



## USNS Dahl joins MPSRON 3 group sail

The U.S. Navy Military Sealift Command's Maritime Prepositioning Ships Squadron (MPSRON) 3 successfully conducted their third underway multi-ship group sail training exercise, August 19-24 off the coast of Saipan and Guam. Although this was the third group sail event, this was the first time many of the ships' captains and their crew participated in a group sail of this scale. The group sail spanned five days and included seven prepositioning ships: *USNS 1st LT Jack Lummus*, *USNS Dahl*, *USNS 2nd LT John P. Bobo*, *USNS John Glenn*, *USNS Sacagawea*, *USNS Pililaau* and *MV CAPT David I. Lyon*.

The intense schedule focused on the skill sets necessary to ensure the safety and security of global MSC fleet assets. To improve crew proficiency, the squadron rehearsed formation steaming, emissions control drills, flashing light communications, torpedo evasion and maneuvering tactics, mine avoidance, and anti-submarine tactics. The staff had an added bonus of conducting storm-avoidance procedures, as the initial schedule had to be amended due to bad weather and Typhoon Cimaron.

The group sail offered the oppor-

tunity to exercise with several units in Guam. These joint exercises included the participation of Helicopter Squadron 25, Special Boat Team 12 from Naval Special Warfare Unit 1, and rigid-hulled inflatable boats from Pacific Missile Range Facility. Medevac exercises and combat craft boat operations with these units provided an unprecedented scale and value, rarely seen in typical training evolutions.

Throughout day-and-night simulated strait transits off the coast of Guam, HSC-25 provided over-watch to the MPSRON squadron while small craft from SBT-12 and PMRF engaged in harassment tactics. The group sail culminated in a photo exercise assisted by HSC-25.

MPSRON 3 operates in the Western Pacific under the command of Navy Captain Eric Lindfors and maintains tactical control of 16 ships carrying afloat prepositioned U.S. military cargo for the U.S. Marine Corps, U.S. Army, and U.S. Air Force. The squadron's mission is to enable force from sea by providing swift and effective transportation of vital equipment and supplies for designated operations.

"I am very proud of the team work



The large, medium-speed, roll-on/roll-off ship (LMSR) *USNS Dahl* (background) and the dry cargo ship *USNS Lewis and Clark* (foreground) sail in formation on August 23 off the coast of Guam. The *USNS Dahl* is crewed with MFOW members in the unlicensed engine department.

and professionalism exhibited by all participants during challenging conditions brought on by Typhoon Cimaron. The training that was completed focused on our core capabilities that must be continually maintained up to high-end tactics for coordinated defense of these global and strategic assets," said Lindfors.

Distinguished MFOW members who participated in the exercise aboard the *USNS Dahl* were Electrician Tarajar Inthapanti, JM-5134; Oiler Felicisimo Villa, Jr., JM-5099; Oiler Matt St. Pierre, JM-5364; Oiler Jimmy Fagaragan, JM-5154; and Wiper Ian Adams, non-seniority applicant.

## MFOW at Labor Day March in Wilmington



MFOW members marching up Avalon Blvd. in Wilmington.



MFOW and SUP members, families and friends joined the Los Angeles/Long Beach Harbor Labor Coalition's 39th Annual Labor Solidarity Parade and Picnic Rally on Labor Day in Wilmington, California. This year's event theme was *Rise Up and Resist*.

## APL parent company, CMA CGM, celebrates 40 years

Now a company with 34,000 employees, CMA CGM came from humble beginnings in 1978, when founder Jacques Saade launched the first maritime line between Marseilles and Beirut with just four staff members. At the time, Saade anticipated evolution in international trade and launched the Compagnie Maritime d'Affretement (CMA).

The company saw excellent growth; and as soon as the vessel *Ville De Sahara* crossed the Suez Canal in 1983, opportunities in the Asian continent began to appear. Convinced that China would become the world's factory, in 1992 Jacques R. Saade created his first Shanghai-based CMA maritime agency.

A number of acquisitions followed: CGM in 1996, ANL in 1998, and Delmas in 2005. In 2006 Saade launched the building of the CMA CGM Tower in Marseilles to headquarter the company. Today 2,400 employees are stationed in Marseilles. In 2016 CMA CGM also acquired shipping line APL.

Jacques Saade headed the company for many of its 40 years, passing it on to his son, Rodolphe Saade, last February, who now sits in his place.

The company said that throughout its history it has focused on five strategic priorities: customer centricity; providing end-to-end service with development of maritime, logistics and inland sectors; innovation and digitalization; reinforcement of human expertise; and profitability.

CMA CGM currently supports 509 vessels which call more than 420 ports in the world on five continents. In 2017, they carried nearly 19 million twenty-foot equivalent units.

### Halls to close

**Columbus Day** — The MFOW hiring halls will be closed on Monday, October 8, 2018, in observance of Columbus Day, which is a contract holiday.

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### Statewide

Governor — David Ige  
Lt. Governor — Josh Green  
U.S. Senate — Mazie Hirono  
Congressional District 1 — Open  
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Tulsi Gabbard



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Council District VIII - Open

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Makawao-Haiku-Paia — Mike Molina  
Upcountry — Yuki Lei Sugimura  
Lanai — Riki Hokama  
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Mayor — Derek Kawakami

### Kauai County Council

1. Milo Spindt  
2. Kipukai Kualii  
3. Luke Evslin  
4. Arryl Kaneshiro

## Shippers fear engine failures as industry forced to upgrade fuel

On January 1, 2020, the vast majority of the world's merchant fleet will have to use fuel containing no more than 0.5 percent sulfur, down from 3.5 percent in most parts of the world today. The change is expected to upend both shipping and refining industries, with analysts forecasting higher oil prices and slower sailing ships, and some observers even warning of risks to world trade.

Now more and more of the world's largest shipping companies and trade groups are saying there is also a safety risk. Their primary worry is the lack of a single fuel type that complies with the rules. Since refineries across the world are com-

ing up with different solutions to meet the sulfur-reduction target, owners say their ships' engines could be damaged by inadvertently mixing incompatible products.

Vessels must lower sulfur emissions. Those with exhaust-gas cleaning systems that remove the pollutant will be able to keep burning existing products that are cheaper, but the equipment is expensive and takes up cargo space.

The International Association of Independent Tanker Owners, the largest trade group for operators of ships moving everything from oil to gas to chemicals, is among those concerned.

While individual fuels may not be problematic, mixes could be dangerous. The way different products work together may produce instability of fuel which could create sediments that could eventually damage pumps and engines. The issues could cause an engine failure, something that would be particularly dangerous in bad weather in busy shipping lanes close to land.

Ship owners say extensive and more frequent testing will need to take place to ensure fuels are trusted, but that would take time and money at a time when fuel bills may well be rising anyway. There is also uncertainty about whether there

will be enough blended fuel to go round.

Some smaller ports may not have access to it, meaning some companies will have to use a combination of diesel-like products and low-sulfur fuel oil on their voyages, taking care to ensure the two are not mixed.

The International Maritime Organization's rules are meant to curb a pollutant that has been linked to environmental issues like acid rain and health concerns including asthma. Shipping groups already complained about the non-standard nature of fuels, and their costs are expected to spiral. One large container shipping line, anticipates a \$2 billion increase in its annual fuel bill. The IMO is in the process of producing guidelines to help the shipping industry with risk assessment and mitigation as well as procurement of compliant fuel.

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## Port of Los Angeles sets record for cutting NOx emissions

The Port of Los Angeles 2017 Inventory of Air Emissions shows the port set new record lows for emissions reductions, while its container volume reached an all-time high of 9.34 million twenty-foot equivalent units. Overall, the 2017 findings show the port has maintained or exceeded the dramatic clean air progress it has made over the last 12 years, and has now met all of its 2023 Clean Air Action Plan goals. Emissions of nitrogen oxides, a key component of smog, are down an unprecedented 60 percent compared to 2005 emissions levels, diesel particulate matter remains down 86 percent, and sulfur oxides remain down 98 percent.

To reduce emissions while also significantly increasing cargo volumes, the port had to reduce the average amount of emissions it generates to move each container. Using this type of measurement, the port also posted its best year ever, lowering the average amount of emissions the port generates to move each container of cargo for all eight pollutants tracked by the port's emissions inventory, including greenhouse gases, which were down 30 percent per container on average since 2005.

Effective 2017, all ships calling at the port met California and North Ameri-

can Emissions Control Area requirements to use fuel with 0.1 percent or lower sulfur content. More ships also are reducing fuel consumption by slowing down within 40 nautical miles of the port. Ongoing turnover of the truck fleet and upgrades of cargo handling equipment with the cleanest available engines also helped hold the line on emissions. More than half of nearly 17,000 drayage trucks calling at the port in 2017 have 2010 model year or newer engines. Nearly 47 percent of cargo handling equipment — including cranes, tractors and forklifts — have Tier 4 or equivalent diesel engines, the cleanest diesel emission technology on the market.

The latest findings are based on data collected during calendar year 2017 and reviewed by regional, state and federal air regulatory agencies. The annual inventory details the impact of all strategies for reducing emissions from port-related sources: ships, locomotives, trucks, cargo handling equipment and harbor craft.

As container throughput increases, the port is working to implement more aggressive strategies to maintain its clean air gains and continue to meet the 2023 goals.

## WSF wants to go greener

Washington State Ferries has begun a project to transition the largest vessels in its fleet to cleaner hybrid-electric power. The three ferries in the operator's Jumbo Mark II class, the *Tacoma*, *Wenatchee* and *Puyallup*, were built from 1997 to 1999 at Todd Pacific Shipyards in Seattle. Each vessel can carry up to 2,499 passengers and 202 vehicles, making them the largest in the Washington State fleet. The 460 footers are also the fleet's biggest emitter of greenhouse gas emissions. Collectively, the three vessels burn approximately 4.2 million gallons of fuel per year — more than 26 percent of the fleet's consumption.

Earlier this year, a study to analyze the feasibility of modifying three WSF Jumbo Mark II ferries to integrate battery power into the propulsion plant was prepared by naval architecture and marine engineering firm Elliott Bay Design Group. The study discussed the initial power and energy requirements for each route (Seattle to Bainbridge and

Edmonds to Kingston), the sizing of the battery banks, new arrangements on the vessels, impacts to the existing system and life cycle cost analysis, and proved the feasibility and financial justification of the conversions. Several long-term benefits for Washington State Ferries and the impacted region were highlighted, including zero-emission crossings on the proposed routes, major reductions in NOx and particulate emissions after the conversion and near elimination of diesel fuel consumption for the vessels.

The study found that the conversion project would have an enormous impact in meeting the Washington State Department of Transportation's 2020 emissions targets set by Washington State Legislature and complying with the governor's executive order to transition to a zero-carbon emission fleet.

The Elliott Bay Design Group said it will continue to study vessel electrification closely, especially as this developing technology comes to the U.S.

## CMA CGM introduces new function to control reefer atmosphere

French container shipping line CMA CGM has introduced an advanced controlled atmosphere function, called Climactive, to its fleet of reefer containers to maintain fruit and vegetable products in transit. Climactive works by reducing the level of oxygen inside a container equipped with Daikin's Active controlled atmosphere technology, and is specifically designed for sensitive products which face a long transit time and organic products without preservatives.

A spokesman for the company said, "CMA CGM continues upgrading its reefer range to better meet customers' needs and acquire new markets. Introducing Climactive means additional technology is available for the most sensitive commodities in CMA CGM's controlled atmosphere offer."

The technology allows fruit and veg-

etable shippers to maintain product freshness up to final destination, preventing maturation, extend shelf life and preserve quality attributes. It also gives exporters the option of reaching further destinations and targeting new markets, as well as allowing businesses to maintain a product's organic label.

Climactive aims to reach the optimal O2-CO2 balance in a reefer much quicker than other controlled atmosphere technology and features a nitrogen pump that acts as a barrier against oxygen infiltration, protecting the cargo from excessive ripening.

CMA CGM claims it is the second-largest refrigerated container carrier in the world, with a reefer fleet of 385,000 twenty-foot equivalent units and 288,000 reefer plugs across its vessel fleet.

## Ready Reserve Force in San Francisco Bay



Aboard the *MV Cape Horn* at Pier 50 in San Francisco are Standby Wipers Ronny Ting, JM-5139; Michael Drummond, non-seniority applicant; Dallas Harris, JM-5255; and Keith Miller, JM-4945; Electrician Ahmed Munassar, JM-5209; and Standby Wiper Robert Salazar, JM-4982. The *MV Cape Horn* is part of the U.S. Maritime Administration's Ready Reserve Force.

The Ready Reserve Force (RRF) program was initiated in 1976 as a subset of the Maritime Administration's National Defense Reserve Fleet to support rapid

worldwide deployment of U.S. military forces. As a key element of Department of Defense (DOD) strategic sealift, the RRF primarily supports transport of Army and Marine Corps unit equipment, combat support equipment, and initial resupply during the critical surge period before commercial ships can be marshaled. The RRF provides nearly one-half of the government-owned surge sealift capability. Management of the RRF program is defined by a Memorandum of Agreement between DOD and Department of Transportation.

## Long Beach port emissions fall as cargo rises

The Port of Long Beach is continuing to outperform 2023 clean air goals for diesel particles and sulfur oxides, even while cargo volumes have jumped to record levels, according to a comprehensive study of port-related air pollution emissions. The 2017 annual emissions inventory found the port's aggressive actions to curb pollution have cut diesel particulates by 88 percent, sulfur oxides by 97 percent and nitrogen oxides by 56 percent since 2005, the baseline year which emissions are measured against. The port maintained lower levels of emissions even though container traffic rose 11 percent in 2017. The Clean Air Action Plan set 2023 reduction targets for diesel particulates at 77 percent, sulfur oxides at 93 percent and nitrogen oxides at 59 percent.

Container traffic has grown by more than 12 percent since 2005 and the port's efficiency in moving containers measured by tons of emissions per twenty-foot equivalent unit has improved by 23 percent since 2005. The port is moving

more cargo and creating more jobs with lessened environmental impacts.

Greenhouse gases, which were not targeted for reduction in the original Clean Air Action Plan, were curtailed by 18 percent in 2017 compared to 2005. However, the reduction is less than the 22 percent the previous year. Port officials attributed the change to increased cargo volumes and ship visits; however, the amount of greenhouse gas emissions per twenty-foot equivalent unit moved is down, as demonstrated by efficiency measurements in the emissions inventory.

The Port of Long Beach's efforts to improve air quality have included the Clean Trucks Program, the adoption of shore power for container ships and the Port's Green Flag Vessel Speed Reduction Program. Additionally, the Port's future Pier B On-Dock Rail Facility will be the centerpiece of a program to increase the use of on-dock rail for greener operations.

## ILWU elects new leadership

The membership of the International Longshore and Warehouse Union (ILWU) has elected Willie Adams to the office of International President to succeed the retiring Bob McEllrath. Adams is the ILWU's current Secretary-Treasurer and will take over as President later this year. Ed Ferris will become the organization's Secretary-Treasurer and Bobby Olivera Jr. will be Mainland Vice President. Wesley Furtado will remain in the office of Hawaii Vice President.

Outgoing President Bob McEllrath noted that the new team will face tough

challenges and said "it is essential that we all get behind the new leadership because if they fail we all fail."

McEllrath was Constitutionally-restricted from running for another term after heading up the union for a dozen years. The ILWU Constitution prevents officers from running for international office once they turn 65.

Adams thanked the membership and said, "Together we will build a union that honors our past, protects our present, and builds towards a prosperous future. Long live the ILWU!"

# MFOW PRESIDENT'S REPORT



By Anthony Poplawski

## HEALTH AND WELFARE PLAN

In August, the trustees of the MFOW Welfare Plan approved new rates in the various health care provider premiums. In order to give the membership an idea of what we are up against in the health care realm, the new rates are as follows:

**Kaiser Foundation Health Plan California** — Kaiser provided notification of a premium increase of four percent. The monthly premium per capita rate of \$585.27 will increase to \$608.98 on October 1, 2018. The renewal represents an annual increase in premium of \$47,500.

**Kaiser Foundation Health Plan Hawaii** — Kaiser has advised it will require no change in the medical and prescription drug premiums. The monthly rate of \$481.46 will remain effective at renewal on October 1, 2018. The per capita monthly premium rate for dental will increase four percent from \$35.31 to \$36.72. The Kaiser Hawaii renewals represent an overall increase in the annual premium of \$900.

**Kaiser Foundation Health Plan Washington** — Kaiser advised that it will require no change in the current monthly rate of \$532.79 per employee.

**Kaiser Foundation Health Plan Oregon** — The renewal date has been realigned to October 1 to match the other regions. Kaiser has advised it will increase the medical and prescription drug premiums by 15 percent on October 1, 2018: from \$726.73 to \$835.74 per employee per month. The per capita monthly premium rate for the dental plan of \$74.18 will remain unchanged. The Kaiser Oregon renewals represent an overall increase in the annual premium of \$7,900.

**Health Net HMO and PPO** — Health Net requested a 5.5 percent increase for the HMO plan effective October 1, 2018, and a 10.9 percent increase in the PPO plans. The Health Net HMO monthly premium will increase from \$1,152.41 to \$1,216.14. The Health Net PPO California monthly premium will increase from \$1,191.39 to \$1,321.13. The Health Net PPO outside California monthly premium will increase from \$1,342.41 to \$1,488.60. The Health Net renewals represent an annual increase in cost of \$38,400.

**Anthem Blue Cross ASO** — Concerning the self-funded medical plan for active dependents and non-Medicare pensioners, Anthem requested an increase in the monthly administrative services (ASO) fee of 3.5 percent from \$51.78 to \$53.57 per family unit. The fee increase represents additional annual fees of approximately \$4,100.

**Anthem Blue Cross Stop Loss Coverage** — Anthem requested an increase of 35 percent effective September 1, 2018, but subsequently reduced the premium increase to 30 percent. The rate adjustment would have increased the monthly premium from \$140.66 to \$182.86 per family unit.

During the most recent 11 months, the carrier collected premiums of approximately \$298,000 and paid \$314,900 in claims exceeding the \$100,000 individual pooling level and the \$37,500 aggregating specific deductible amount. During the prior year, the carrier paid over \$613,000 in claims and collected around \$264,000 in premium. There are currently two large claims that are being investigated by Anthem's fraud department.

The trustees agreed to increase the specific deductible amount from \$100,000 to \$125,000 per large claim starting with the September 2018 policy year. While the liability for each large claim will increase by \$25,000, the annual renewal premium will be reduced from \$182.86 to \$148.07.



Holy mackerel! On the stern of the *USSA Vorthy* are Oiler Erik Gomez, non-seniority applicant; Electrician Alex Rhodes, JM-5028; and AB Kanoa Wilson, SUP.

**Anthem Blue Cross Dental** — Based on favorable claim experience for dependent dental, the provider will decrease the premium rate of \$81.26 to \$77.20 for one year through August 31, 2019. This represents an \$8,400 reduction in annual premiums.

## PATRIOT CONTRACT SERVICES

Effective October 1, 2018, there shall be a two percent increase in total labor cost for unlicensed engine ratings serving aboard the eight *Watson*-class LMSR vessels. Recommend that the fringe benefit (not wage) increases be reallocated so as to maintain the daily SIU-PD Pension Plan contribution at \$20.00 and the daily SIU-PD Supplemental Wage Fund administrative fee at \$2.12; and to increase the daily MFOW Money Purchase Pension contribution to \$30.00.

Also effective October 1, 2018, there shall be a three percent increase in total labor cost for unlicensed engine ratings serving aboard the shallow draft tanker *MT SLNC Pax*. Recommend that the fringe benefit (not wage) increases be reallocated so as to maintain the daily SIU-PD Pension contribution at \$20.00, the daily SIU-PD Supplemental Wage Fund administrative fee at \$2.12, and the daily MFOW Money Purchase Pension contribution at \$30.00.

## APL MARINE SERVICES

**Maritime Security Program** — In August, President Trump signed the defense authorization bill into law at a ceremony at Fort Drum, New York. The bill authorizes defense spending and policy priorities; however, funding for defense agencies and programs will not be finalized until after the completion of the appropriations process which provides the money. The defense bill authorizes \$717 billion for fiscal year 2019. In the bill, the Maritime Security Program (MSP) is authorized at its full funding level of \$300 million in fiscal year 2019, which will be allocated to 60 vessels at \$5 million per vessel.

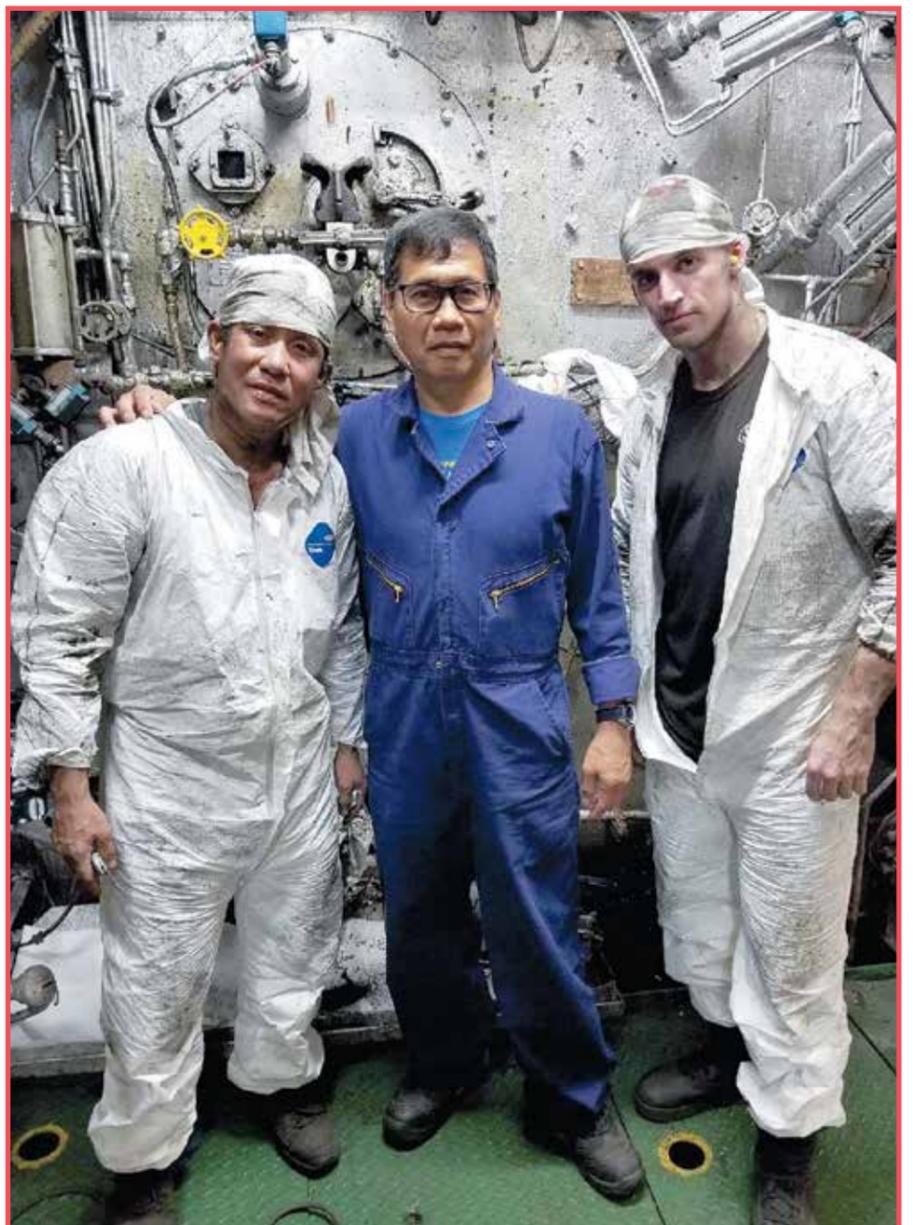
**MSP vessel turnover** — APL Marine Services (APLMS) has completed the swap-out of the five C-11 vessels with newer replacement vessels from the international CMA CGM fleet. The C-11 vessels were getting close to the MSP dry cargo age restriction of 25 years. The newer ships range in age between three and 12 years old and will assume each of the MSP operating agreements held by the C-11 vessels.

The names of the five new vessels are *President Kennedy*, *President Eisenhower*, *President F. D. Roosevelt*, *President Cleveland* and *President Truman*.

On August 9, the Union was informed by APLMS that the 5500 TEU container-ship *APL Belgium* would be renamed the *President Wilson* on or about September 5, 2018, while in Busan, South Korea.

**Contract** — The 2015-2018 collective bargaining agreement between APLMS and the MFOW, SUP, and SIU-AGLIW (bargaining as the SIU-Pacific District) expires on September 30, 2018. The Pacific District unions notified the company on July 5, 2018, of our desire to amend the agreement. The parties agreed that General Rules bargaining will begin on Monday, September 24, and continue as necessary.

Three rank-and-file members were nominated and elected to serve on the Negotiating Committee at the September 5 Headquarters membership meeting. These will be volunteer positions; no compensation will be provided. We anticipate the bargaining schedule will be fluid and bargaining dates will be moving targets, so Negotiating Committee members will need to be ready to meet on short notice.



Left to right aboard the *SS Matsonia* in Oakland are Standby Wiper Eddie Coloma, JM-5243; Shore Maintenance Mechanic Abe De La Fuente, JM-5324; and Standby Wiper Evan Halvorson, non-seniority applicant.

## VICE PRESIDENT'S REPORT

Right on cue, with September being the peak of hurricane season, the Atlantic basin has roared to life with Him'acane Gordon and Hurricane Florence, to be followed by tropical storms Helene and Isaac, for lagniappe! These forces of Mother Nature demand caution and respect throughout their meanderings.

Shout-outs this month go to the crew members of the training ship *Kennedy* (especially the Oilers) and the *Cape Henry*, which was activated to bring the vessel to dry dock. Thanks also to SUP member Rhonda Benoit for covering the dispatching at the Seattle hall while Brendan Bohannon was on vacation. Two members applied for upgrading and were approved at the September 5 Headquarters membership meeting: Nick Martinez, JM-5225 ("C" to "B") and Andrew Macadaan, JM-4705 ("B" to "A").

I want to remind all MFOW members, and especially "grey ship" mariners, of the operational security that should be adhered to, while serving aboard these vessels. This is a very serious condition of employment, and the misuse of your personal electronic devices could result in disciplinary action imposed by our contractors. The posting on social media of blogs, tweets, etc., dissing other crew members or the company shall never go away once transmitted. One day it might come back to haunt you!

I would also like to remind members

to request a slip from your dispatcher before going to the Seafarers' Medical Center for clearances, drug screens, 719-K's, etc.

**Matson** — All vessels continue to call for Standby Wipers and Standby Electrician/Reefers. We shipped a new one-year Shore Mechanic in Oakland.

The *Cape Henry* is in dry dock in Portland. The *Lihue* will follow for rudder repairs after the *Cape Henry* gets out. The *Matsonia* is on the Oakland-Honolulu yo-yo run. The *Kauai* is on the Pacific Northwest triangle run. Shipped a Reefer/Electrician, then the Wiper missed the ship and the job was filled in Honolulu. The *Manoa* is on the same run and is running three days late due to the "him'acane." The *Mahimahi* is on the Pacific Southwest triangle run and is running two days late due to the same hurricane.

**APL Marine Services** — The last of the re-flags took place this month when the *APL Belgium* was renamed the *President Wilson*. The following ships were in and out clean: *President Cleveland*, *President Kennedy*, *President Truman* and *President Roosevelt*. Shipped a DJU and Wiper to the *Truman* on short notice; the REJ job went to Seattle and the ERJ job went to Wilmington.

Fraternally,  
"Cajun" Callais

## BUSINESS AGENT'S REPORT

For the month of August, we dispatched the following jobs to Patriot Contract Services' (PCS) vessels: *USNS Charlton* — one Wiper was flown out to Korea. *ITB SLNC Moku Pahu* — one Wiper was flown out to Portland, OR. *USNS Soderman* — one Oiler was flown out to Korea. *USNS Watkins* — one Oiler and one Wiper were flown out to Diego Garcia. *USNS Dahl* — one Oiler and one Wiper awaiting flyout to Saipan.

The *USNS Watson* called for a crew for a COI (inspection of vessel). Wilmington furnished an Electrician, and Headquarters furnished two Oilers; crew was flown out to Norfolk, Virginia.

Matson's *Cape Horn*, *Cape Hudson* and *Cape Henry* all called for standby Wipers for five days of engine room cleaning.

Fraternally,  
Bobby Baca

## Dredging of Mississippi River gets critical endorsement

A plan to deepen the main channel of the Mississippi River to 50 feet from Baton Rouge to the Gulf of Mexico has won a critical endorsement from the U.S. Army Corps of Engineers (USACE). The increase in river depth could result in annual benefits of upward of \$100 million to the nation's economy, compared to average annual costs of \$17.7 million.

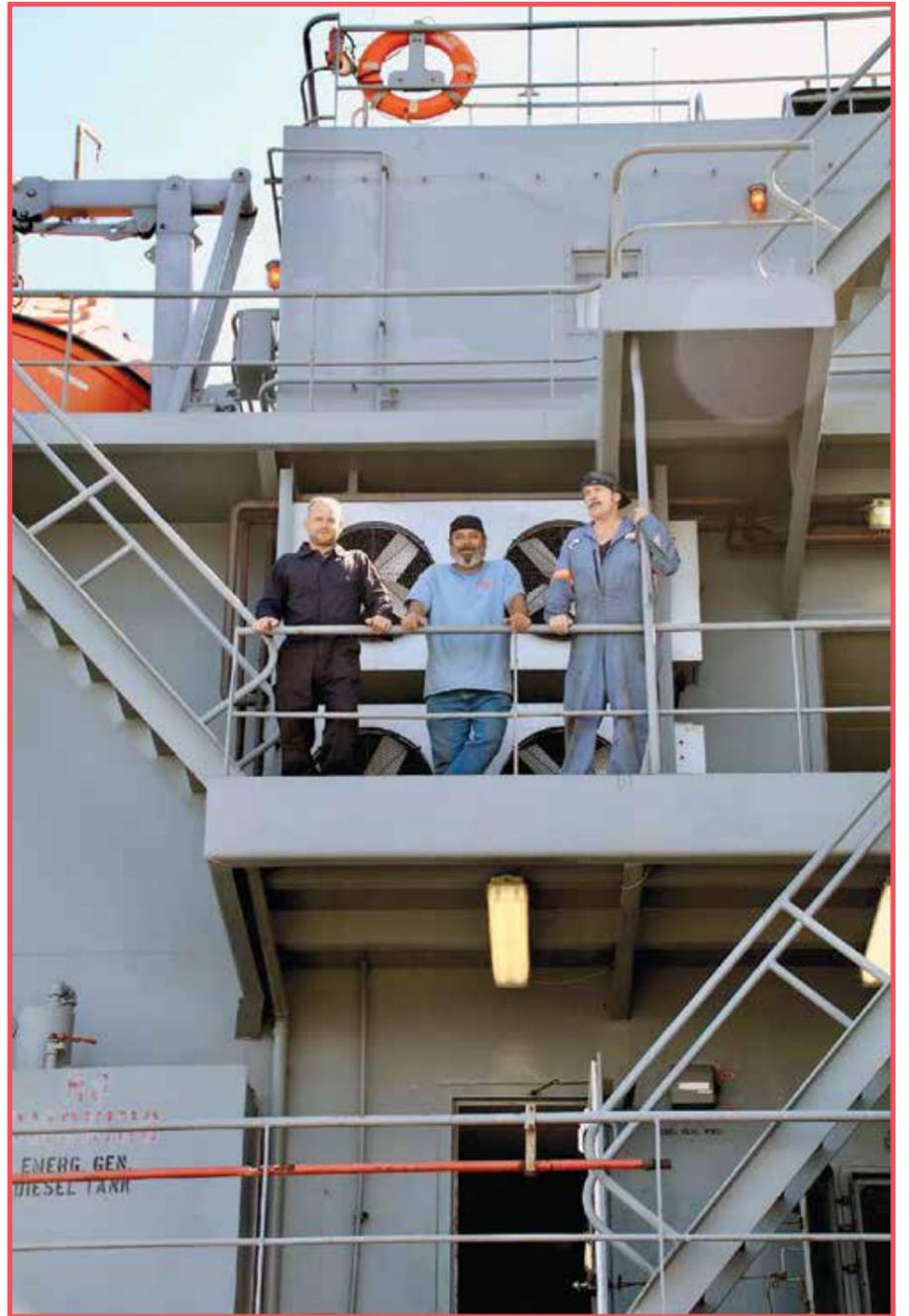
The \$200 million-plus project will deepen the main shipping channel an extra five feet where needed along about 250 miles of the river as it passes through the Plaquemines Port, Harbor and Terminal District, Port of New Orleans, Port of South Louisiana, and Port of Greater Baton Rouge. Those ports handle more than 500 million tons of cargo a year, including 60 percent of the nation's grain.

The project has gained momentum in recent years because of the multi-billion-dollar expansion of the Panama Canal, which opened in 2016. The dredging will allow new-Panamax vessels that are built larger to use the widened Panama Canal and post-Panamax vessels that may be too large for the ca-

nal to reach Baton Rouge as long as their superstructure fits below the Crescent City Connection Bridge in New Orleans. It will also reduce the practice of loading some ships with less cargo weight than their size allows, or unloading cargo from ships before they enter the river's mouth. Officials also hope the deeper dredging will increase the intervals between required maintenance dredging.

A USACE spokesman said that Louisiana's share of the cost could be as much as \$119.6 million, including \$39.4 million of the actual deepening project construction costs. The other \$80.2 million attributed to the state is the cost of relocating pipelines and other utilities that run through the river. Both the USACE and state estimate that some of the relocation cost will be picked up by the utility owners.

The final proposal must be approved by the White House Office of Management and Budget and Congress. Congress must also include funding for the project in its fiscal year 2019 budget and money for the increased cost of annual dredging in future annual budgets.



Pictured left to right are Wiper Trae Kranz, non-seniority applicant; Oiler Kerry Augustine, JM-5177; and Oiler Keith Miller, JM-4945 aboard the *GTS ADM W.M. Callaghan* in Alameda, California.

## MARAD to add new office in Kentucky

U.S. Secretary of Transportation Elaine L. Chao announced last month that the Maritime Administration (MARAD) will establish a new, dedicated Gateway office in Paducah, Kentucky. Gateway offices provide assistance to public ports and state and local officials in addressing transportation congestion relief and improving freight and passenger movement.

"The Paducah-McCracken County Riverport is a multimodal center, with waterway, rail, and road connections, and with this level of maritime activity, it makes sense to place a Gateway office in Paducah," Chao said in a statement.

The new location and resources will allow MARAD to expand in the area around the Paducah hub, and be better able to support the inland waterway transportation system, its ports, service providers and vessel operators. Paducah's proximity to three major river confluences will support stakeholders working to create a strong transportation network on our inland waterways.

"This new Gateway office will support Paducah's important role as an inland waterway crossroads between the Tennessee, Ohio, Cumberland and Mississippi rivers, as well as a major dry dock center," said Chao.

MARAD has nine other Gateway offices in proximity to the nation's largest ports. The offices were established to act as liaisons between maritime communities, state and local authorities and their federal counterparts to identify intermodal challenges and solutions and assist in identifying federal and state funding opportunities.

"Enhancing Marad's impact nationwide is critical for the continued success of the maritime industry," said Maritime Administrator Mark H. Buzby.

The Inland Waterways Gateway Office in Paducah will have an area of responsibility which includes all or portions of the Kentucky-adjacent states of West Virginia, Ohio, Indiana, Illinois and Tennessee. The Paducah office will also provide support to the St. Louis Gateway office for the states of Arkansas and Oklahoma.

The MARAD Gateway offices are:

Gateway	Office Location
Eastern Gulf/Lower Mississippi	New Orleans
Great Lakes	Chicago
Mid-Atlantic	Norfolk
New York North Atlantic	New York
Northern California	San Francisco
Pacific Northwest	Seattle
South Atlantic	Miami
Southern California	Long Beach
Inland Waterways	St. Louis
Western Gulf	Houston

## 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](http://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.

October 1-5

October 22-26

#### 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 24-28

October 22-26

#### 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.

October 15-November 9

November 26-December 21

##### 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.

October 15-19

November 12-16

December 17-21

##### 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.

October 8-12

November 5-9

December 3-7

##### 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: November 26-27

Training Resources, Ltd., San Diego, CA (one day): September 28; October 12; October 26; November 9; November 30

MITAGS-PMA, Seattle, WA: October 4-5; October 18-19; October 31-November 1

Maritime License Center, Honolulu, HI: 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: November 28-30

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

Compass Courses, Edmonds, WA: Oct 30-Nov 1; November 27-29

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

## Seven large ports join climate advocacy effort

At the Global Climate Action Summit in San Francisco, the CEO of the Port of Rotterdam announced that he is joining the ports of Hamburg, Barcelona, Vancouver, Los Angeles, Long Beach and Antwerp on an initiative to address global warming. Together, these port authorities are calling on other seaports, the shipping industry, governments and regulators to move towards the Paris Agreement's goals for emissions reduction.

According to a statement issued by the Port of Rotterdam, the seven ports in the new World Ports Climate Action Program will call on governments to adopt international policies to implement carbon pricing - a measure that has been opposed by representatives of the shipping industry, at least within the context of Europe's regional Emissions Trading System. This climate advocacy goal extends well beyond the aims of earlier port-coalition groups, like the World Ports Sustainability Program, which expresses support for the Paris Agree-

ment but focuses on what ports can do within their own gates.

In addition to their ambitious advocacy efforts, the members of the new World Ports Climate Action Program will pursue five quayside actions to increase efficiency and reduce carbon emissions:

- Increase efficiency of supply chains using digital tools.
- Advance common and ambitious public policy approaches aimed at reducing emissions within larger geographic areas.
- Accelerate development of in-port, renewable power-to-ship solutions and other zero emission solutions.
- Accelerate the development of commercially viable, sustainable low-carbon fuels for maritime transport, and the infrastructure for electrification of ship propulsion systems.
- Accelerate efforts to fully decarbonize cargo-handling facilities in their ports.

## 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.

# Surge in scrubber orders to meet 2020 sulfur cap

There has been a surge in orders for scrubbers on containerhips to meet the requirements of the IMO's 2020 0.5 percent sulfur cap. Currently, only 25 containerhips have scrubbers installed. This number is set to surge to 193 by 2020 when the sulfur cap for marine fuel comes into force. The vast majority of these will be retrofits to existing vessels, while 33 will be installed on new builds.

Scrubbers are of particular interest to owners of large vessels such as very large crude carriers, cape-size bulkers, and ultra-large containerhips, given

the relative cost of the exhaust cleaning units and the potential savings from the price spread between high sulfur and low sulfur marine fuels.

The move to switch to LNG as a marine fuel for containerhips remains limited with just 20 new builds on order and one conversion. Conversions are generally viewed by the market to be too expensive and complex.

Last year CMA CGM inked a groundbreaking order for nine 22,000 TEU LNG-powered containerhips and has acquired four Finnish LNG-powered new build containerhips.

# Panama Canal to implement modifications to transit reservation system

As part of its commitment to maximizing the efficiency, flexibility and reliability of its service to all customers, the Panama Canal announced changes to the Transit Reservation System for neo-Panamax vessels, effective October 1, 2018. The modifications are a step in a positive direction for the neo-Panamax Locks and take into consideration the lifting of certain navigation rules for liquefied natural gas (LNG) vessels and ongoing customer feedback, as well as routine analysis of the utilization and fair market value of the Expanded Canal.

Currently, customers may reserve transits during three booking periods determined by the days prior to the requested transit date. However, the announced adjustments will introduce a new booking period within the first booking period, called booking period 1.a, which will be accompanied by corresponding modifications to the duration and slot allocation within each booking

period. These changes will also include a transition period for those LNG vessels that have already obtained slots during the current booking period 1, which will allow customers to release them without being charged a cancellation fee.

The total slots available for neo-Panamax vessels and priority for certain market segments will remain unchanged. However, by tailoring the reservation process, along with restructured cancellation fees for current LNG carrier practices, the Panama Canal aims to curb

Despite being the fastest-growing segment, LNG vessels currently use only 60 percent of the reservations they acquire. The announced changes will allow the Panama Canal to better streamline and accommodate LNG transits going forward, while maximizing the operation of the waterway for all segments.

The latest modifications to the Transit Reservation System are part of a series of efforts to provide added flexibility and reliability per growing market needs. This includes the Canal's decision in June to lift certain daylight and meeting restrictions for LNG transits beginning on October 1, 2018, as well as the additional neo-Panamax reservation slot made available in May, totaling eight daily.

# Massive boom deployed to corral Pacific Ocean plastic trash

Engineers set to sea this month from San Francisco Bay to deploy a trash collection device to corral plastic litter floating between California and Hawaii in an attempt to clean up the world's largest garbage patch in the heart of the Pacific Ocean. The 2,000-foot long floating boom was being towed from San Francisco to the Great Pacific Garbage Patch — an island of trash twice the size of Texas.

The system was created by The Ocean Cleanup, an organization founded by Boyan Slat, a 24-year-old innovator from the Netherlands who first became passionate about cleaning the oceans when he went scuba diving at age 16 in the Mediterranean Sea and saw more plastic bags than fish.

The buoyant, U-shaped barrier made of plastic with a tapered 10-foot deep screen, is intended to act like a coastline, trapping some of the 1.8 trillion pieces of plastic that scientists estimate are swirling in that gyre but allowing marine life to safely swim beneath it. Fitted with solar power lights, cameras, sensors and satellite antennas, the cleanup system will communicate its position at all times, allowing a support vessel to fish out the collected plastic every few months and transport it to dry land where it will be recycled. Shipping containers filled with the fishing nets, plastic bottles, laundry baskets and other plastic refuse scooped up by the system are expected to be back on land within a year.

Before the launch, Slat said he and his team will pay close attention to determine if the system works efficiently and withstands harsh ocean conditions, including huge waves. He said he is looking forward to a ship loaded with plastic coming back to port.

The Ocean Cleanup, which has raised \$35 million in donations to fund the project, will deploy

60 free-floating barriers in the Pacific Ocean by 2020. The free-floating barriers are made to withstand harsh weather conditions and constant wear and tear. They will stay in the water for two decades and in that time collect 90 percent of the trash in the patch.

Nine million tons of plastic waste enters the ocean annually and any solution must include a multi-pronged approach, including stopping plastic from reaching the ocean and more education so people reduce consumption of single-use plastic containers and bottles.

Concerns have been raised that marine and wildlife could be entangled by the net that will hang below the surface. However, the system is designed to act as a "big boat that stands still in the water" and will have a screen and not a net so that there is nothing for marine life to get entangled with. As an extra precautionary measure, a boat carrying experienced marine biologists will be deployed to make sure the device is not harming wildlife.



The crew of the USAV *Worthy* observed a U.S. Army missile launch at Kwajalein.

## HOWZ SHIPPING?

### August 2018 San Francisco

Electrician.....	4
Reefer/Electrician.....	2
Junior Engineer (Watch).....	2
Oiler.....	6
Wiper.....	5
Shore Mechanic.....	1
Standby Electrician/Reefer.....	13
Standby Wiper.....	29
<b>TOTAL.....</b>	<b>62</b>

### Wilmington

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	4
Reefer/Electrician.....	1
Junior Engineer (Watch).....	1
Junior Engineer (Day).....	2
Oiler.....	1
Pumpman.....	1
Wiper.....	7
Shore Mechanic.....	1
Standby Electrician/Reefer.....	17
Standby Wiper.....	56
<b>TOTAL.....</b>	<b>93</b>

### Honolulu

Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	4
Oiler.....	1
Wiper.....	4
Shore Mechanic.....	2
Standby Electrician/Reefer.....	24
Standby Wiper.....	35
<b>TOTAL.....</b>	<b>71</b>

### Seattle

Oiler.....	3
Standby Electrician/Reefer.....	6
Standby Wiper.....	6
<b>TOTAL.....</b>	<b>15</b>

## HONOR ROLL

**Voluntary donations to General Treasury — August 2018:**  
Alex Reyer, JM-5336.....\$25.00

## Benefits paid during August

**Death Benefits**  
Runako McDonald, JM-5110 \$24,015.58  
Un Hee Kwong, P-1917 \$1,500.37

**Burial Benefits**  
NONE  
**Excess Medical** \$965.61  
**Glasses and Examinations** \$600.00

## POLITICAL ACTION FUND

**Voluntary donations for August 2018:**  
Maurice Baptiste, JM-5175.....\$45.00  
Trummel Hampton, JM-5282.....\$50.00  
John Harlan, #3609.....\$30.00  
Mario Higa, #3728.....\$100.00  
David Hooper, #3712.....\$25.00  
Alex Reyer, JM-5336.....\$75.00  
Rogelio Rodriguez, #3870.....\$100.00  
William Watters, JM-4936.....\$100.00

## MFOW members pensioned

Name	Pension Type	Sea Time	Effective
Mike Muta	SIU-PD/MFOW Def Vested	11.000	9/1/2018
Max Rex	SIU-PD Basic	24.980	9/1/2018

## 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

## HONOLULU NOTES

Honolulu dispatched 72 jobs in the month of August. The *MV R.J. Pfeiffer* Reefer Engineer, *USNS Pomeroy* Oiler, *MV Mokihana* Junior Engineer, *MV APL Saipan* Junior Engineer, *MV Mahimahi* Wiper, *MV Manoa* Wiper, and one Matson Shore Mechanic rotated out. The *SS Kauai* crossed without its Wiper.

I also had four relief jobs. The Junior Engineer and the Wiper on the *MV Manoa*, the Junior Engineer on the *MV R.J. Pfeiffer* and a Shore Mechanic all needed relief. Honolulu filled all of its standby jobs: 24 Standby Electrician/Reefers and 35 Standby Wipers.

We have 15 A-, 6 B-, and 7 C-seniority members on the registration list.

I must give a shout-out to the Honolulu members for stepping up and helping me to fill all the dispatches in the month of August. Thank you, brothers. The members here had to deal with a Category 4 hurricane coming straight for the Islands.

Just days before the hurricane arrived, I dispatched 12 jobs. Then everybody waited for Hurricane Lane to arrive. All ships in Honolulu harbor were ordered to leave. Early morning Thurs-

day, the *MV Mahimahi* unloaded about half its cargo, and then sailed north of Molokai to wait it out. Lane slowed down its forward movement, and then wind shear weakened it down to a Category 1 hurricane. It eventually turned 90 degrees to the west and left us on Oahu with no damage at all. I can't say the same for the outer Islands. The *MV Mahimahi* got called back late morning on Saturday. Dispatches for three ships had to be revised with new start times.

Last month, I also did a bunch of political sign-waving for a few candidates, attended the Hawaii State AFL-CIO executive board meeting to go over the financials, and attended a council of affiliates meeting to endorse candidates for the November 6 general election. I also represented the MFOW at the Hawaii Pilots Association open house/luncheon buffet at Pier 19. It was a packed house.

Hawaii's primary elections are now over, and since I can't say anything good, I just won't say anything. Well, maybe there's one good thing I can say — I don't have to sign-wave for a while.

Aloha,  
Mario Higa, Port Agent

## SEATTLE NOTES

Three Oilers were shipped to Patriot Contract Services ships: one A- and two C-seniority registrants. Six Matson Standby Reefer/Electrician jobs were filled by four A-, one B- and one C-seniority registrants. Six Matson Standby Wiper jobs went to two C-seniority registrants, two non-seniority applicants and two SUP members.

Last month two A-, three B-, and four C-seniority members were registered, for a total of seven A-, five B- and six C-seniority registrants on the list in

Seattle.

When you look in your wallet to pay for a beer, remind yourself to look at your documents when you get home. The two are closely related; and if you enjoy spending cash, keep up to date on your shipping papers. Seattle is averaging three sad faces a month when someone wants to go to work, but then finds they have expired papers.

Respectfully,  
Brendan Bohannon  
Representative



Maritime labor turned out on the parade route during the 2018 Los Angeles/Long Beach Harbor Labor Coalition Labor Day March.



Unionists joined together in Wilmington, California on Labor Day.

## WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 94 jobs in August: Four PCS, seven APL, and seven Matson shipboard billets, as well as two APL Shore Mechanic jobs were filled by members and applicants. Nine applicants worked standby jobs and four made shipboard billets. Members registered here number 20 A-, 15 B-, and 37 C-seniority registrants. Deyne Umphress, #3899, covered for me as I had to take a day off from my duties, and I would like to thank him for doing so.

All ships arrived at Los Angeles/Long Beach with clean payoffs. Weather has not been favorable for some ships, most were on time or made up the time eastbound while a few were delayed and not so lucky. The *SS Lihue* was in and some guys jumped off here, headed home, and the ship went to dry-dock up north. The crew members dispatched from here will most likely return to the ship when she comes out if their card is still valid.

The new ships we have crewed up for APL look really clean topside and the company policy of keeping the dirty clothes in the changing room at the main deck has definitely kept them clean. The unlicensed gang has reported that they are being fed well despite a shortage of linens, proper stores and consumables, but that is to be expected with a reflag. Crews are getting used to the hot food provided right off the stove, instead of food warmers like we had before. This is a welcome change.

The 39th Annual Labor Day Parade sponsored by the local unions, including the MFOW, was held on Monday September 3. It was very well attended by the community and the unions involved, as well as many local politicians. The *SS Lane Victory* loaned the maritime unions one of their lifeboats for the march this year. She needed a little TLC and Carmen Fox, #3885; Jose Colon, JM-5215; Yasin Berber, JM-5267, and a few willing applicants took on the job of painting her inside and out with the oil and supplies provided by the *Lane Victory*.

Arvin Torre, JM-5194, with his Jeep had the U.S. Merchant Mariner colors out front and the MFOW and MM&P banners bringing up the rear to keep everyone informed as to who and what we represent. He also did his own graphics to complement his ride and he also handmade all the black shirts the gang wore during the march.

A lot of the other members wore union-made shirts printed up by Al Pastor, JM-5145. Paul Bloemhof, JM-5198, almost made it, but was shipped to the *USNS Pomeroy* days before the march. His wife Debbie towed the lifeboat while their daughter, friend and MM&P junior agent threw out candy donated by Stacey Bond, #3819. All retired to the hall for a BBQ, which was also very well attended. In retrospect, I hope that the mer-

chant mariner veterans who manned these Victory ships, as well as all civilian mariners, get the recognition they deserve for their service to their country someday. The website is <https://lablaborcoalition.com>.

In cooperation with new management in the M&R department at GGS, Daikin representative Carlos Sanabria conducted a one-day class with 44 attendees over a three-day period, including myself. The company and men acknowledged that the training produced immediate results in both productivity and morale on the terminal; both the motor-generator and reefer deadline status list shrunk appreciably following the class, resulting in our mechanics repairing the equipment efficiently, with less outsourcing to firms off the site. This was a long time coming, and with continued cooperation between current management and our union, will maintain quality control at the terminal as well as aboard ships with contracted companies.

Carrier has upcoming training in LB. Read the guidelines first if you are applying for tuition reimbursement. The Carrier link is <https://www.regonline.com/builder/site/Default.aspx?EventID=2324089>

GGs Foreman Ken Justice, #3678, and the leadmen have kept the gang organized with the ongoing construction and constant ops being moved around quickly while trying to work safely, and not carelessly.

Wilmington Instrument Corp. has also put together curriculum that has to be approved by the training trustees on thermal imaging and 20Ma circuits (transducers). I am awaiting the final word from John Bowman; and pending confirmation/approval of classes, he will conduct the class at our hall from 1400-1600. Class size will be limited to 6-7 members at a time.

The *SS Lane Victory* has reported that the port boiler has passed USCG inspection and is ready to fire up. By the time this makes print, she still cannot make way as the starboard boiler is still down and still awaiting funds to complete repairs to her starboard boiler. MFOW volunteers and applicants have been working hard to make ready for whatever the boiler contractor needs done. If you wish to assist, report to Chief Engineer Jim Gillen and Third Assistant Steve Silcock on Wednesdays and Saturdays at 0900. The ship will need men with FOWT or higher ratings to steam the plant. The ship cannot leave the dock until she has two operating boilers and has passed COI.

That is enough from here. Take it easy, and I hope all of you work safely on the way home.

Aloha,  
Sonny Gage  
Port Agent

### Regular membership meeting dates 2018

October	3	S.F. Headquarters
	10	Branches
Nov.	7	S.F. Headquarters
	14	Branches
Dec.	5	S.F. Headquarters
	12	Branches

FINISHED  
WITH  
ENGINES



Joseph A. Dube, #1247. Born October 9, 1923, Methuen, MA. Joined MFOW May 17, 1944. Pensioned September 1, 1968. Died August 8, 2018, Methuen, MA.