



Union Strong! California Labor Federation mobilizes to win in November

On July 25, the Mariachi Juvenil Herencia Mexicana kicked off the California Labor Federation's 2018 Biennial Convention, followed by a presentation of colors by the American Legion Newport Harbor Post 291. Workers with the SEIU USWW, UFCW Local 324, and UNITE HERE Local 11 led the Pledge

of Allegiance and shared information about their recent victory with Disney settling their contract fight.

Reverend Halverson of Fairview Community Church performed the invocation and highlighted the importance of community regardless of faith or background. This was followed by welcomes from Gloria Alvarado of the Orange County Labor Council and Costa Mesa City Council Member Katrina Foley.

Delegates then heard inspiring speeches from California Labor Federation President Kathryn Lybarger, NFL Players Association Executive Director DeMaurice Smith, and California Labor Federation Executive Secretary-Treasurer Art Pulaski. At lunch, the federation honored California Labor Commissioner Julie Su and heard from keynote speaker California State Controller Betty Yee.

After lunch, the delegates convened to hear from American Federation of Teachers President Randi Weingarten. The evening program



SUP Vice President Dave Connolly and MFOW Vice President Cajun Callais.



Left to right: SIU-AGLIW Assistant Vice President Nick Celona, MFOW President Anthony Poplawski and SUP Vice President Dave Connolly.

featured a presentation by California Attorney General Xavier Becerra.

On July 26, the federation, representing 2.1 million union workers across the state, voted on endorsements in statewide constitutional, assembly, senate and congressional races and ballot measures for the November general election. In the wake of a series of attacks on unions from the Supreme Court, congressional Republicans, the Trump Administration and

the billionaire corporate special interests who bankroll their campaigns, delegates to the convention committed to the most energized campaign in California labor history.

The campaign will focus on flipping Congress, electing worker-friendly candidates up and down the ballot and beating back the Republican-led attack on road and bridge safety by defeating Prop 6.

Matson announces second quarter 2018 results

On July 31, Matson, Inc. reported net income of \$32.6 million for the quarter ended June 30, 2018. Net income for the quarter ended June 30, 2017 was \$24 million. Consolidated revenue for the second quarter 2018 was \$557.1 million compared with \$512.5 million reported for the second quarter 2017. For the six months ended June 30, 2018, Matson reported net income of \$46.8 million compared with \$31 million in 2017. Consolidated revenue for the six month period ended June 30, 2018, was \$1,068.5 million, compared with \$986.9 million in 2017.

freight rates modestly higher than the second quarter 2017. For 2018, the company expects pricing to approximate the average rate achieved in 2017 and volume to be modestly lower than the level achieved in 2017.

In Guam, container volume in the second quarter 2018 was lower on a year-over-year basis, the result of competitive losses. For 2018, the company expects a heightened competitive environment and lower volume than the levels achieved in 2017.

In Alaska, container volume for the second quarter 2018 was 0.6 percent lower year-over-year, primarily due to lower southbound volume as a result of a delayed start to the seafood season. For 2018, the company expects volume to be modestly higher than the level achieved in 2017 with improvement in northbound volume, partially offset by lower southbound seafood-related volume due to moderation from the very strong seafood harvest levels in 2017.

As a result of the second quarter performance and the outlook trends noted above, Matson expects full year 2018 ocean transportation operating income to be modestly higher than the operating income of \$126.4 million achieved in 2017. In the third quarter 2018, ocean transportation operating income is expected to be modestly lower than the operating income of \$51 million achieved in the third quarter 2017.

Logistics — In the second quarter 2018, operating income for the logistics

segment was \$2.5 million higher compared to the operating income achieved in the second quarter 2017 due to improved performance across all of the service lines. For the second half of 2018 in logistics, the company expects year-over-year improvement in operating income to approximate the year-over-year increase achieved in the first half of 2018. In the third quarter 2018, the company expects operating income to be moderately higher than the level achieved in the third quarter 2017.

Depreciation and amortization — For the full year 2018, Matson expects depreciation and amortization expense to be approximately \$132 million, inclusive of dry-docking amortization of approximately \$36 million.

EBITDA — Matson expects full year 2018 EBITDA to be modestly lower than the \$296 million achieved in 2017.

Other income/expense — Matson expects full year 2018 other income/expense to be approximately \$2.4 million,

Continued on page 5

Unions prevail with big win in Missouri

In the August 7 primary election, Missouri's Proposition A, the *right-to-work* referendum, went down in flames. Voters shot down the proposition by a 67-to-32 percent margin. A statement from the We Are Missouri coalition said, "We are hopeful that the outcome of today's election will put an end to attacks on Missouri's working families and give our state a fresh start at working together to help and support all Missourians...In every corner of the state, voters rebuked the efforts of powerful, out-of-state corporate interests and dark money to control the future of Missouri's economy."

Prop A was fueled by more than \$20 million dollars of outside money as

corporations pushed their anti-worker agenda. Missouri is the latest sign of working people starting to fight back. The defeat of the anti-worker legislation is a victory for all workers across the country, following a national wave of activism that is leading to new collective bargaining agreements and electoral triumphs that remind America the path to power runs through the labor movement.

Thousands of hardworking men and women in Missouri knocked on more than 800,000 doors, made more than one million phone calls and talked to working people on more than 1,000 different job sites across the state, in order to defeat the anti-worker proposition.

Halls to close

Labor Day — The MFOW hiring halls will be closed on Monday, September 3, 2018, in observance of Labor Day, which is a contract holiday.

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Final phase of Long Beach's Middle Harbor on track

The third and final phase of the Port of Long Beach Middle Harbor Terminal Redevelopment Project is underway and on track to be completed on time and on budget. When finished, the 311-acre facility will be equipped with the most advanced technologies in North America and the cleanest available cargo handling equipment.

Construction began in 2011 on the container terminal, designed to handle more than twice as much cargo as the two older terminals it is replacing. At completion, the facility will have an annual capacity of 3.3 million TEU. Key features include a 4,250-foot-long concrete wharf for working three big ships simultaneously, 14 dual-hoist super post-Panamax cranes to accommodate 22,000-TEU ships, and an on-dock rail yard for

moving 1.1 million TEU per year.

The state-of-the-art cargo handling equipment runs on electricity or alternative fuels. Electric-powered cranes and container transport vehicles move containers to and from ships at berth and within the container and rail yards. Alternative fuel vehicles move containers from the container yard to the rail yard.

To date, the terminal operator — Long Beach Container Terminal — has invested more than \$650 million in technology and equipment. When finished, the terminal will employ 70 automated stacking cranes, 72 guided container transport vehicles, 50 terminal yard tractors, five dual cantilever gantry cranes within the rail yard, and multiple dedicated reefer stacking structures with a total capacity for 2,250 refrigerated cargo containers.

Port of Los Angeles announces commercial development opportunity

The Port of Los Angeles Waterfront Commercial Development Group has released a prospectus on a commercial development opportunity at Cabrillo Way Marina on the waterfront in San Pedro. Later this year, the port will release a formal request for qualifications and subsequent request for proposals.

The Cabrillo Way Marina development opportunity covers 87 acres of land and water and is located at the southwest corner of Miner Street and 22nd Street in San Pedro. The site includes a 12-acre commercial development area that includes 9.2 acres of landscaped parking and is entitled and ready for immediate development.

The Cabrillo Way Marina is a 700-slip marina with a 325 dry boat storage facility. In 2011, the port completed a \$125 million upgrade and expansion of the marina and added nearly a mile of public waterfront promenade within

this development.

Over the past 15 years, the port has invested more than \$600 million in public access infrastructure and activation of the LA Waterfront, which attracts more than two million visitors annually. Projects have included new public promenades, spaces for special events, and a number of visitor attractions, including the battleship *Iowa*.

Two major developments currently underway — the San Pedro Public Market and AltaSea at the Port of Los Angeles — represent more than \$200 million in additional private investment over the next five years. In addition, expanded business activity is anticipated with the recently announced development of SpaceX's new rocket manufacturing facility across the port's main shipping channel from the future site of the San Pedro Public Market.

New box terminal planned for Newcastle, Australia

The Port of Newcastle has announced a commitment to developing a world-class container terminal at the port. The site chosen has the capacity for a two million TEU per annum container terminal, coupled with a shipping channel that can accommodate vessels up to 10,000 TEU, with the capability of larger vessels with some ancillary channel modifications. The terminal is anticipated to boost jobs and business opportunities in the Hunter region of New South Wales and dramatically reduce the number of trucks on Sydney's roads through expanded use of Newcastle's rail connectivity.

Newcastle is the largest port on the east coast of Australia and the world's largest coal port, but the future of coal is fading. With freight growth expected to double by 2040, a fully utilized Port

of Newcastle with a world-class container terminal will provide efficiencies and competition to meet the future logistics and freight task.

However, the plan has already hit a setback. The Australian Competition and Consumer Commission is currently investigating a constraint on the Port of Newcastle established by the New South Wales government which could restrict the development of a viable and competitive container terminal. The investigation is expected to be complete later this year.

According to local media, it involves a deal between the government and port owners that forces Newcastle port to pay New South Wales ports, which owns the Botany and Kembla ports, for loss of container business if it handles more than 30,000 shipping containers a year.

237,000 jobs supported by Great Lakes shipping

A new study by the Department of Transportation Great Lakes - Saint Lawrence Seaway says that shipping supports more than 237,000 jobs in the U.S. and Canada and billions in economic activity. A year-long study of the economic impacts of the entire Great Lakes-St. Lawrence Seaway navigation system is a definitive and detailed report documenting the many contributions made by the Great Lakes Seaway system to federal, state, provincial and local economies.

The study reports that in 2017 maritime commerce supported: 237,868 jobs, \$35 billion in economic activity, \$14.2 billion in personal income and local consumption expenditures and \$6.6 billion in federal, state, provincial and local tax revenue. The study also highlights the specific economic benefits of key navigation infrastructure, such as the St. Lawrence Seaway locks and the Soo Locks. The study reports that last year 123,172 U.S. and Canadian jobs were dependent on the Soo Locks and 92,661 jobs were generated by cargo transiting the St. Lawrence Seaway locks.

The Great Lakes-St. Lawrence Seaway serves the industrial and agricultural heartland of the US and Canada. If the region was its own country, it would be the third largest economy in the world with a combined GDP of more than \$6 trillion dollars. In 2017, 143.5 million metric tons of cargo (valued at \$15.2 billion) moved through the Great Lakes-St. Lawrence Seaway.

The St. Lawrence Seaway is the longest deep draft navigation system in the world, extending 2,300 miles from its westernmost point in Duluth, Minnesota to the Atlantic Ocean. North American farmers, steel producers, construction firms, food manufacturers and power generators depend on the system to move raw materials and finished products including iron ore, coal, stone, salt, sugar, grain, steel, wind turbine components and heavy machinery. These cargoes become the staples of everyday life — food and other household items; buildings, factories, roads and bridges; vehicles and planes; and provides the energy that powers cities and towns.

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MARAD names small shipyard grant recipients for fiscal year 2018

The U.S. Maritime Administration (MARAD) recently announced the recipients of the Small Shipyard Grant Program funds appropriated by Congress earlier this year. The awards, which range from \$200,000 to \$1.4 million for the fiscal year 2018 round, go towards capital improvements for yards with less than 1,200 employees.

Since 2008, MARAD's Small Shipyard Grant Program has awarded over \$180 million to more than 180 small yards. This year's MARAD budget included \$20 million for the grant program, twice as much as in fiscal year 2017. The awards are intended to boost small American shipbuilders' efficiency and competitiveness in the global marketplace.

This year, the recipients span the full range of American shipbuilding and ship repair enterprises, from welding and fabrication shops to towboat builders to major defense contractors.

The full list of awards is as follows:

Catalyst Marine Engineering in Seward, Alaska was awarded \$400,097 to support the purchase of a Mach 500 water jet cutting system.

Master Boat Builders in Bayou La Batre, Alabama was awarded \$1,332,607 to support the purchase of a 182-ton capacity crawler, 55-ton mobile crane and a 30-ton rough terrain crane.

Marine Group Boat Works in Chula Vista, California was awarded \$392,037 to support the purchase of a CNC plasma table, 125-foot boom lift and a 33,000-pound forklift.

Patti Marine Enterprise in Pensacola, Florida was awarded \$449,231 to support the purchase of a plasma cutting machine and iron worker.

Glasstech Corp. in Miami, Florida was awarded \$715,688 to support the purchase of a 165-ton marine travelift and a 65-ton vessel transporter.

Pacific Shipyards International in Honolulu, Hawaii was awarded \$731,159 in support of the purchase of a spray paint sandblast booth, hydraulic press with tooling, universal valve tester package with console and tooling, and four base plate mounted jibs.

National Maintenance and Repair in Hartford, Illinois was awarded \$217,538 to support the purchase of a plasma cutting system.

Walker Boat Yard of Paducah, Kentucky was awarded \$1,125,000 to support the purchase of an 80-ton rough terrain crane.

Gravois Aluminum Boats (Metal Shark) in Jeanerette, Louisiana was awarded \$451,860 to support the purchase of an 80-ton rough terrain crane and welding equipment.

Bollinger Shipyards in Lockport,

Louisiana was awarded \$521,753 to support the purchase of a lathe mill multi-task machine and a Python X Robotics CNC plasma cutting structural fabrication system.

Chesapeake Shipbuilding Corp. of Salisbury, Maryland was awarded \$492,047 to support the purchase of four extending boom forklifts, a mobile crane and construction of larger mobile launching ways.

Washburn & Doughty Associates in West Boothbay, Maine was awarded \$618,750 to support the purchase of robotic welding machines and a CNC lathe.

Front Street Shipyard in Belfast, Maine was awarded \$667,028 to support the purchase of a water jet cutting machine.

North Shore Marine Terminal & Logistics in Escanaba, Michigan was awarded \$713,468 in support of the modernization, safety and uptime improvements of material cutting and handling equipment.

SCF Services in St. Louis, Missouri was awarded \$489,917 in support of the purchase of a 110-ton crawler crane and employee skills training.

United States Marine in Gulfport, Mississippi was awarded \$313,270 in support of the establishment of a lamination apprentice program and the purchase of a CNC core cutting machine and paint booth.

Jarrett Bay Boatworks in Beaufort, North Carolina was awarded \$1,000,000 to support the purchase of a 300-ton marine travelift.

Bayonne Drydock and Repair Corp. in Bayonne, New Jersey was awarded \$1,081,950 in support of the purchase of a CNC plasma table, brake press, plate roll, welding machines, iron worker, graving dock upgrades and hydro-blast equipment.

Dorchester Shipyard in Dorchester, New Jersey was awarded \$232,585 in

support of the purchase of two electric air compressor systems and electrical upgrades in the shipyard.

Ironhead Marine in Toledo, Ohio was awarded \$768,500 to support the purchase of a 150-ton off-road crane.

Sause Bros. subsidiary Southern Oregon Marine in Coos Bay, Oregon was awarded \$642,329 in support of the purchase of a mobile rough terrain crane, air compressors and a self-contained fabricated paint management system.

Metal Trades in Hollywood, South Carolina was awarded \$520,167 to support the purchase of a kinetic heavy duty cutting and drilling machine.

Gulf Copper Dry Dock & Rig Repair in Galveston, Texas was awarded \$1,296,820 to support the construction of a 4,500-ton dry dock.

Glendale Boat Works in Channelview, Texas was awarded \$1,064,654 to support the purchase of a 400-ton marine travelift.

Marine Hydraulics International in Norfolk, Virginia was awarded \$505,617 to support to the purchase of ten forklifts.

Snow and Company in Seattle, Washington was awarded \$67,511 to support the purchase of a Scotchman iron worker, Preston Eastin two-axis weld positioner, engraving machine and four new welding machines.

Nichols Brothers Boat Builders in Freeland, Washington was awarded \$1,312,500 to support the purchase of a 250-ton lattice boom crawler crane.

Fincantieri Bay Shipbuilding in Sturgeon Bay, Wisconsin was awarded \$1,401,061 in support of the purchase and installation of four 50-ton overhead cranes.

Fraser Shipyard, Inc. in Superior, Wisconsin was awarded \$500,738 to support the purchase of two self-propelled modular transporters and a high capacity forklift.

GAO recommends national maritime strategy

The U.S. Government Accountability Office has (GAO) released a new report on the challenges facing the U.S.-flag deep sea fleet, including rising operating costs and a declining number of qualified American mariners. GAO urged the Department of Transportation (DOT) to formalize a national maritime strategy to respond to these challenges, as requested by Congress in 2014.

Costs are rising for U.S.-flag operators, according to DOT's Maritime Administration (MARAD). MARAD officials told GAO that the difference in operating expenses between a U.S.-flag ship and a foreign-flag ship has risen from \$4.5 million per year in 2009 to as much as \$6.5 million per year today. For 60 ships, this additional expense is offset by the Maritime Security Program (MSP), which provides an annual subsidy of \$5 million to enrolled U.S.-flag vessels. The MSP appropriation has risen by 40 percent in recent years, helping to stabilize the financial situation of participating operators, but MARAD expects that rising costs will be a continuing challenge.

MSP offers significant advantages for the federal government. It is a low-cost way to procure U.S.-flag tonnage and to keep a young fleet, as the program is limited to vessels of less than 25 years of age. GAO found that over the last twelve years, operators have replaced 70 participating vessels, usually with newer and more capable equipment. In addition, program participants are required to provide the U.S. military with access to their full transportation network, including terminals and intermodal facilities worldwide. The cost of replicating these benefits with an owned fleet and owned infrastructure would exceed \$60 billion, according to one estimate.

Since MSP does not cover all of the additional cost of reflagging and operating a vessel under the U.S. regis-

try, operators rely upon federal cargoes to make up the remaining gap. Commercial cargo alone does not have high enough rates to maintain the financial viability of U.S.-flag vessels, since they have to compete for this business with foreign-flag ships.

Under cargo preference requirements, government-financed cargoes must be shipped aboard U.S.-flag commercial vessels, even if the cost is higher than comparable foreign-flag vessels (with exceptions). GAO found that 1.4 million tons of government cargo was shipped on MSP vessels in fiscal year 2016, but this number has been falling. Military cargoes are down by half relative to 2004 levels, and food aid cargoes have fallen by two-thirds.

Additionally, GAO pointed to a potential shortage of civilian mariners in the event of an activation of the reserve fleet and a long-running sealift operation. A MARAD working group recently estimated a shortfall of over 1,800 mariners in the case of a drawn-out military effort.

GAO noted that in 2014, Congress asked DOT and MARAD to develop a cohesive national maritime strategy, including measures to make the U.S.-flag fleet more competitive and to sustain the merchant marine. While the previous administration created a draft strategy, DOT has not yet formalized a plan, and it declined to give GAO a timeline for delivering a final product.

MARAD officials said that they are examining a variety of ways to bolster the fleet and the merchant marine, including means to reduce the compliance cost of flagging-in a foreign vessel, removing the penalty for making repairs to a U.S.-flag ship at a foreign shipyard, mandating additional cargo preference requirements, further increasing the MSP subsidy, or paying for mariner training in exchange for a promise to serve in a national emergency.

Port of Hueneme receives green marine recertification

The Port of Hueneme recently completed the annual recertification process to maintain their Green Marine certification, reporting even greener scores than last year. This comes one year after the port made history as the first port in the state to earn the certification. The Port of Hueneme remains the only in California to be Green Marine certified, and is pushing full speed ahead with environmental initiatives and projects.

For example, the port has brought in eco-friendly pilings to be used in the upcoming port deepening project. The pilings are made from composite recycled plastic as opposed to the traditional wood pilings and do not emit any chemicals into the water. This helps protect the marine life in the harbor, as well as provides long-term pilings to hold up the wharfs as the harbor deepens to 40 feet. The pilings are also made in America

and in compliance with the Buy American grant requirement. Furthermore, the port's customers have been utilizing the shoreside power system since 2016, which allows ships to plug into electricity while in port and turn off their diesel engines as cargo is unloaded.

Over the past year, the port has continued to make strides in their waste reduction program which included the Board of Harbor Commissioners adopting a new zero waste policy. This action was rewarded with a higher score by Green Marine in the waste management category this year. The port also improved their internal coordination for spill prevention which led to even higher marks for that category in which the port already had five stars. In addition, the port also maintained its five-star rating in Community Impacts and Environmental Leadership.



MFOW PRESIDENT'S REPORT



By Anthony Poplawski

TWIC REDESIGN

On July 10, 2018, the Transportation Security Administration (TSA) began issuing a new, more secure, Transportation Worker Identification Credential (TWIC). The new design aims to deter counterfeiting efforts and mitigate the fraudulent use of the credential by incorporating enhanced security features. The new card design is compatible with qualified TWIC readers.

Current TWIC holders can continue using their existing cards until expiration, at which point they will be presented with the new card design upon renewal. Regulated entities that require TWIC for access will accept and recognize both the current and new TWIC designs until the card expiration dates. To deter alteration of the card expiration date, the new card includes a color-coded expiration date box that will update on an annual basis.

The fee for the newly re-designed TWIC card remains unchanged at \$125.25, and the credential is valid for five years.

LAWSUIT

As previously reported, on January 6, 2017, an MFOW member (now former member) filed a charge with the California Department of Fair Employment & Housing and the Equal Employment Opportunity Commission (EEOC) alleging age discrimination by the Union. Even though the charge was vague and unsubstantiated, the EEOC requested that the Union submit a position statement. On April 4, 2017, the Union received a letter of dismissal from the EEOC. The EEOC determined that, based upon its investigation, they were unable to conclude that the Union violated any statutes. The baseless, time-consuming federal charge was therefore put to rest.

On July 5, 2017, the former member filed a complaint against the Union with the U.S. District Court for the Central District of California.

On April 04, 2018, the judge assigned to the case ordered a jury trial set for January 15, 2019, and an alternate dispute resolution mediation proceeding to be held no later than November 21, 2018. On May 3, 2018, a mediator was assigned to the case and mediation was set for June 28, 2018.

On June 28, 2018, along with legal counsel, I travelled to Los Angeles to attend the mediation. The parties were unable to reach an agreement.

On July 12, 2018, the Union filed a stipulation to dismiss the case. The plaintiff came to his senses and agreed; and, on July 16, 2018, the judge dismissed the case in its entirety with each side bearing its own legal costs.

MATSON NAVIGATION COMPANY

On July 17, the U.S. Court of Appeals for the District of Columbia dismissed Matson Navigation Company's petition for a review of a decision by the Maritime Administration (MARAD) that allowed American President Lines (APL) to put two ships into service on the Guam route in competition with Matson. Among the reasons cited by the court was Matson's failure to file a timely appeal.

In December 2014, APL asked MARAD for permission to pull two of its ships out of the Maritime Security Program (MSP) because they no longer met the eligibility requirements for militarily useful capability. APL replaced them with a couple of smaller feeder vessels. APL then asked MARAD if it could place those two vessels formally into service on the Guam route. MARAD agreed and the *APL Guam* went into service in 2016, followed by *APL Saipan* in 2017.

Matson did not file its petition for review until June 2, 2017 – more than a year after the administration's decision – and long after the 60-day period set in the Hobbs Act for seeking a review. Matson also argued that the *APL Guam* and *APL Saipan* "did not meet the statutory requirements for replacement vessels," and that APL was "distorting the market and creating an un-level playing field in service to Guam."

However, the court concluded that Matson "lacked standing to appeal" because the company was not an MSP "contractor." The court also ruled that "the APL replacement vessels provide transportation in mixed foreign commerce and domestic trade," thus complying with MSP law.

APL MARINE SERVICES

APL Marine Services is in the final stages of swapping out the five C-11 vessels with newer vessels that will lower the overall age of its MSP fleet. The following is an update regarding MSP fleet turnover:

President Kennedy — The U.S.-flag crew for the *MV President Kennedy* was dispatched to start on June 26 in Los Angeles. On July 21, APL, together with the Yokohama Port and Harbor Bureau and Yokohama-Kawasaki International Port Corporation, celebrated the maiden arrival of the *President Kennedy* at the Port of Yokohama. The *President Kennedy* is the first of five vessels to replace the aging C-11 vessels deployed on the U.S.-flag Eagle Express (EX1) service. The ship should complete its first U.S.-flag voyage on or about August 13 in Los Angeles.

President Roosevelt — The U.S.-flag crew of the *MV President F.D. Roosevelt* was



The 2018 Biennial Convention of the California Labor Federation, AFL-CIO took place at the Hilton Orange County/Costa Mesa Hotel on July 25-26.



MFOW President Anthony Poplawski and Vice President Cajun Callais were delegates to the convention.

dispatched to start on July 3 in Los Angeles. Re-flagging was completed on July 11, and the vessel shifted to anchorage as per fleet control schedule. The company reported the crew did an excellent job and thanked them for their strong efforts. The vessel shifted to Global Gateway South on July 18 and phased into EX1 service. The ship took departure from Oakland on July 22 westbound for Yokohama.

President Eisenhower — The U.S.-flag crew for the *MV President Eisenhower* was dispatched to start on July 18 in Los Angeles. The *President Eisenhower* arrived in Oakland on July 30.

President Truman — The U.S.-flag crew for the *MV President Truman* was dispatched to start the two-day indoctrination on July 21 in Los Angeles. They flew out from Los Angeles late afternoon on July 23 to meet the vessel in Busan, South Korea, for re-flag.

President Cleveland — The U.S.-flag crew for the *MV President Cleveland* was dispatched to start on July 24 in Los Angeles.

APL Philippines — After being instructed to proceed to the Yellow Sea for sheltering due to Typhoon Prapiroon approaching, the *MV APL Philippines* de-flagging was accomplished on July 5 in Busan, South Korea, and the U.S.-flag crew was repatriated in accordance with collective bargaining agreements.

APL Singapore — The *MV APL Singapore* de-flagging was accomplished on July 13 in Oakland and transportation provided to the U.S.-flag crew in accordance with collective bargaining agreements.

APL China — The *MV APL China* de-flagging was accomplished on July 26 in Busan, South Korea, and the U.S.-flag crew was repatriated in accordance with collective bargaining agreements.

APL Korea — The *MV APL Korea* de-flagging is scheduled for August 3 in Oakland.

APL Thailand — The *MV APL Thailand* de-flagging is scheduled for August 3 in Busan, South Korea.

APL Belgium — The *MV APL Belgium* will remain in the EX1 service and be renamed the *MV President Wilson* at a date to be determined.

Contract negotiations — The offshore collective bargaining agreement between APL Marine Services and the SIU Pacific District unions will expire at midnight on September 30, 2018. The collective bargaining agreement between APL Marine Services and the Marine Firemen's Union covering shore mechanics at Global Gateway South will also expire at midnight on September 30, 2018. Negotiations will commence in the month of September.

PATRIOT CONTRACT SERVICES

On July 25, the Union was notified by Patriot Contract Services that they had received notice from the Military Sealift Command (MSC) that they were in the competitive range for the Expeditionary Transfer Dock (ESD) award. The ESD vessels in question are the *USNS Montford Point* and the *USNS John Glenn*. PCS was scheduled to enter into proposal discussions with MSC on July 30. August 10 is the due date for a final proposal revision, also known as the "best and final offer."

CLF CONVENTION

On July 25-26, along with MFOW Vice President Cajun Callais, I participated in the 32nd Biennial Convention of the California Labor Federation, AFL-CIO in Costa Mesa, California. The Convention voted on endorsements of federal and statewide candidates and ballot measures for the November election, and focused on the latest strategies to counter anti-labor forces and the right-to-work movement. This was a well-organized and informative event. A list of endorsements will be printed in the September issue of *The Marine Fireman*.

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

VICE PRESIDENT'S REPORT

On July 19, I attended a fundraiser for Congressman John Garamendi at the MEBA hall in Oakland, CA. He is a good friend of labor. I also attended the California State Federation of Labor's COPE Convention in Costa Mesa, along with President Tony Poplawski and other SIU Pacific District Union representatives.

Shout-outs for the month: Otto Garcia, #3784, for staying aboard the *APL Singapore* to prepare for de-flagging in Oakland on July 13. Member Rogelio Rodriguez, #3870, was reshipped as Matson's shoreside mechanic for a third consecutive year. Sam Garrett, JM-5317, was also reshipped as REJ on the *APL Gulf Express*.

I am advising all members to be prepared to place your documents on the counter when competing for a job, as your file is not always up-to-date. What is your membership number? Your membership entitles you to earn decent union wages and benefits, so the least you can do is remember your four-digit membership number!

VESSEL RUNDOWN

Matson: All vessels continue to call for Standby Wipers and Standby E/Rs. The *Maui* has been laid up at MHT/OAK since December 8, 2017. The *Li-hue* is on her second China run for the *Manukai*, which is in dry dock in Shandong, China.

The *Matsonia* dropped one call at OAK; shipped a Watch Jr. for a voluntary quit, one Watch Jr. rotary and a Chief Electrician for a "trip off." Head-

quarters did not have a relief for the R/E's one trip off.

Mahimahi — in and out clean; on the Pacific southwest triangle run. *Manoa* — on the Pacific northwest triangle run. Matson Labor Relations rescinded a bogus letter of warning to the REJ, which was issued by you know who! *Mokihana* — made one call at OAK, then returned to the HON-LAX yo-yo run.

APLMS: Updated de-flag status as follows: *APL Philippines* — July 5 @ Busan; *APL Singapore* — July 13 @ Oakland; *APL China* — July 27 @ Busan; *APL Korea* - estimated for August 3 @ Busan; *APL Thailand* — estimated for August 3 @ Busan.

We are experiencing many problems and shortages with the new re-flagged vessels.

President Kennedy — re-flagged June 26 @ LAX, bridge wing engine telegraph problems were resolved. *President F.D. Roosevelt* — re-flagged July 3 @ LAX, kudos from APL Ops to all involved. *President Eisenhower* — re-flagged July 18 @ LAX. *President Truman* — re-flagged July 22 @ LAX, Headquarters given short notice; shipped the Wiper and Day Jr. with the REJ job going to Seattle and the ERJ job going to Wilmington. Vessel departed the West Coast with no U.S. currency aboard for the crew. *President Cleveland* — re-flagged July 24 @ LAX.

We dispatched the following ratings to APL shuttle ships: *APL Saipan* — one ERJ; *APL Gulf Express* — reshipped the REJ;

Respectfully,
"Cajun" Callais

BUSINESS AGENT'S REPORT

PATRIOT CONTRACT SERVICES

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

USAV Worthy — called for a crew. Headquarters furnished one Electrician, and the Wilmington hall furnished one Oiler. *ITB SLNC Moku Pahu* — one Oiler was flown out to Singapore. *USNS Watson* — one Wiper was flown out to Norfolk, VA.

The training ship *Kennedy* laid off the crew on July 27 in Buzzards Bay, MA, after cruising the Eastern seaboard and Gulf of Mexico for 62 days.

MATSON

Cape Henry — called for a crew. Headquarters sent three Oilers and one Wiper to assist taking the vessel to dry dock in Portland, OR.

Fraternally,
Bobby Baca

Matson announces second quarter 2018 results

Continued from page 1

which is attributable to costs related to pension and post-retirement plans.

Interest expense — The company expects interest expense for the full year 2018 to be approximately \$22 million.

Income taxes — In the second quarter 2018, the company's effective tax rate was 21.3 percent. For the balance of 2018, the company expects its effective tax rate to be approximately 28 percent.

Capital and vessel dry-docking expenditures — In the second quarter

2018, the company made maintenance capital expenditure payments of \$12.4 million, capitalized vessel construction expenditures of \$109.1 million, and dry-docking payments of \$0.5 million. For the full year 2018, the company expects to make maintenance capital expenditure payments of approximately \$83 million, vessel construction expenditures of approximately \$388 million, and dry-docking payments of approximately \$17 million.

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.



From left to right: MFOW Vice President Cajun Callais, SUP Vice President Dave Connolly, U.S. Representative John Garamendi (D — California), SIU-AGLIW Oakland Port Agent Nick Marrone II, MFOW President Anthony Poplawski, and SIU-AGLIW Assistant Vice President Nick Celona at the MEBA Oakland hall.



MFOW Vice President Cajun Callais and U.S. Representative John Garamendi (D — California) share a laugh.

UN's top court to hear case on fate of Chagos Isles, including Diego Garcia

The world court said it will hold hearings in September in a case brought by the United Nations (UN) asking judges to examine the fate of the British-ruled Chagos Islands, home to a military base. The Indian Ocean archipelago has been at the center of a decades-long dispute over Britain's decision to separate it from Mauritius in 1965 and set up a major joint military base with the United States on Diego Garcia, the largest of the islands.

In a diplomatic blow to Britain, the UN General Assembly last June adopted a resolution presented by Mauritius and backed by African countries asking the International Court of Justice (ICJ) to offer an opinion on the island chain's fate. The ICJ will hold public hearings in September on the request for advisory opinion in the case of the legal consequences of the separation of the Chagos Archipelago from Mauritius in 1965.

The African Union and 22 other countries have expressed their intention of participating in the oral proceedings. Based in The Hague, the court was set up by the UN in 1946 to rule in disputes between nations.

The vote at the UN was seen as a test of Britain's ability to rally support at the UN from fellow Europeans after it vot-

ed to leave the European Union. But the move towards the ICJ was approved by a vote of 94-15 with 65 abstentions, notably from many European countries including Germany, France, Italy and Spain.

The strategic base of Diego Garcia, which is under lease until 2036, was thrust into the spotlight after it became known that it had been used for CIA interrogations of suspects captured in Afghanistan after the September 11, 2001 attacks on New York.

Following the four days of hearings, the ICJ will give an advisory opinion at a later date on the British decision to separate the Chagos islands from Mauritius and expel some 1,500 residents in order to set up the base. Unlike most ICJ rulings, it will be non-binding but it would lend support to a campaign by Mauritius for the return of the Chagos Islands.

Mauritius argues that it was illegal for Britain to break up its territory while the Indian Ocean country was under British colonial rule. Mauritius won independence in 1968. Britain rejects Mauritius's sovereignty claim over the Chagos Islands but has said it will return the archipelago to Mauritius when the military base is no longer needed, without specifying a possible date.

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.

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.

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

September 3-7

September 24-28

October 1-5

October 24-26

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.*

September 17-October 12

October 15-November 9

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.*

September 10-14

October 15-19

November 12-16

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.*

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.*

September 10-14

October 8-12

November 5-9

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.*

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; November 26-27

Training Resources, Ltd., San Diego, CA (one day): August 24; September 14; September 28; October 12; October 26

MITAGS-PMA, Seattle, WA: August 24-25; September 7-8; September 20-21; October 4-5; October 18-19

Maritime License Center, Honolulu, HI: September 13-14; November 8-9

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; November 28-30

Training Resources, Ltd., San Diego, CA: September 19-21; October 17-19; Oct 31-Nov 2; November 14-16

Compass Courses, Edmonds, WA: August 28-30; September 25-27; Oct 30-Nov 1; November 27-29

MITAGS-PMI, Seattle, WA: September 7-10; October 5-8; November 2-5

APL starts weekly Japan-Russia service

On July 27, APL unveiled the new Japan Russia Express (JRX) service, the only weekly Japan-Russia ocean freight service to be available in the marketplace. A jointly operated service with TG FESCO, the JRX service will provide unparalleled transit times. Russian-destined cargoes from Yokohama, Japan to Vostochny, Russia and Vladivostok, Russia will be delivered in as soon as seven and nine days respectively. Shipments from Kobe, Japan to the same two Russian ports will arrive in just four and six days, respectively.

From Vostochny and Vladivostok, cargoes onboard the JRX service may be easily moved via the Trans-Siberian Railway to Central Russia and into the European Union. Shippers from Japan and Russia may also plug into APL's extensive service network for global market access via Busan, South Korea where the JRX service will make a port stop.

APL's JRX will commence sailing from Yokohama on August 24 with the following port rotation: Vostochny – Vladivostok – Yokohama – Shimizu – Nagoya – Kobe – Busan – Vostochny.

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.

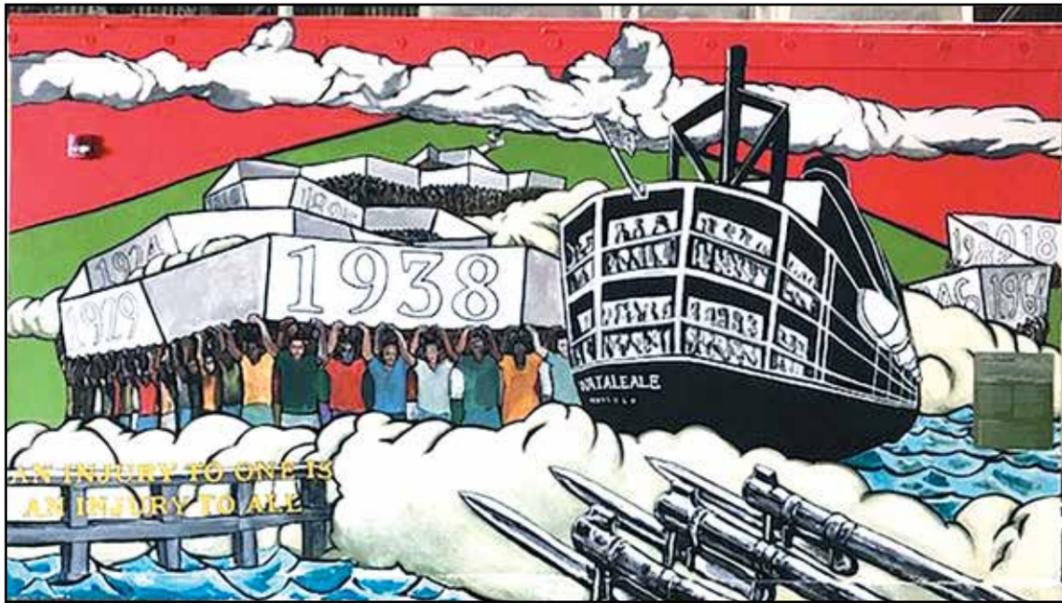
Any request for reimbursement without preapproval from the Marine Firemen's Union Training Plan will be denied.

Hilo mural commemorates dock worker struggles

The Hawaii Department of Transportation Harbors Division unveiled a mural August 1 in the Hilo harbor cruise passenger terminal commemorating the 80th anniversary of the Hilo Massacre, one of Hawaii's earliest labor disputes. The unveiling and public presentation was done in conjunction with the annual observance by the International Longshore and Warehouse Union and other unions at Hilo harbor.

The mural is entitled *Legacy of Solidarity* and is the work of Solomon Enos and Kai Kaulukukui. The art recounts the events of August 1, 1938, and connects them to other historic occasions of community unity and cohesion significant to Hilo and Hawaii Island.

"This mural is dedicated to the working men and women of Hawaii who built the union movement. We honor their sacrifice and heroism," proclaimed Governor David Ige. "We have all benefited



from the legacy of those who stood by the principle of labor solidarity, and we are grateful for the contributions they made in support of all workers in Hawaii."

The events of the day 80 years ago began as a peaceful assembly sympathetic to Honolulu dockworkers that were on strike. It has been estimated that the 200 demonstrators, mostly young men and women from sever-

al different local unions, attempted to conduct a passive demonstration that began as a march to Hilo harbor to protest the arrival and unloading of a ship. The group was met by local law enforcement and the confrontation escalated to a situation in which demonstrators were gassed, hosed, bayoneted and shot. This event has come to be known as the Hilo Massacre or Bloody Monday.

New Texas crude export terminal planned

Enterprise Products Partners is planning to develop an offshore crude oil export terminal off the Texas Gulf Coast. The terminal would be capable of fully loading VLCCs, which have capacities of approximately two million barrels. This would provide the most efficient and cost-effective solution to export crude oil to the largest international markets in Asia and Europe, according to the company.

Enterprise has started front-end engineering and design and preparing applications for regulatory permitting. Based on initial designs, the project could include approximately 80 miles of 42-inch diameter pipeline to an offshore terminal capable of loading and exporting crude oil at approximately 85,000 barrels per hour.

Recently, Enterprise completed the second partial loading of a VLCC tanker at its jointly owned Seaway marine terminal in Texas City. The *Eagle Victoria* loaded approximately 1.1 million barrels of crude oil at the Texas City facility.

Enterprise has crude oil supply aggregation capabilities of over four million barrels per day, including from the Permian, Cushing, Eagle Ford and numerous third party connections. Output from Permian resources is expected to grow with new pipelines to port planned. The combined output of the Permian and Eagle Ford is expected to rise from just 2.5 million barrels per day in 2014 to 5.6 million barrels per day in 2019.

HOWZ SHIPPING?

July 2018
San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Watch).....	2
Junior Engineer (Day).....	1
Oiler.....	4
Wiper.....	3
Shoreside Mechanic.....	1
Standby Electrician/Reefer.....	13
Standby Wiper.....	17
TOTAL.....	46

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	5
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer (Watch).....	2
Junior Engineer (Day).....	3
Oiler.....	1
Pumpman.....	1
Wiper.....	3
Shore Mechanic.....	2
Standby Electrician/Reefer.....	17
Standby Wiper.....	24
TOTAL.....	64

Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Watch).....	1
Junior Engineer (Day).....	5
Oiler.....	2
Wiper.....	3
Shore Mechanic.....	2
Standby Electrician/Reefer.....	18
Standby Wiper.....	21
TOTAL.....	56

Seattle

Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	2
Oiler.....	3
Standby Electrician/Reefer.....	6
Standby Wiper.....	2
TOTAL.....	14

HAWAII LABOR UNITY PICNIC

2018

Labor Day Celebration & Food Drive
to benefit the HI State AFL-CIO Labor Community Services food pantry

SUNDAY,
SEPTEMBER
2ND
@ WAIKIKI SHELL
4PM - 9PM
DOORS OPEN
AT 3:30PM

Live Music:
Na Hoku Pa
Moke Boy
Kekoa Kane & Friends
HI-Risk
Weldon Kekauoha

Prize Drawings!

PERMITTED PARKING LIMITED!

- PERMIT ONLY | Public lot fronting Waikiki Shell
- PERMIT ONLY | Corner lot at Paki/Monsarrat Ave.
- PERMIT ONLY | Waikiki Elementary

FREE

(INCLUDING FOOD)

★ ★ ★
FOR LABOR UNION MEMBERS & 'OHANA

WHAT TO BRING:

- Family
- Union I.D.
- Parking Permit
- Canned Goods
- Mats, Chairs & Umbrellas
- NO Coolers & NO alcohol

HONOLULU NOTES

The Honolulu branch shipped a total of 56 jobs in July, seven of them being relief jobs. The *Mokihana* called for a Reefer. The Junior and the Wiper rotated off the *Gulf Express*, probably not wanting any of the Persian Gulf summer. The *Manoa* Wiper quit, he had enough. A Watch Junior on the *Lihue* quit in Honolulu. The *Charlton* Oiler job was quickly snatched up, and the *Sisler* Oiler job was filled last. The Electrician on the *Mahimahi* quit. Dispatched a one-year shoreside job; and, close to the end of the month, the *Maunawili* Junior's time was up. I also dispatched 18 Stby Elect/Rfrs and 21 Stby Wipers.

I attended the Maritime Pa'ina held at the beautiful Café Julia. The Hawaii Port Council sponsors this meet-and-greet event for politicians and maritime folks. Everyone had a good time. The Hawaii delegation is pro-Jones Act and pro-labor.

I have also been busy sign-waving for certain candidates a few times each week. I hope these efforts will get them

elect; if not, it was all just for a good tan.

And just last week, I attended a showing of "Brothers Under the Skin." It is the story of the Hilo Massacre. This happened on August 1, 1938, on the Big Island of Hawaii in the small town of Hilo. Harry Kamoku (an SUP member) gathered laborers (male and female) of all ethnic backgrounds together to show their unity for dockworkers in a peaceful way. When the interisland ship *Waialeale* came into port, they marched down to the waterfront. Over fifty of the laborers were injured by shotgun fire. In the film there was actual footage of the event as people were being shot and everyone was running around. Thankfully nobody died that day, but there have been many that did.

Let's all take a moment to thank those who stood together for better working conditions. Let us do our part to keep what they shed their blood for.

Aloha,

Mario Higa, Port Agent



Delegates from the Hawaii Ports Maritime Council of the Maritime Trades Department, AFL-CIO met with Senator Mazie Hirono (D - Hawaii). From left to right are MFOW Honolulu Port Agent Mario Higa, Hawaii Port Maritime Council Executive Secretary-Treasurer Hazel Galbiso, Hawaii Port Maritime Council President Randy Swindell, Senator Hirono, MEBA Honolulu Representative Luke Kaili, SUP Honolulu Branch Agent Mike Dirksen, IBU Hawaii Regional Director Donovan Duncan, and Captain Al Dorflinger of the Hawaii Pilots Association.

SEATTLE NOTES

Shipping: Last month Seattle dispatched two REJs to APL, filled by two "C" cards. Three Patriot Oilers were shipped, one "B" and two "C" cards. Six Matson Standby R/E jobs were filled by three "A", one "B" and two "C" cards. Two Matson Wiper jobs went to one "C" card and one non-seniority.

We added one "A", one "B" and one

"C" member to the registration list, which totaled four "A", five "B" and ten "C" cards registered in Seattle.

Respectfully,

Brendan Bohannon

Representative

FINISHED
WITH
ENGINES

Abraham Akina, #2901. Born September 25, 1927, Honolulu, HI. Joined MFOW December 18, 1959. Pensioned October 1, 1989. Died July 7, 2018, Philippines.

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

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 64 jobs in July: three PCS, 10 APL, and eight Matson billets and two shore mechanic jobs were filled by members. One applicant worked a standby job, and another made a shipboard job this past month. Members registered number 19 A-, 19 B- and 33 C-cards.

Ports of call for some of our contracted vessels have been changing a little. This has been welcomed by all of the members reporting to me, and I know I would like it as well. I had a few inquiries regarding this, although I had very little info in regards to this from the contracted companies.

The turnover of the C-11s and subsequent new crewing of the replacement ships went smoothly for the most part. A few problems occurred, but overall I was very impressed by the efficiency and streamlining, which is the normal operating procedure for parent company CMA-CGM. Unlicensed crew dispatched to these replacement vessels reported for a two-day indoctrination, familiarization and sign-on prior to starting work onboard, which minimized complications that always occur when a vessel is turned over to a top-to-bottom new crew.

Over at GGS, the gang has been doing their job under the direction of Fore-

man Ken Justice, 24/7 keeping the reefer cargo on temp as well as the associated auxiliaries required for same. Terminal streamlining is a constant reminder of change in this field, and the gang has welcomed the faster pace.

Deyne Umphress relieved me here in July while I took some time off from the hall. He took care of all the required duties in my absence to the great satisfaction of the members who needed assistance. Thank you very much, Deyne. The members and I appreciate your hard work.

LA/LB Labor Coalition meetings are at our hall every week in preparation for the upcoming Labor Day march and parade. Interested members are always welcome to attend; the dates and times are posted on the shipping board.

Work on the *SS Lane Victory's* port boilers has resumed, which is a significant step for her. MFOW applicants and members reported to the ship to prep for the work under direction of Chief Engineer Jim Gillen prior to Walashek Industries taking over the job. The ship is tied up at end of Miner Street, and volunteers are very much appreciated as always. Turn-to is on Wednesdays and Saturdays at 0900. Just ask the gangway watch for directions to the engine room and, as always, bring a flashlight for safety.

That is a wrap from here this month. I hope all of you work safely and have a good trip home.

Aloha,

Sonny Gage

Port Agent

Regular membership meeting dates 2018

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

Benefits paid during July

Death Benefits		
Alexander Durante, P-2387		\$1,500.00
Jack O'Gieblyn, P-733		\$1,500.00
Burial Benefits		
Un Hee Kwong, P-1917		\$716.27
Arthur Tonge, #3791		\$720.00
Jack O'Gieblyn, P-733		\$1,000.00
Excess Medical		\$2,728.92
Glasses and Examinations		\$600.00

HONOR ROLL

Voluntary donations to General Treasury - July 2018:

Bonny Coloma, P-2713.....	\$25.00
Emilio Siguenza, JM-5213.....	\$100.00
Brandon White, #3903.....	\$50.00

POLITICAL ACTION FUND

Voluntary donations for July 2018:

Larry Carranza, #3889.....	\$5.00
Bonny Coloma, P-2713.....	\$25.00
Patrick Lynch, JM-5296.....	\$100.00
Joel E. McCrum, P-2536.....	\$50.00
Kevin Mueller, #3698.....	\$50.00
Theo Price, JM-5299.....	\$50.00
Emilio Siguenza, JM-5212.....	\$200.00
Brandon White, #3903.....	\$50.00

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