessels share the same stewards' department. Also, thanks to the *Cape Orlando* stewards' department for the fine meal. Both vessels are operating smoothly with little complaints or clarifications.

In mid-December, the *Cape Henry* was flat-towed to Pier 96 in San Francisco and remains there in ROS status.

Fraternally,
Bobby Baca

APL launches JT^X service

APL has enhanced its intra-Asia network with the launch of the Japan-Taiwan-Thailand Express (JT^X) short-sea service. Commencing its first sailing from Tokyo on February 27, the JT^X service will call at the ports of Tokyo, Yokohama, Shimizu, Nagoya, Osaka

and Kobe in Japan; Keelung, Taichung and Kaohsiung in Taiwan; Hong Kong; and Laem Chabang and Bangkok in Thailand. APL, part of the CMA CGM Group, has special cargo handling facilities and equipment to support project and heavy shipments.

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

TOTE cancels plans for Hawaii service

TOTE Maritime, an operator of liner services to Alaska and Puerto Rico from the U.S. mainland, announced last month that it is canceling its plans to build four new Jones Act ships and will not enter the mainland-to-Hawaii trade lane. TOTE said that after a technical review, it determined that its dedicated piers in Honolulu Harbor would

need considerable work in order to make them usable for the new service, and will therefore suspend plans to compete with Matson and Pasha Group on the route.

The company has also decided not to renew a letter of intent with Philly Shipyard for four LNG vessels similar to Matson's *Aloha*-class ships. Philly

said in a statement that the ships are already under construction, and orders for long-lead time components for the first two vessels have already been placed. The yard has suspended work on the first hulls until it has more clarity.

When it announced its intention to enter the Hawaii trade, TOTE said that

timing for the venture was critical and it needed a commitment for terminal space in Honolulu. The company secured a commitment from the Hawaii Department of Transportation for the use of Piers 1 and 2 along with 45 acres of adjacent land. However, the review found that the facility was not ready to support its planned operations.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2018

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 4-½ day course includes the following segments: Shipboard Damage Control; Environmental Programs; Chemical, Biological and Radiological Defense orientation; Heli 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.

March 12-16

HIGH VOLTAGE SAFETY

This five-day course is open to members who have electrical equipment background and training. Each student should:

- Have the requisite skills (knowledge and techniques) to distinguish exposed energized electrical conductors and circuit parts from other parts of electrical equipment, capability to determine nominal system voltages
- Have the ability and be capable of providing first aid, including resuscitation, CPR and AED (where provided)
- Be capable of determining the proper use of personnel protective equipment to protect against shock and arc flash.

Prerequisites: Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.

March 5-9

March 19-23

April 23-27

ENDORSEMENT UPGRADING

QMED Fireman/Oiler/Watertender

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Oiler/Watertender course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. **Prerequisites: 180 days or more of MFOW-contracted sea time as Wiper; PLUS Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.**

March 19-23

April 23-27

Marine Firemen's Union Training Plan Tuition Reimbursement Policy

The Marine Firemen's Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen's Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen's Union Training Plan will be denied.

STCW Rating Forming Part of an Engineering Watch

A member who successfully completes the 40-hour Rating Forming Part of an Engineering Watch (RFPEW) course will satisfy the requirements needed for the STCW endorsement as RFPEW. **Prerequisites: See QMED Fireman/Oiler/Watertender course. It is recommended that eligible candidates schedule the QMED Fireman/Oiler/Watertender and RFPEW courses back-to-back for a five-week combined training session.**

March 12-16

April 16-20

May 21-25

QMED Electrician/Refrigerating Engineer

A member who successfully completes the 240-hour QMED Electrician/Refrigerating Engineer course will satisfy the requirements needed for the national endorsement as QMED Electrician/Refrigerating Engineer, provided all other requirements, including sea service, are also met. **Prerequisites: Endorsements as QMED Fireman/Watertender, QMED Oiler, and RFPEW; PLUS 180 days' or more of MFOW-contracted sea time while qualified as RFPEW.**

April 9-May 18

May 21-June 29

STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. **Prerequisites: Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days' or more of MFOW-contracted sea time while qualified as RFPEW.**

March 5-9

April 9-13

May 7-11

QMED Junior Engineer

The MFOW Training Plan does not sponsor the QMED Junior Engineer course. A member who has successfully completed the modules for QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, and QMED Oiler can be issued the national endorsement as QMED Junior Engineer without testing provided he or she has met all other sea service and training requirements.

QMED Pumpman/Machinist

A member who successfully completes the 240-hour QMED Pumpman/Machinist course will satisfy the requirements needed for the national endorsement as QMED Pumpman/Machinist. **Prerequisites: 360 days or more of MFOW-contracted sea time while holding the endorsements as QMED Electrician/Refrigerating Engineer, QMED Junior Engineer, QMED Fireman-Watertender, QMED Oiler, RFPEW and AS-E**

April 9-May 18

May 21-June 29

STCW Electro-Technical Rating

The required Coast Guard-approved courses leading to the STCW endorsement of Electro-Technical Rating (ETR) are not available. When the courses are available, preference shall be given to those members who have satisfactory MFOW-contracted sea time as Electrician, ERJ, REJ or Reefer/Electrician.

STCW BASIC TRAINING*

***NOTE: ALL BASIC TRAINING CERTIFICATES HOLD A ONE-YEAR VALIDATION WHEN USED FOR MARINER DOCUMENT (MMD) RENEWAL.**

Basic Training Revalidation

The BT Revalidation course is designed for personnel who have previously completed a 40-hour Basic Training course and have at least one year of approved Sea Service within the last five years.

Training Resources, Ltd., San Diego, CA (one day): February 23; March 9, March 23; April 13, April 27

MITAGS-PMA, Seattle, WA (two days): February 24-25; March 9-10; March 23-24; April 13-14, April 27-28

Maritime License Center, Honolulu, HI: as needed

Basic Training Refresher

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

Training Resources, Ltd., San Diego, CA: March 14-16; April 18-20

Compass Courses, Edmonds, WA: February 27-March 1; March 27-29; April 24-26

MITAGS-PMI, Seattle, WA: May 11-14; June 22-24

El Camino College, Hawthorne, CA: March 1-3; April 26-28; May 24-26

Panama Canal expects big jump in LNG tanker traffic

The number of liquefied natural gas (LNG) tankers traversing the Panama Canal is expected to jump 50 percent by September due to rising exports of the fuel from the United States, according to the head of the canal's governing agency. After adding a third set of locks in 2016, the Panama Canal Authority expects that growing global demand for LNG will boost transit through the waterway.

Demand for LNG has taken off in recent years because of abundant supplies of natural gas, especially from United States shale fields, and because natural gas is a cleaner burning fuel than coal or oil.

The canal received 60 LNG tankers in the last quarter of 2017, up sharply from 43 tankers in the same period a year earlier. Most carriers are loaded in the United States for delivery to the Pacific coast of Mexico or South America.

Houston-based Cheniere Energy,

which owns and operates the Sabine Pass LNG export facility in Louisiana, has been expanding exports while building a new LNG plant near Corpus Christi, Texas, expected to come online in December. An LNG plant is used to process natural gas for export.

Cheniere, which signed an agreement last month to sell one million tons of LNG per year for 15 years beginning in 2019, plans to inaugurate a second liquefaction at Corpus Christi and a fifth train at Sabine Pass next year.

U.S. LNG exports via the Panama Canal fell temporarily in September due to damages caused by Hurricane Harvey to several Texas and Louisiana ports, but has recovered in recent months. U.S. export capacity jumped to 18 million tons last year.

Panama is trying to be more flexible for LNG transit bookings so exporters can choose to pass through the canal even if that was not originally planned.

Jones Act benefits Puerto Rico's consumers: Matson CEO

Defending the Jones Act, Matson Navigation CEO and Chairman Matthew J. Cox said shipping rates between Puerto Rico and the U.S. mainland are the lowest in the Caribbean and as much as 20 to 50 percent lower than those of foreign-flag services to other islands in the region.

"Dedicated service to Puerto Rico provides price efficiencies," Cox told the Propeller Club of Southern California. He said U.S. mainland-Puerto Rico trade is a self-contained service that is not tacked on to longer trade routes in the Caribbean and Latin America.

As reported in the *Journal of Commerce*, Cox denied charges that the ship-U.S. requirement makes Jones Act trades more costly for consumers in those locations. He presented an indexed analysis of shipping rates from the mainland to Puerto Rico, which must move on Jones Act vessels, compared with rates to other islands where the Jones Act does not apply. Those non-U.S. markets are served by foreign-flag carriers.

Using the Puerto Rico rate as 1.0, Cox said the indexed rate to the Dominican Republic is 1.01, Haiti 1.17, St. Thomas 1.21, and St. Croix 1.49. He noted that the northbound rates from Puerto Rico are even lower.

"That service could disappear without the Jones Act," he said.

National attention was focused on the ship-U.S. provision in the U.S. mainland-Puerto Rico trade following the devastation caused by Hurricane Maria on September 20. Amid charges that the Jones Act was at least partially responsible for the backlog of supplies that built up on the docks, the Trump administration briefly suspended the Jones Act requirement and four bills to amend or

repeal the act were introduced in Congress, although none were passed.

The Jones Act refers to the 1920 law that stipulates that cargo moving from one U.S. port to another must be carried on U.S.-built, U.S.-flag vessels that are owned and crewed by U.S. citizens.

The arguments of Jones Act opponents, be they referring to the Puerto Rico, Hawaii, or Alaska trades, is that the requirements result in higher shipping costs and insufficient vessel capacity in those trade lanes.

Critics last autumn added another argument to their arsenal, namely that the Jones Act requirements contributed to the inability of relief workers to deliver much-needed supplies to the interior of the island.

However, Cox said it is now generally accepted that the inland transportation infrastructure in Puerto Rico was virtually wiped out by the hurricane and a shortage of trucks and drivers compounded the problem.

The mainland-Puerto Rico route is a specialized trade marked by ships dedicated to that lane, terminals built to accommodate the mostly barge carriers that serve the route, and specialized cargo-handling equipment, Cox said.

If foreign-flag carriers would serve Puerto Rico in the same way they serve other Caribbean islands, they would probably tack Puerto Rico on to their multi-destination Central and South American services, he said. The direct, efficient U.S. mainland-Puerto Rico services by several carriers include 25 Jones Act vessels that routinely carry 53-foot containers with capacities of about 40 percent greater than the standard 40-foot marine container, he added.

Furthermore, even though Puerto Rico is a Jones Act market in the U.S. mainland trade, foreign-flag vessels dominate the Puerto Rico-foreign country trade lanes. As a result, two-thirds of the vessels that call at Puerto Rico are foreign flag, he said.

Total U.S. trade with Puerto Rico last year increased by 1.9 percent year-over-year to 523,044 TEU, according to data from PIERS. Exports rose for the first time since at least 2014; while imports fell by 2.3 percent.

Benefits paid during January

Death Benefits

None

Burial Benefits

None

Excess Medical	\$4,190.29
Glasses and Examinations	\$1,039.00



San Francisco mayoral candidate Mark Leno addressed the delegates of the San Francisco Bay Port Maritime Council, MTD, AFL-CIO at a meeting aboard the *SS Jeremiah O'Brien* in February. Leno had a 100 percent labor voting record while serving as a State Assemblyman and State Senator in California.

Trump's budget good for Navy, not so great for maritime

Continued from page 1

a clear disconnect from the encouraging rhetoric made by President Trump about the inland waterways in the State of Union address and at his historic visit to the Ohio River in June 2017," said WCI President & CEO Mike Toohey.

"If accepted, this budget, like the infrastructure proposal issued earlier today, hamstrings America's ability to compete in the world."

Maritime takes a hit with the proposed budget. The Congress voted to fund the Maritime Security Program (MSP) at \$300 million, or \$5 million for each of the 60 ships enrolled in the program, while Trump proposes to reduce that amount to \$214 million, or approximately \$3.6 million per ship per year.

The enabling legislation for MSP runs until 2025 but has to be funded annually by Congress. Maritime labor and U.S.-flag companies were successful last year in getting the \$300 million appropriated,

but this battle will most likely have to be re-fought.

Cargo preference for U.S.-flag shipping is critical to keep the U.S. merchant marine afloat. A key component of cargo preference is the Food for Peace program (P.L. 480), whereby at least 50 percent of all food aid transported to needy countries is carried aboard U.S.-flag ships. Under Trump's budget proposal, the \$1.6 billion appropriated for Food for Peace is completely eliminated. Maritime labor, U.S.-flag companies, and national agricultural interests will again work in unison to ensure this critical program is properly funded.

The Maritime Administration does not escape Trump's budget knife. Of the \$176 million appropriated to the agency for operations and training, Trump's budget reduces it to \$153 million.

Trump's 2019 budget does appropriate \$310 million for the Ready Reserve Force, an increase over last year.

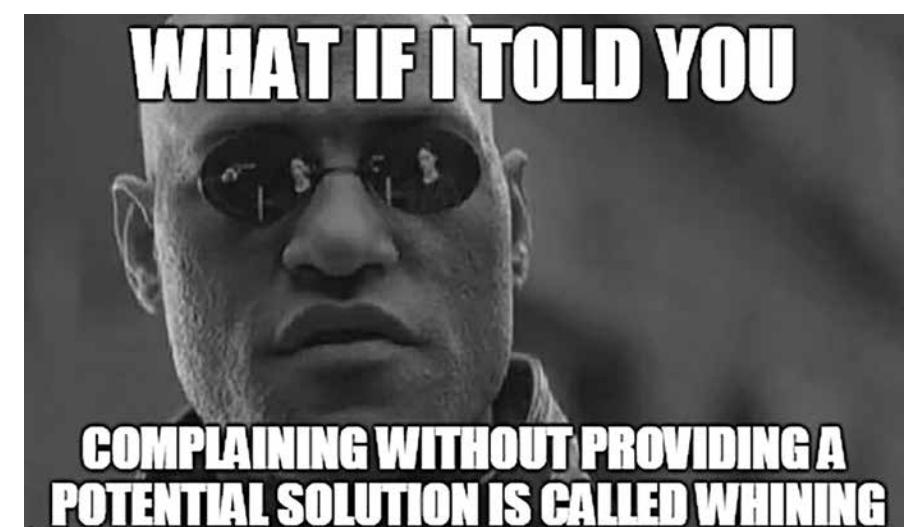
The Jones Act

The Jones Act is the best known of the nation's cabotage laws. By calling for movements of waterborne cargoes between U.S. ports by vessels that are U.S.-crewed, U.S.-built and U.S.-owned, it has enhanced important U.S. security interests and generated many economic benefits.

As numerous defense experts have noted, the Jones Act has helped maintain a pool of skilled civilian mariners capable of meeting the nation's strategic sealift needs. By generating 76 percent of all commercial U.S. shipbuilding opportunities, it has preserved a viable domestic shipbuilding base. Moreover, some 70 percent of the oceangoing self-propelled vessels in the Jones Act fleet are militarily useful.

There are more than 42,000 vessels in the Jones Act fleet, from tugs and barges to tankers and containerships. This represents an investment of nearly \$30 billion. The vessels move more than 1 billion tons of cargo annually and create 123,000 jobs directly and another 200,000 jobs throughout the U.S. economy. The total annual economic impact of the Jones Act is \$63 billion. Annual taxes generated by the Jones Act fleet top \$11.5 billion.

The Jones Act has enhanced safety in the maritime industry and made an important contribution to the environment. According to recent studies, productivity levels in the Jones Act fleet are two to three times higher than the average U.S. business rate.



WILMINGTON NOTES

A total of 67 jobs were dispatched out of the Wilmington Hall this past month: 12 PCS, three APL, and three Matson shipboard billets were called and filled as well as four Shore Mechanics at Global Gateway South. Applicants filled one shipboard billet and two standby jobs this month. Members registered here number 17 A-, 17 B-, and 29 C-seniority registrants.

The winter season is still with us; unfortunately most West Coast ships were just a few days late as a result. Most tried to avoid the worst of it and not lose anything in the process. It is a good thing we have electronics that work to this effect nowadays, as well as crewmembers who know to read them, and tighten lashings, too.

Well, some crewmembers get hungrier when it gets rough (at least I do). As a result, the night lunches have been getting hit pretty hard lately I heard. Would be nice to compensate for the extra rolling with something more to eat at night. I usually check it out when I make the ships, and this is only on a few where this is happening. Most of the guys are not complainers, but it is nice (and healthy) to get off of working

all night on something that broke at sea, bunker ops, cargo work, etc., and make a sandwich with BLT at least. Something other than sugar water as an alternative to milk is still warranted, even in port. If pilferage is a problem in port, the mess hall can be locked and access granted only to the crew onboard.

Ken Justice, #3678; George Sims, #3669; Mike Robles, #3855; and Frank Marinovich, #3663, along with the rotating Shore Mechanics, are still keeping the steam up on the shoregang.

The *SS Lane Victory* still needs volunteers on Wednesday and Saturday at 0900, and they are very much appreciated.

Pasquale Gazzillo, #3699, and I attended breakfast in honor of Dr. Martin Luther King at the Los Angeles Convention Center on Jan 20 sponsored by the L.A. County Fed. It was a very well-attended event and was followed by the Women's Day March and Rally fronting Los Angeles City Hall.

Just a reminder, clean your room for your relief and work safely.

Aloha,
Sonny Gage
Port Agent

SEATTLE NOTES

Shipping — In January, two REJs were shipped to APL, taken by two C-seniority members. Five Matson Standby Reefer/Electrician jobs went to four A-seniority members and one C-seniority member. Two Standby Wipers for the *Manoa* went to a C-seniority member and a non-seniority applicant. In January, five A-, one B-, and three C-seniority members were registered, for a total of eight A-, six B-, and 11 C-seniority members registered.

Meetings — I attended the King County Central Labor Council Port Coalition and Washington Maritime Federation meetings.

Over the last several weeks, the SUP has been involved in fighting back against opposition to LNG as an alternative vessel fuel here in the Puget Sound. While vessels using LNG reduce greenhouse gasses from 15 to 25 percent, the environmentally progressive gain is that LNG reduces the release of stack gas particulates by 96 percent. Yet recent attacks by some in the environmental community are making false claims and distorting facts and science.

The SUP, along with the ILWU Puget Sound District Council; ILWU Locals 23, 19 and 52; the MM&P, IBU, Pierce County Building Trades, King County Building Trades, Washington State Metal Trades and the Puget Sound Ports Council Maritime Trades have provided testimony in support of LNG as a safe and environmentally progressive fuel

alternative in front of the Seattle City Council and the Tacoma City Council. We have also provided background and scientific facts to state legislators in Olympia and attempted to do the same in legislative districts meetings. Keep in mind that Matson, Crowley and the Saltchuk Companies (TOTE and Foss) are all building vessels which will use LNG as a fuel source.

Seattle shipping has slowed down, but due to pick up soon. Make the hall and keep informed of job opportunities and schedule changes.

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 on documents that will expire during your dispatch and your passport must be valid six months beyond.

Respectfully,
Brendan Bohannon
Representative

POLITICAL ACTION FUND

Voluntary donations for January 2018:

Robert Bugarin, P-2756	\$100.00
Jorge Gonzalez, JM-5148	\$100.00
Denny Capley, P-1809	\$20.00
Andrew Church, JM-5259	\$100.00
Manolo Colon, P-2309	\$10.00
Dale Cunningham, #3597	\$100.00
Victor Diaz, P-1256	\$25.00
Donald Feehan, P-2589	\$80.00
Alan L. Graves, N/A	\$25.00
Ivan Leslie, JM-5325	\$80.00
Joel E. McCrum, P-2536	\$50.00
Judith Moore in memory of	
Robert Kimball	\$500.00
Kevin Mueller, #3698	\$50.00
Frank Portanier	\$25.00
Joe Rubio, P-2757	\$100.00
Charles Stahl, P-2726	\$50.00

HONOLULU NOTES

In January, I shipped a total of 45 jobs. Shipped a Wiper to the *Mahimahi*. The *Kamokuiki*, *Sisler* and the *Charlton* each called for one Oiler. On the *Mokihana*, the Junior took a trip off. Sent an Electrician to the *Kamokuiki* and the *Mokihana*. A Shoreside Mechanic needed a funeral relief, and then the reliever caught the flu and needed a relief.

I also dispatched 17 Standby Elect/Reefers and 19 Standby Wipers for the month of January. We have 13 As, 4 Bs and 5 Cs on the Honolulu registration list.

On the morning that the crew members of the *Kamokuiki* were to fly out, Matson cancelled all flights because the closing of the transfer of ownership didn't go as planned. Then about a week later, Matson announced that they would be calling back four more Matson employees from the ship. Their plan

now going forward is to do a sea trial at the end of February and then lay up the vessel in China and call back all crew. They do admit that even this new plan is not written in stone.

I represented the Marine Firemen's Union at the executive board meeting of the AFL-CIO. I missed the monthly Honolulu Port Council meeting, as my wife fell and injured herself, requiring eye surgery. The surgery went well, but it will take months for her to fully recover.

I did attend the AFL-CIO Labor of Love. This is an annual event, where the Hawaii State AFL-CIO picks a school in need. This year, it was held at Waianae Elementary School. Around 400 union members, students, parents and community volunteers tackled a much-needed upgrade. Total value of donations and in-kind contributions to the project for Waianae Elementary was over \$72,000. As a union we are the working class of the community, and it's a good thing to come together and help those in the community.

Aloha,
Mario Higa
Port Agent

HONOR ROLL

Voluntary donations to
General Treasury — January 2018:
Andrew Church, JM-5259\$100.00
Ivan Leslie, JM-5325\$20.00

Regular membership meeting dates 2018

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
	13	Branches
July	5*	S.F. Headquarters
		(*moved due to Independence Day holiday)
	11	Branches
August	1	S.F. Headquarters
	8	Branches
Sept.	5	S.F. Headquarters
	12	Branches
October	3	S.F. Headquarters
	10	Branches
Nov.	7	S.F. Headquarters
	14	Branches
Dec.	5	S.F. Headquarters
	12	Branches

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

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FINISHED
WITH
ENGINES



Burdette Smart, #3680. Born March 6, 1949, Red Oak, IA. Joined MFOW May 11, 1991. Pensioned February 1, 2008. Died January 18, 2018, Yarmouth, IA.