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No. 7

APL deploys new vessels for enhanced EX1 service

On July 3, APL announced the enhancement of its signature Eagle Express 1 (EX1) service and named six vessels deployed for the service after former U.S. Presidents. Along with the EX1 service refinements that will speed up the North Asian lap from the U.S. West Coast, these containerships will be named *President F.D. Roosevelt*, *President Wilson*, *President Cleveland*, *President Truman*, *President Eisenhower* and *President Kennedy*, continuing a legacy that began in the 1920s that has seen some 90 APL ships named after U.S. Presidents.

Five of the six vessels are new to the

EX1 service. The first two vessels in the series have already gone through the reflagging process at Global Gateway South Terminal in Los Angeles.

“Operating a fleet of U.S. flagged vessels crewed by American citizens is historical business for APL and part of our roots. We pride ourselves in delivering mission-critical supplies, food and equipment to our troops overseas. Making this vast investment on our main trans-Pacific U.S. flagged service shows our commitment to service quality and innovation. During this process, APL received great support from the Maritime Ad-

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The first MFOW crew aboard the *MV President Kennedy* was dispatched out of Wilmington. They are (left to right) Wiper Felizardo Ginete, JM-5140; ERJ Moises Johnson, JM-5169; DJU Carlito Episioco, #3775; and REJ Edgardo Guzman, #3905.



Pictured aboard the *MV President Kennedy* in the Port of Oakland are (left to right) REJ Edgardo Guzman, #3906; DJU Carlito Episioco, #3775; Wiper Felizardo Ginete, JM-5140; ERJ Moises Johnson, JM-5169; Standby Wiper Emmanuel Nuez, non-seniority applicant; and Standby Wiper Erick Anglo, JM-5214.



APL's newest reflag, the *MV President Kennedy*, at Berth 400 in Los Angeles.

San Pedro Bay ports advance new standards for cleaner trucks

Harbor Commissioners for the ports of Long Beach and Los Angeles have approved measures to ensure new trucks just entering drayage service meet the cleanest engine standards, a step designed to accelerate the reduction of harmful air emissions from trucks. The move will require new trucks that visit marine terminals to be 2014 model year or newer. The requirement takes effect October 1, 2018, and applies only to trucks that are not currently registered in the Ports Drayage Truck Registry (PDTR).

The Los Angeles Board of Harbor Commissioners approved the tariff amendment on June 21. The Long Beach Board of Harbor Commissioners took a similar action on June 25. Final approval is expected this month. The requirement does not apply to trucks already registered in the PDTR and current on their annual registration dues; those trucks will be able to continue operating. All trucks in port service are currently required to be 2007 model year or newer. About half of the trucks registered in the PDTR are at least 2010 model year.

The two neighboring ports coordinate on truck standards and other air

quality measures as part of the San Pedro Bay Ports Clean Air Action Plan (CAAP). The tariff change is the first in a series of near-term and long-term steps the ports are taking to advance clean truck progress under the 2017 CAAP Update, approved last November. New strategies seek to phase out older trucks, with a goal of transitioning to zero-emissions trucks by 2035.

Future steps include waiving the annual PDTR registration fee for near-zero and zero emissions trucks and charging a rate for cargo moves by truck with exemptions for trucks that meet near-zero and zero emissions standards. The latter is envisioned to begin in mid-2020. The ports will conduct a truck rate study and feasibility assessments prior to proposing rate changes. About 17,000 trucks are registered to work in the San Pedro Bay port complex.

Reducing pollution from heavy-duty trucks has played a major role in dramatic clean air progress at the San Pedro Bay ports. Since 2005, the ports have reduced overall emissions of diesel particulate matter 87 percent, sulfur dioxide 97 percent and nitrogen oxides 56 percent, according to the most recent air emissions inventories.

ABS classes world's first next generation LNG carrier

ABS recently confirmed that the ABS-classed *Diamond Gas Orchid*, the world's first *Sayaringo STaGE* next generation LNG carrier, has been delivered to Diamond LNG Shipping, a joint venture between Mitsubishi Corporation and Nippon Yusen Kabushiki Kaisha. Ordered by Diamond LNG Shipping through MI LNG Company, Ltd., constructed by Nagasaki-based Mitsubishi Heavy Industries Marine Structure Co., Ltd. and delivered by Mitsubishi Shipbuilding Co., Ltd., the innovative carrier introduces significant improvements in both LNG-carrying capacity and fuel performance by incorporating a more efficient hull structure and an innovative hybrid propulsion system. The vessel is intended for operation in Louisiana, transporting LNG for the Cameron LNG project.

The *Diamond Gas Orchid* has a continuous steel cover that reduces ship weight and air resistance while increasing LNG-carrying capacity. *STaGE*, an acronym derived from Steam Turbine and Gas Engines, is a hybrid propulsion system combining a steam turbine and engines fired by gas. Efficient use of waste heat in the steam turbine results in substantial improvement in plant effi-

ciency, enabling high-efficiency navigation throughout a full range of speeds. *Diamond Gas Orchid* is the first *Sayaringo STaGE* vessel to have both the next generation LNG cargo tank structure and propulsion system.

Recognizing the changing landscape and increased industry focus on gas, ABS launched its Global Gas Solutions team in 2013 to support industry in developing gas-related projects.

Halls to close

Harry Bridges' Birthday — The MFOW hiring halls on the West Coast will be closed on Monday, July 30, 2018, in observance of Harry Bridges' Birthday (July 28), which is a long-shore 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.

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Janus v. AFSCME

Statement by California Labor Federation
Executive Secretary-Treasurer Art Pulaski

June 27, 2018

We condemn the U.S. Supreme Court's decision to overturn 40 years' worth of precedent at the behest of corporate billionaires in the Janus v. AFSCME case. The decision today to reverse a unanimous 1977 Supreme Court ruling is nothing more than a bald attempt to weaken unions by some of America's richest CEOs and five right-wing political appointees sitting on the court.

Never in its history has the court issued a ruling so clearly motivated by politics and outright disdainful of the constitutional tenets it has vowed to vigorously defend. Working families should never trust this court again.

For decades, corporate titans have engaged in heavy-handed and often illegal tactics in an effort to snuff out unions. No matter how much money the CEOs spend, they will never extinguish the will of so many working people to stand together in unions. In this era of economic insecurity, workers are engaging in potent collective action to fight back from the teachers' strikes sweeping the country to the University of California workers in our own state standing up to inequality. It's never been clearer that unions are as important to California's future as we've been to its past.

Unions are the only counterbalance to the growing power of corporate CEOs and the politicians they bankroll, giving workers a seat at the table to negotiate with bosses for fair pay, decent benefits and safe working conditions. Because

unions promote fairness and equality on the job and through our broader advocacy on behalf of all workers, we're enemy No. 1 for corporate special interests and right-wing extremists. That's ultimately what the Janus case was all about.

While this decision is a blow, it will not deter us from giving more workers the opportunity to organize a union to better their lives, and the lives of their families. A union on the job remains the surest path to California's middle class.

Despite this decision intended to raze unions to the ground, California's unions continue to be a strong force to enable workers to stand up to those in power who have rigged the economy against us. This is the first of a 'one-two' punch with the next one to aim at the unions in the private sector, which may not be directly affected by Janus.

No one court decision can stamp out decades of progress made by unions and our members. In the face of today's decision, California's unions are redoubling our efforts to remain a beacon of hope for a country sliding into plutocracy. We won't settle for surviving this decision. We'll continue to build strength to give all working people a fair shot at pursuing the American Dream.

The California Labor Federation is made up of more than 1,200 unions, representing 2.1 million union members in manufacturing, retail, construction, hospitality, public sector, health care, entertainment and other industries.

Port of Vancouver to benefit from federal funding

Last month, the Canadian government announced \$167 million in funding for three projects that will improve the movement of goods to and from the Port of Vancouver, British Columbia and support Canada's competitive position in international trade. This, combined with \$55.8 million announced in May for four other critical infrastructure projects in the region brings the total funding amount through Transport Canada's National Trade Corridors Fund to more than \$200 million.

The National Trade Corridors Fund is part of Transport Canada's Transportation 2030, a strategic vision to support a safe, secure, green, innovative and integrated transportation system that better moves products to markets and grows Canada's trade.

After extensive study, nearly 40 priority infrastructure projects were identified for the Lower Mainland region and close to half were submitted for funding through the National Trade Corridors Fund. The list was compiled through the collaborative efforts of the port authority, Transport Canada, B.C.'s Ministry of Transportation and Infrastructure, TransLink and the Greater Vancouver Gateway Council, culminating in an infrastructure strategy called Greater Vancouver Gateway 2030 designed to ensure the roads and railways that lead to the Port of Vancouver are ready to manage Canada's growing trade.

The investment in infrastructure announced by the federal government means that a key group of these projects

will be moved forward and will provide national, provincial, regional, and local benefits. Key among these benefits is the alleviation of transportation bottlenecks, which will greatly increase the efficiency of moving commodities, such as grain, through the Port of Vancouver. These improvements will enable Canadian companies to get their products to market faster, while also reducing congestion on the roads for local communities.

APL deploys new vessels for enhanced EX1 service

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ministration, U.S. Transportation Command, Surface Deployment and Distribution Command, U.S. Coast Guard and partners of American labor unions," said Eric Mensing, Senior Vice President of American President Lines, LLC and President/CEO of APL Maritime.

The enhanced EX1 service will see the current transit from the U.S. West Coast to Naha and Yokohama cut by four and two days, respectively. With Yokohama serving as a relay hub for shipments to Guam and Saipan via its Guam Saipan Express (GSX) ser-

vice, APL is adjusting the EX1 service to speed up essential cargo shipments from the U.S. mainland to the islands, especially Guam where 75 percent of her inbound freight originates from the U.S. Shipments onboard the GSX service will reach Guam on Monday, the earliest cargo arrival of the week on the island as a result of the EX1 service refinements.

Commencing from Qingdao on July 20, 2018, the enhanced EX1 service's new port rotation will be Qingdao - Shanghai - Busan - Los Angeles - Oakland - Yokohama - Naha - Busan - Qingdao.

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

Medical/Dental Coverage:

Active Members

Email: EHernandez@mfoww.org

Amanda Salinas

Medical Claims:

Dependents and Pensioners

Email: ASalinas@mfoww.org

Celia Chu

Optical/Death Benefits/Accounts Payable

Email: CChu@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

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

1. Current contact and beneficiary information
2. Insurance Enrollment Card
3. Medical Coverage selection

Contact: MFOW Welfare Fund
240 Second St.

San Francisco, CA 94105

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

Email: welfare@mfoww.org

IMO sets 2019 World Maritime Day theme

Empowering Women in the Maritime Community has been selected as the World Maritime Day theme for 2019. This will provide an opportunity to raise awareness of the importance of gender equality, in line with the United Nations' Sustainable Development Goals, and to highlight the important contribution of women all over the world to the maritime sector. The Council of the IMO, meeting for its 120th session at IMO Headquarters in London, endorsed the theme, following a proposal by IMO Secretary-General Kitack Lim.

Back in 1988, few maritime training institutes opened their doors to female students. IMO was in the vanguard of United Nations' specialized agencies that forged a global program known as the Integration of Women in the Maritime Sector. Carried out over several phases, it put in place an institutional framework to incorporate a gender dimension into IMO's policies and procedures, with resolutions adopted to

ensure access to maritime training and employment opportunities for women in the maritime sector.

Female graduates of IMO's global training institutes, the World Maritime University and the International Maritime Law Institute are today working as maritime administrators and decision makers. They have a positive impact as role models in encouraging new female recruits. IMO also supports the empowerment of women through gender-specific fellowships and by facilitating access to high-level technical training for women in the maritime sector in developing countries.

IMO has supported the creation seven regional associations for women in the maritime sector across Africa, Asia, the Caribbean, Latin America, the Middle East and the Pacific Islands. Recently, the IMO's governing body, the IMO Council, approved the Women's International Shipping and Trading Association application for consultative status.

Spike in atmospheric CFCs due to illegal use in China

A new survey by the Environmental Investigations Agency (EIA) has found that China is at least partially responsible for the mysterious spike of atmospheric levels of chlorofluorocarbons (CFCs), heat-trapping substances that have been banned worldwide for years. The elimination of CFCs was established by the Montreal Protocol in 1987 as a critical measure to support the recovery of the ozone layer, which acts like a shield to protect the Earth from harmful ultraviolet radiation. According to the Natural Resources Defense Council (NRDC), CFC-11 has 4,660 times the heat-trapping ability of carbon dioxide.

The investigation by the EIA produced evidence that at least 18 companies in 10 provinces are using CFC-11. The potent greenhouse gas is being used in the creation of cheap home insulation, which is in high demand because it cuts back on energy expenses and carbon emissions. The EIA report states: "Detailed discussions with company executives make clear that these are not isolated incidents but instead represent common practice across the industry."

CFCs became officially illegal in China in 2007, and Chinese officials have

said that the country stopped producing and using the harmful substances. According to the EIA researchers, they were told by traders of CFC-11 that the majority of Chinese companies which manufacture foam continue to use CFC-11 because it has a better quality and a lower price.

Some companies even reported making their own CFC agents, producing up to 40 tons per day. The researchers said that other countries have likely been unknowingly importing products made with CFCs, considering the volume of Chinese exports.

Alexander von Bismarck is the executive director of the Environmental Investigation Agency US.

"If China doesn't stop this illegal production, it will imperil our slowly healing ozone layer," said Bismarck. "CFC-11 is also a super global warmer, making this a serious threat for our climate as well."

The EIA is urging China's government and members of the Montreal Protocol to "acknowledge the scale of this environmental crime and take immediate action to investigate further, implement legislative reform and ensure effective intelligence-led enforcement."

Hawaii waterways receive official designation

On July 9, the Hawaii Department of Transportation (HDOT) hosted a naming and blessing ceremony for its newly designated Marine Highway at Pier 38 at Honolulu Harbor.

Lauren Brand, a representative of the U.S. Maritime Administration (MARAD) presented a certificate to Hawaii Governor David Ige officially designating the waters around and between the Hawaiian Islands as Marine Highway MH-1. This is the state's first Marine Highway designation and it enables HDOT participation in the America's Marine Highways program, which provides federal resources to increase operation efficiency in moving cargo through the state's commercial harbors.

In addition to commemorating the

designation, Governor Ige and HDOT leaders announced the official name of the new route: the Daniel K. Akaka Marine Highway. The naming honors Senator Akaka for his many years as an upstanding public servant to the people of Hawaii, his long-standing support of Hawaii's maritime industry, and the time he spent working in Honolulu Harbor building the pier infrastructure during his service in the U.S. Army Corps of Engineers in the 1940s.

HDOT applied for the designation in December 2016 and received approval of its application from MARAD in March 2018. The official naming and blessing was coordinated with the family of the late Senator Akaka.

Port of San Diego lands large liner contract

The Port of San Diego has landed its biggest maritime contract in years with a European company that will transport steel and other goods through the Tenth Avenue Marine Terminal.

G2 Ocean, a bulk shipping company based in Norway, will transport goods from Europe, through the Panama Canal to San Diego. It will primarily carry steel products, such as pipe coils, plates and slabs used for shipbuilding and construction projects.

The agreement with the San Diego Unified Port District lasts three years and will bring in roughly \$600,000 in revenue a year. Although no agreements are set yet for exports, it is expected that having a consistent liner in the bay will be a big advantage for San Diego companies that send large items overseas.

The contract is the result of modernization efforts at the Tenth Avenue Marine Terminal that kicked off in 2015 with a \$10 million federal transportation grant. The agency used the money to alter the terminal to allow for bigger, specialty items, unlike most ports that focus on shipping containers. To accomplish the change, the port removed a 200,000-square-foot concrete shed and plans to demolish a second one. The extra space makes it easier for G2 to get its goods off quickly and onto rail and trucks.

G2 had previously used the Port of Los Angeles, but the Port of San Diego said it was able to convince the company to come to San Diego because it

can now unload its goods much faster than a traditional container port.

Tenth Avenue Marine Terminal's modernization is a little more than a third of the way done. The total renovation project is expected to cost \$24 million and will increase cargo it can hold from one million metric tons a few years ago to 4.7 million metric tons by 2035. Knocking down the two sheds to allow for larger cargo is the main goal of the modernization, but the plan also calls for upgraded utilities, new lighting and pavement, new modular office space, utility enclosures, added restrooms and on-dock rail line improvements.

About \$14 million of the renovation funding will come from the port, with the other \$10 million coming from the U.S. Department of Transportation under the Transportation Investment Generating Economic Recovery (TIGER) program.

Recent moves from the port echo San Diego's historical efforts to become the first port of call for the United States after the construction of the Panama Canal. Many of Balboa Park's historic buildings were constructed for the 1915 to 1917 Panama-California Exposition to highlight the city as a place for ships traveling north from the canal to go first. It didn't work out for a variety of reasons, including the San Diego Bay being too shallow at the time, San Diego had a lack of exports, too few rail lines, and Los Angeles and Long Beach had much larger facilities.

Kongsberg buys Rolls-Royce marine division for \$660 million

U.K. engineering firm Rolls-Royce Holdings announced the sale of its commercial marine business to Norway's Kongsberg Gruppen, for an enterprise value of approximately \$660 million and net proceeds of around \$460 million to \$530 million. Kongsberg is an international technology systems and solutions firm delivering to clients within the oil and gas industry, merchant marine, defense and aerospace sectors. In the maritime industry, the companies are complementary in their products, solutions and competence.

The move follows a strategic review by Rolls-Royce of its commercial marine operations announced in January 2018. The sale includes propulsion, deck machinery, automation and control, a ser-

vice network spanning more than 30 countries and ship design capability, which to date has seen around 1,000 ships of Rolls-Royce design delivered to offshore, cargo, passenger and fishing vessel customers worldwide.

The marine division has approximately 3,600 employees, with the majority based in the Nordic region. In 2017 the business generated revenue of over \$1 billion, with an operating loss of \$93 million reflected in the group's financial results.

The transaction has been approved by the boards of both Rolls-Royce and Kongsberg and is expected to close in the first quarter 2019, subject to clearance from the regulatory authorities.

ILA and New York Shipping Association announce tentative agreement

The International Longshoremen's Association (ILA) and the New York Shipping Association (NYSA) announced they have reached tentative agreement on a six-year local contract for the Port of New York and New Jersey, subject to ratification by ILA members and by the NYSA membership. The ILA and the United States Maritime Alliance, Ltd. (USMX) also reached a tentative agreement on the master contract in June, and each port concluding their local agreements is the next step in the process.

"New York is the largest and in many respects the most complex port on the East and Gulf Coasts. We have reached a tentative agreement that is beneficial to both sides," said Harold J. Daggett,

ILA President and John Nardi, President of NYSA. We are pleased that we could finalize this by the July 10, 2018, target set after the tentative Master Contract agreement was reached."

Details of the tentative Local New York and New Jersey agreement were not made available.

The ILA is the largest union of maritime workers in North America, representing upwards of 65,000 longshoremen on the Atlantic and Gulf Coasts, Great Lakes, major U.S. rivers, Puerto Rico and Eastern Canada. USMX represents employers of the maritime industry, in ports from Maine to Texas, who are responsible for the transportation and handling of cargo shipped to and from the United States.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

TRUST FUNDS

The trustees of the various MFOW plans met on June 13 at MFOW Headquarters. The trustees of the various SIU Pacific District plans met on June 14 at the plan offices on Harrison Street in San Francisco.

SIU-PD Pension Plan — After reviewing a report by the plan actuary, the trustees of the Pacific District Unions (MFOW, SUP and SIU-AGLIW) and companies reverted to collective bargaining parties to negotiate benefit increases. An agreement was reached as follows:

1) Effective July 1, 2018, all pensioners who have 20 or more years of qualifying time at retirement and retired at age 55 or later shall receive a three percent increase to their pension benefit.

2) The maximum pension benefit will increase by \$300 per month for active members who retire on or after July 1, 2018. The maximum pension benefit applies to those who retire at age 60 or older with 25 years qualifying time. The maximum monthly pension benefit will increase to \$2,375.

3) There will also be pro-rata increases for those with less than 25 years of qualifying time.

MFOW Money Purchase Pension Plan — The investment manager reported total assets of \$37.7 million as of April 30, 2018. Approximately 75 percent of the assets are kept in the trustee-managed account and 25 percent of the assets have been self-directed by the participants into the Dodge & Cox mutual funds. The numbers reveal that the plan participants tend to be very conservative investors.

MFOW Supplementary Pension Plan — The plan actuarial report showed market value of assets as of August 1, 2017, of \$3,323,581, and a funded percentage of approximately 86 percent. The actuary reported that, without contributions from the employers, assets are projected to be depleted in October 2023. Based on that projection, the plan will be in Critical Status for the plan year beginning August 1, 2019.

Depletion of assets in the plan has been under the watchful eye of the trustees for several years. This has been due to weak investment returns and high fixed administrative costs. Since 2013, the trustees have maintained green zone status of the plan through a small reallocation of MFOW Welfare contributions.

The number of participants in the plan as of August 1, 2017, equaled 175 retirees, three term-vested and four actives. Participation in the plan is limited to those who had shipping days prior to September 1, 1985. The maximum monthly benefit is \$560.

MFOW Training Plan — Last month, Training Resources Ltd., Inc. (TRL) announced that the operations of Maritime Institute, Inc., of San Diego, would be merged into TRL's San Diego facilities. Mr. Dave Abrams, who recently acquired 50 percent of TRL, is the Chief Executive Officer of combined operations.

On June 18, TRL notified the Union that the Coast Guard granted approval for the required course of instruction in computer maintenance and repair for personnel seeking the STCW endorsement of Electro-Technical Rating (ETR). This computer systems and maintenance course, along with the high-voltage power systems course, completes two-thirds of the training requirements for the ETR endorsement. A schedule will be forthcoming, along with eligibility requirements and course prerequisites.

TRL is still working on Coast Guard approval for an ETR program course, which would include the balance of assessments required to provide evidence of meeting the standard of competence specified in Table AIII/7 of the STCW Code for the ETR endorsement.

PATRIOT CONTRACT SERVICES

Arabian Gulf tanker bid opportunity — On June 14, the Union received notice from Patriot Contract Services (PCS) of a last-minute opportunity to submit a bid for the management of a tanker in the Arabian Gulf. The tanker would be chartered to the Military Sealift Command. A tanker owner with whom PCS had not previously worked with asked them to submit a bid on the request-for-proposal and to manage the vessel in the event they were awarded the contract.

PCS initially believed that unlicensed engine manning aboard the vessel would be one Pumpman and two additional Qualified Members of the Engine Department (QMED - Junior Engineers or Oilers).

The bid was due on June 18. On June 15, I submitted a draft wage and benefit rate spreadsheet to the company that would comply with the wage determination of the Service Contract Act. On June 21, the Union was notified that the request-for-proposal had been cancelled.

Restriction-to-ship settlement — Also, on June 14, PCS Director Operations and Labor Captain Margaret Reasoner informed the Union that a settlement had been reached between the company and MSC regarding payment of restriction-to-ship claims to the crews of the *USNS Shughart* and *USNS Yano*. The claims arose from the emergency crewing of the *Shughart* and *Yano* in August 2017 during Hurricane Harvey, when the crews were restricted to the vessels by MSC. Since then, and through the closure of the Surge LMSR contract, PCS had been negotiating and working with MSC on a settlement applicable to all crew.

MSC agreed to pay a penalty rate for the unpaid restricted-to-ship hours. Payments in the form of checks or auto-deposit will be made to 10 MFOW members.

Officials from the MEBA worked with PCS to settle the grievance for the entire crews of both ships.

MATSON

SS Lihue — On June 28, the Union received reports from the *SS Lihue* indicating the ship was detained and at anchor near Shanghai, China. Crew expressed concern that potable water was running out and there could be usage restrictions without foreseeable relief. The ship took departure from Shanghai on June 30.

MV Daniel K. Inouye — The *Daniel K. Inouye* was christened in a ceremony at the Philly Shipyard on June 30. Named in honor of Hawaii's late senior U.S. Senator, who was a longstanding supporter of the U.S. maritime industry and its important role in supporting Hawaii's economy, the ship is the largest containership ever built in the United States.

It is the first of two new ships being built for Matson by Philly Shipyard at a total cost of \$418 million for the pair, and the first of four new vessels that Matson will put into its Hawaii service during the next two years.

Matson invited Irene Hirano Inouye, Senator Inouye's wife, to officially christen the vessel by breaking a ceremonial bottle of champagne against the ship's hull. The ceremony included a gathering of approximately 350 attendees, including Matson and PSI executives, shipyard workers and union leaders.

As Matson's first *Aloha*-class containership, *Daniel K. Inouye* incorporates the latest environmentally friendly technology, including dual fuel engines that can be adapted to use liquefied natural gas, double hull fuel tanks, fresh water ballast systems and a more fuel efficient hull design.

APL MARINE SERVICES

MV APL Philippines — On July 1, the Union was notified that the *APL Philippines*, which was scheduled to revert to foreign flag on July 3, had been instructed to proceed to the Yellow Sea for sheltering due to the approaching Typhoon Prapiroon. Flag pre-registration inspection was scheduled for July 3 in Busan, South Korea, but had to be suspended due to the vessel proceeding to shelter.

MV APL Gulf Express — Eight empty containers fell into water from the container ship *APL Gulf Express*, berthed at Shuwaikh port, Kuwait, on June 28, circumstances unknown. According to the Kuwait Port Authority statement, all containers were recovered. On July 1, the ship was still berthed at Shuwaikh port.

Negotiations — Section 36 (a) of the General Rules between the SIU Pacific District and APL Marine Services provides that the agreement "shall continue in full force and effect until midnight, September 30, 2018, and shall continue from year to year thereafter unless either party hereto shall give written notice to the other of its desire to amend the Agreement or notice of its desire to terminate the Agreement, either of which shall be given at least sixty (60) days but not sooner than ninety (90) days prior to the expiration of the Agreement."

On July 5, I sent pre-negotiation notices, signed by officials of the three Pacific District Unions, to APL Maritime Ltd. Vice President Labor Relations Bob Stephens and Director of Labor Relations John Dragone, the Federal Mediation and Conciliation Service (FCMS), the California State Mediation and Conciliation Service, the Hawaii Labor Relations Board, and the State of Washington Employment Relations Commission.



ERJ Bruce Chow, #3812, taking care of stack lighting on the *MV Mokihana*.

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VICE PRESIDENT'S REPORT

Last month, I attended the SIU Pacific District and MFOW Trust Fund meetings. The SIU PD Pension Trustees negotiated increases in the Plan for retirees and future retirees (see President's report).

Summertime is here, bringing with it lots of family activity (graduations, vacations, etc.), always causing a scarcity of our labor force. It is a challenge once again this year to keep shipboard jobs covered. Because of that, here are some shout-outs to loyal members:

- Ignacio Estrada, JM-5333 (Hq.) — pier-headed to the *Charlton* as FOS Wiper.
- Aaron McTaggart, JM-5004 (Hq.) — reshipped as ERJ on the *APL Guam*.
- Eric White, JM-5117 (Hq.) — reshipped as ERJ on the *APL Saipan*.
- Ezra Dhillon, #3751 (Hq.) — took the REJ run job on the *APL China* for de-flag in Busan.
- Randy Fogle, JM-5133 (Sea) — pier-headed as REJ run job to the *APL Korea* for de-flag in Busan.
- Wendelyn Sugui, #3863 (Hon) — pier-headed as RE to the *Lihue* for China run.

VESSEL RUNDOWN

Matson: All vessels continue to call for Standby Wipers and Standby E/Rs. The *Maui* remains laid up at MHT/OAK since December 8, 2017. We shipped a Watch Jr. to the *Matsonia* and a relief Watch Jr. to the *Kauai* for a one-trip relief. The *Manukai* is headed to dry dock in Shandong, China; laying off crew, company ordered two special project Electricians for approximately 30 days.

The Ship Management Team (SMT) on the *Manoa* continues to cause headaches for Matson labor relations, MFU dispatchers and especially the "black gang." These characters are continuing the use of veiled threats and intimidations as a form of "workplace bullying," and the redress of such shall eventually wind up in a shoreside forum for abatement!!

The *Lihue* was activated for a China run to relieve the *Manukai*; she called for eight standbys for approximately 10 days. Upon arrival in Honolulu, she called for an additional riding Wiper; and the port agent pier-headed an REJ to the anchorage on the last launch prior to sailing.

APLMS: *APL Thailand* was in and out, three days late. *APL Philippines* — shipped an REJ and a DJR for run jobs for reflagging in Busan. *APL China* — shipped one Wiper for voluntary quit; running three days late, heading for reflagging in Busan. *APL Korea* — two days late; pier-head jump for a run job REJ for reflagging in Busan. *APL Belgium* — one day late; in and out smooth.

APL Gulf Express — running smoothly with little beefs and battling the usual sandstorms. *APL Saipan* — reshipped the ERJ. *APL Guam* — reshipped the ERJ and sent out a DJU.

New flags: The *President Kennedy* was in the Bay Area for approximately 12 days and went down to L.A. for reflagging (U.S.). The *President F.D. Roosevelt* was also in the Bay Area for 12 days, then proceeded to L.A. for crewing up and reflagging, American!!

Respectfully,
"Cajun" Callais

BUSINESS AGENT'S REPORT

Patriot Contract Services

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

USNS Red Cloud — one Oiler await-

ing flyout to Saipan. *USNS Pomeroy* — one Oiler awaiting flyout to Diego Garcia.

Fraternally,
Bobby Baca

New shipping advisory for waters near Yemen

The U.S. Maritime Administration (MARAD) has renewed its call for mariners to be vigilant when transiting waters near Yemen due to political instability, piracy and a rash of Houthi rebel attacks. Several commercial vessels in the region have been attacked in past months and the White House expressed alarm in May following a Houthi rocket attack on a Turkish ship. MARAD previously issued a series of advisories warning U.S. shipping to be extremely cautious when transiting that area and this week issued a revised advisory intended to stay in effect until January 30, 2019.

The advisory covers the southern Red Sea, Bab al Mandeb Strait and Gulf of Aden. Mariners should understand that combat operations are ongoing between the Houthis and a Saudi-led coalition, mainly in the vicinity of Al Hudaydah, Yemen. Since 2016, Houthi forces have attacked coalition navy and logistics vessels. In May 2018, a missile or rocket damaged a Turkish-flagged bulk cargo vessel while at anchor in the

Red Sea awaiting entry into As-Salif, Yemen. As combat operations continue, potential attacks by Houthi forces continue to pose a direct or collateral risk to U.S. flagged commercial vessels operating in the region. Additionally, piracy continues to pose a significant threat in the southern Red Sea, Gulf of Aden, Arabian Sea, Indian Ocean, and Gulf of Oman.

U.S. flagged commercial vessels are advised to avoid entering or loitering near Yemen's Red Sea ports. Vessels at anchor, operating in restricted maneuvering environments, or proceeding at slow speeds should be especially vigilant. U.S. flagged commercial vessels transiting the region should conduct a pre-voyage risk assessment and incorporate appropriate protective measures into their vessel security plans. Threats may come from a variety of different sources including, but not limited to, missiles, projectiles, mines, small arms, or waterborne improvised explosive devices.



This is a rendering of the proposed new Soo Lock with two gates, shown on the left. It would be same size as the existing 1,200 foot-long Poe Lock, center (Rendering courtesy of U.S. Army Corps of Engineers).

Report gives boost to proposed \$1 billion Soo lock

A plan to build a new \$1 billion lock on the St. Mary's River at Sault Ste. Marie, Michigan, has taken a step forward with the release of a new U.S. Army Corps of Engineers (USACE) report stating that the project's benefits would be more than twice its cost. The report, released on July 2, estimated the envisioned 1,200 foot-long Soo Lock's benefit-cost ratio at 2.42 and 2.32, using two different discount rates. That analysis is much more bullish about the project's payoff than a 2005 Corps study, which estimated the benefit-cost ratio at only 0.73.

Members of Michigan's congressional delegation hailed the report, but the project still faces hurdles. The \$341.7 million construction authorization, set by Congress in 2007, and its existing cap of \$532.9 million, needs to be increased substantially to fit the updated cost estimate. The new figure is slightly more than \$1 billion, counting future inflation. The project currently is authorized to be funded completely by federal dollars.

A possible vehicle for that higher estimate would be water resources legislation. The House passed its Water Resources Development Act by a wide margin in June; a Senate bill has cleared committee.

The new Soo Lock also would require significant appropriations. Congress did appropriate \$32.1 million for the lock's construction some time ago. But that's far short of the projected overall price tag. USACE said it will seek further appropriations for the project, starting in the Trump administration's fiscal year 2020 budget, which is expected to be released in the first half of 2019.

The Soo Lock will face tough competition for USACE construction appropriations dollars—the agency's backlog of authorized but unfunded projects is about \$100 billion, according to the

House Transportation and Infrastructure Committee's top Democrat, Peter DeFazio of Oregon.

The Soo locks, located at the eastern end of Lake Superior between the U.S. and Ontario, Canada, are viewed as an important link in the supply chain for shipments of taconite — a type of iron ore — as well as other freight moving through the Great Lakes. In all, about 80 million tons of commercial goods pass through the Soo Locks each year.

Supporters of the project note that of the current Sault Ste. Marie locks only the 1,200 foot Poe Lock can handle 1,000 foot-long ships. If the Poe Lock experiences an unplanned shutdown, the other lock at the site does not have the capacity to keep up with the transportation demand, effectively creating a bottleneck.

USACE says that most of the increase in the project's estimated benefits comes from factoring in the sizable economic impact of a loss of taconite shipments if the current Poe Lock had a lengthy shutdown, the use of a different discount rate and including "engineering reliability data. The new lock would replace two others on the site—one opened in 1914, the other in 1919—that USACE says are obsolete.

Regular membership meeting dates 2018

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

Your Right to Union Representation

"If this discussion could in any way lead to my being disciplined or terminated, or affect my personal working conditions, I respectfully request that my union representative, officer, or steward be present at the meeting. Without union representation, I choose not to answer questions."

This is your right under the
1975 U.S. Supreme Court Weingarten Decision.

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 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.

MILITARY SEALIFT COMMAND TRAINING

This five-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.

July 30-August 3

September 17-21

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.

August 20-24

September 3-7

September 24-28

October 1-5

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.

August 13-September 7

September 17-October 12

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.

August 6-10

September 10-14

October 15-19

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' of MFOW-contracted sea time while qualified as RFPEW.

August 20-September 28

October 8-November 16

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.

August 6-10

September 10-14

October 8-12

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.

August 20-September 28

October 8-November 16

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 (two days)

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.

Cal Maritime Academy, Vallejo, CA: September 17-18

Training Resources, Ltd., San Diego, CA (one day): July 27; August 10; August 24; September 14; September 28

MITAGS-PMA, Seattle, WA: July 27-28; August 11-13; August 24-25; September 7-8; September 20-21

Maritime License Center, Honolulu, HI: September 13-14

Basic Training Refresher (three days)

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.

Cal Maritime Academy, Vallejo, CA: September 19-21

Training Resources, Ltd., San Diego, CA: August 15-17; September 19-21

Compass Courses, Edmonds, WA: July 31-August 2; August 28-30; September 25-27

MITAGS-PMI, Seattle, WA: August 10-13; September 7-10

HOWZ SHIPPING

June 2018

San Francisco	Wilmington
Electrician/Reefer/Jr. Engineer..... 3	Electrician..... 1
Reefer/Electrician/Jr. Engineer..... 1	Electrician/Reefer/Jr. Engineer..... 3
Junior Engineer (Watch)..... 2	Reefer/Electrician/Jr. Engineer..... 3
Junior Engineer (Day)..... 2	Junior Engineer (Day) 1
Oiler..... 2	Oiler..... 1
Wiper..... 1	Wiper..... 2
Standby Electrician/Reefer 11	Shore Mechanic..... 2
Standby Wiper 22	Standby Electrician/Reefer 13
TOTAL 44	Standby Wiper 38
	TOTAL 64
Honolulu	Seattle
Electrician/Reefer/Jr. Engineer..... 1	Electrician/Reefer/Jr. Engineer..... 1
Reefer/Electrician/Jr. Engineer..... 2	Reefer/Electrician/Jr. Engineer..... 2
Junior Engineer (Day) 4	Standby Electrician/Reefer 5
Wiper..... 2	Standby Wiper..... 5
Standby Electrician/Reefer 23	TOTAL 13
Standby Wiper 31	
TOTAL 63	

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.

U.S. intermodal registers double-digit gain

U.S. weekly intermodal volume rose 12 percent to 244,679 containers and trailers for the week ending July 7, 2018, compared with the same week last year, the Association of American Railroads (AAR) reported on July 11. Carloads for the week were 240,514, up 5.4 percent compared with the same week in 2017. Total U.S. weekly rail traffic rose 8.6 percent to 485,193 carloads and intermodal units.

Nine of the 10 carload commodity groups posted an increase compared with the same week in 2017. They included grain, up 3,207 carloads, to 21,299; nonmetallic minerals, up 2,341 carloads, to 35,270; and petroleum and petroleum products, up 1,808 carloads, to 10,257. One commodity group posted a decrease compared with the same week in 2017: coal, down 371 carloads, to 76,562.

For the first 27 weeks of 2018, U.S. railroads reported cumulative volume of 6,987,928 carloads, up 1.4 percent from the same point last year; and 7,398,236 intermodal units, up 6.2 percent from last year. Total combined U.S. traffic for the first 27 weeks of 2018 was 14,386,164 carloads and intermodal units, an increase of 3.8 percent com-

pared to last year.

North American rail volume for the week ending July 7, 2018, on 12 reporting U.S., Canadian and Mexican railroads totaled 338,186 carloads, up 5.9 percent compared with the same week last year, and 327,254 intermodal units, up 9.8 percent compared with last year. Total combined weekly rail traffic in North America was 665,440 carloads and intermodal units, up 7.8 percent. North American rail volume for the first 27 weeks of 2018 was 19,399,124 carloads and intermodal units, up 3.5 percent compared with 2017.

Canadian railroads reported 77,607 carloads for the week, up 9.4 percent, and 64,497 intermodal units, up 2.7 percent compared with the same week in 2017. For the first 27 weeks of 2018, Canadian railroads reported cumulative rail traffic volume of 3,982,386 carloads, containers and trailers, up 3.7 percent.

Mexican railroads reported 20,065 carloads for the week, down 0.6 percent compared with the same week last year, and 18,078 intermodal units, up 8.6 percent. Cumulative volume on Mexican railroads for the first 27 weeks of 2018 was 1,030,574 carloads and intermodal containers and trailers.

USACE identifies disaster recovery projects and repairs

The U.S. Army Corps of Engineers (USACE) recently announced additional work that it plans to accomplish with the funding provided for disaster recovery in Public Law 115-123, the Bipartisan Budget Act of 2018, signed into law February 9, 2018. Among other things, Public Law 115-123 provided \$17.4 billion for disaster recovery in six appropriations accounts: Investigations; Construction; Mississippi River and Tributaries; Operation and Maintenance; Flood Control and Coastal Emergencies; and Expenses.

USACE will use funds provided in the Construction account to construct 60 flood and storm damage reduction projects in 16 states and one territory. Where appropriate, these funds will be made available to eligible non-federal sponsors that have the capability and desire to complete these projects.

USACE will use funds provided in the Investigations account to complete flood and coastal storm damage reduc-

tion studies in 14 states and two territories that will focus on the opportunities to reduce the overall flood risk facing the nation.

USACE will use funds provided in the Mississippi River and Tributaries account to construct levee and channel improvements and repair damages to 10 projects in seven states.

In April, USACE announced the allocation of approximately \$360 million of the \$608 million provided in the Operation and Maintenance account to address the highest priority O&M needs identified by USACE at 31 projects in 11 states. USACE will allocate the full \$608 million provided to 69 projects in 18 states and one territory. The funds will be used to repair damages to USACE projects resulting from natural disasters and to perform emergency dredging of shoaled material deposited at USACE navigation projects by natural disasters.

USACE previously announced the allocation of approximately \$424 million of the \$810 million provided in the Flood Control and Coastal Emergencies account to repair damage to 48 locally owned flood risk management projects in 11 states and one territory. USACE will use approximately \$645 million of the \$810 million to repair damages to 81 locally owned flood risk management projects in 16 states and one territory.

POLITICAL ACTION FUND

- Voluntary donations for June 2018:**
 Sony Arandia, JM-5250.....\$40.00
 Daniel Guzman, #3881\$40.00
 Oleg Kovaltshuk, JM-5041\$50.00
 Joel E. McCrum, P-2536.....\$50.00
 Dominic Matthews, #3836..... \$10.00
 Lary Santos, #3752.....\$100.00
 Edward Tokarz, #3770.....\$100.00

Canada acts on icebreaker shortage

The Government of Canada has moved to acquire additional icebreaking vessels to supplement its existing fleet of aging icebreakers. Three icebreaking anchor handling tug supply vessels are anticipated to be repurposed by Davie Shipbuilding in preparation for joining the existing Coast Guard fleet for the 2018-2019 ice season.

The government's action was initiated by Public Services and Procurement Canada last month. Competing shipyards had two weeks to challenge that decision and demonstrate they could deliver ships with similar or better capabilities.

The vessels, *Tor Viking*, *Balder Viking* and *Vider Viking*, are Polar Class 4 and were built in 2000. They represent a short term solution to the Canadian Coast Guard's growing demand for icebreaking services for Canada's Great Lakes, Saint Lawrence, Saguenay and Eastern Canadian waters as well as the Canadian Arctic. The multipurpose vessels also respond to the 1990 Brander-Smith report which recommended the Government of Canada acquire powerful tugs, capable of towing disabled tankers and other ships away from environmentally-sensitive areas.

The Company of Master Mariners of Canada (MMC) has welcomed news of the three vessels, but says the trio of ships is neither the final nor the ulti-

mate solution to the icebreaker capacity required for Canada. New vessels with modern propulsion systems will be required to meet Canadian emissions requirements beyond 2020 and up to 2050 which may present a challenge for both the existing Canadian Coast Guard fleet and the trio.

Captain Christopher Hearn, President of MMC said: "Our organization has many members who work on both Coast Guard ships providing ice breaking as well as ships that require this specialized service. As an organization that is reflective of the expertise in navigating in ice covered waters, the MMC continues to advocate for recognition of the unique operational challenges and personnel competency of the Canadian shipping industry."

Benefits paid during June

Death Benefits	
Walter Gratland, P-1008	\$1,500.00
Aaron Jones, P-2648	\$1,500.00
Burial Benefits	
Alexander Durante, P-2387	\$965.04
Walter Gratland, P-1008	\$1,000.00
Runako McDonald, JM-5110	\$1,000.00
Excess Medical	\$640.05
Glasses and Examinations	\$773.00

HONOR ROLL

Dues Paying Pensioners — Second Quarter 2018:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
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
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Marvin Honig, #1765 (P-2582)	Pensioned 4/1/95	San Francisco
Joseph Lategano, #3470 (P-2749)	Pensioned 10/1/13	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	
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	
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	
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	
Charles Stahl, #3821 (P-2726)	Pensioned 12/1/11	Seattle
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

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

FINISHED WITH ENGINES



Un Hee Kwong, #911. Born November 8, 1923, Paia, Maui, HI. Joined MFOW December 17, 1943. Pensioned December 1, 1978. Died June 13, 2018, Vallejo, CA.

Joseph P. Bracken, #3452. Born August 15, 1931, Boston, AM. Joined MFOW July 12, 1966. Pensioned January 1, 1982. Died June 16, 2018, Summerfield, FL.

Jack O'Gieblyn, #1123. Born October 21, 1925, Park City, UT. Joined MFOW January 13, 1944. Pensioned September 1, 1968. Died July 4, 2018, Portland, OR.

SEATTLE NOTES

Shipping: Last month, Seattle dispatched one ERJ and two ERJ's to APL, filled by two "A" cards and one "B". Five Matson Standby RE jobs went to two "A", one "B", and two "C" cards. Five Matson Standby Wiper jobs went to two "C" cards and three non-seniority.

One A-, three B- and five C- members were added to the registration list, for a total of five A, five B, and thirteen C cards registered in Seattle.

While you are enjoying the Seattle summer, take a moment to check your documents. Remember that, at some time, you will be returning to work and that's usually when you need to check them. There have been several instances lately when members have come in to ship out, but their Drug-Free or STCW Med Cert is not within acceptable dates. If you have questions about the validi-

ty of your documents or training, please call the hall.

Also, when renewing ANYTHING, please check with your port agent. For those who have been shipping for a long time, you may be questioning the BST requirements for MMC renewal. We all need to refresh or revalidate BST now, regardless of recent sea service. Also, there have been many USCG applications being submitted by members for upgrade or renewal without the proper boxes checked. The Coast Guard doesn't care that you're broke and will not expedite a correction for your "special" case. If you don't fill out the application properly, the document will be issued in an irrelevant format.

Respectfully,
Brendan Bohannon
Representative

HONOLULU NOTES

In June Honolulu shipped 63 jobs. The *Mahimahi* called for a Reefer and a Junior; the *Lihue* needed an extra Wiper for one trip and a Reefer; the *Mokihana* Junior took a trip off; the *Maunawili* AP Wiper finished his time; *Manoa* called for an Electrician and a Junior; and the *Maunalei* took on a new Junior. For standby jobs, I dispatched 23 Stby Elect/Rfrs and 31 Stby Wipers.

The Honolulu Port Maritime Council is on its annual summer break. However, we still found time to get together for a couple of political endorsements.

One was with Jill Tokuda, candidate for Lt. Governor of Hawaii; and the other, which brother Don Ngo attended in my absence, was with Donna Kim, candidate for the U.S. House of Representatives (1st Congressional District of Hawaii).

Thank you, brother Don, for doing an excellent job filling in for me while I was away. Also thank you to all the Honolulu members who stepped up to fill all contracted jobs.

Aloha,
Mario Higa, Port Agent



Left to right: Hazel Galbiso SIU; Don Ngo, MFOU; Mike Dirksen, SUP; candidate for U.S. House — Hawaii District 1 Donna Kim; Luke Kaili, MEBA; Randy Swindell, MM&P; and Gyle McGurn, IBU.



Left to right: Mike Dirksen, SUP; Luke Kaili, MEBA; Randy Swindell, MM&P; candidate for Hawaii Lt. Governor Jill Tokuda; Hazel Galbiso, SIU; Donovan Duncun, IBU; and Mario Higa, MFOU.

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 73 jobs in June. Two PCS, 10 APL, and three Matson billets, and two shore mechanic jobs were filled by members. One applicant made it to a ship, while another caught a standby job. Members registered here number 23 A, 19 B, and 37 C cards.

All ships reporting to the ports of Los Angeles and Long Beach came in with clean payoffs and no beefs this past month. Weather has been good, and so has the shipping. Global Gateway South is still improving the flow and go through the yard. Foreman Ken Justice, #3678; and Leadermen George Sims, #3669; Mike Robles, #3855; and Frank Marinovich, #3663, take care of the daily activities for the gang as usual.

Recently one of our contracted companies, APL, was acquired by CMA-CGM. For the members who are not aware of the day-to-day details regarding the parent of company, regrettably, former CEO and founder Jacques Saadé passed away June 24 2018, at the age of 81. I admired from afar what this man had done during his time on this planet, and would have liked very much to hear him speak in person. As it turns out, I will never have the chance to do this during this lifetime. This was very unfortunate for me, as I know it would reaffirm my thoughts on all matters regarding the union-employee-company relationship. I view the acquisition of APL by CMA-CGM to be a very positive

step for our members because the founder took care of his employees. He did have to do this in order to grow and succeed to the point that was reached before he passed away and transferred the responsibilities of running the company onto his son, but I do not think that his motives were based solely on success, but rather what he experienced during his life. He achieved a happy medium most definitely and from what I hear he kept his crews and employees happy.

On behalf of myself, and the Marine Fireman Union's Wilmington Branch members, I send our most sincere condolences to the family and friends of this great man. May he rest in peace, and watch the company he founded grow and prosper for all to benefit. Aloha, Jacques.

The *SS Lane Victory* at this time has restarted work on her boilers, and with a little luck she will be able to steam again soon. Donations of time and money have helped her immensely. Volunteers are very much appreciated and the valuable experience gathered while onboard will payoff for those that do show up and want to learn. Turn-to is on Wednesday and Saturday at 0900. See Chief Jim Gillen or Assistant Engineer Steve Silcock.

I hope all of you work safely and have a good trip home.

Aloha,
Sonny Gage
Port Agent

Jacques Saadé 1937 – 2018

CMA CGM founder, Jacques Saadé, died on June 24, 2018, in Marseilles at the age of 81. Originally from Lebanon, the man who came to dominate French container shipping left the country during its brutal civil war and moved to France. He founded Compagnie Maritime d'Affrètement (CMA) in 1978. The company employed four people working on a one-ship service between Marseilles and Beirut. He gradually built up the CMA service network, moving beyond the Mediterranean in 1983 and, in 1986, launched its first Asia-North Europe service. A Shanghai office was established in 1992.

In 1996, he began to transform the company into a box shipping heavy-weight when he effectively won the privatization process of French national line Compagnie Generale Maritime (CGM), and the CMA CGM group was formally created in 1999. That heralded the beginning of an extraordinary period of merger and acquisition activity that has continued almost unabated since his son, Rodolphe, formally took the reins of the company last year.

Other companies taken over by Saadé include Australian National Line in 1998, French company Delmas in 2005, Taiwan's Cheng Lie Navigation Co., US Lines in 2007, UK short-sea operator MacAndrews and Mo-



rocco's COMANAV. In 2006, CMA CGM became the world's third-largest shipping line. In 2016, CMA CGM acquired NOL and APL.

Saadé dedicated his life to CMA CGM. An extraordinary visionary and entrepreneur, he made the Group into a world leader in the maritime transport of containers, developing the company in more than 160 countries, while maintaining the family dimension with its values.

He also transformed the Marseilles skyline in 2006 when the new CMA CGM tower was unveiled. Built by the celebrated Iraqi-British architect Zaha Hadid, the 33-floor building dominates the city.

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