



THE MARINE FIREMAN

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



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No. 10

Maritime begins new fiscal year on continuing resolutions

Federal agencies that impact the maritime industry such as the Departments of Homeland Security and Transportation joined those that failed to receive their fiscal year 2019 funding under the two minibus appropriations packages signed into law by President Donald Trump.

Still, they remain open under a stop-gap continuing resolution (CR) included in one of the minibus packages to prevent a partial government shutdown. Funding provided by that CR runs to December 7, about a month after the crucial midterm elections.

Coast Guard Commandant Karl Schultz was asked during a recent House subcommittee hearing about the impact operating under a CR can have, and he readily explained why agencies and their supporters in Congress dislike them so much.

"CRs preclude us from starting new projects at the beginning of the year," Schultz said. He reminded lawmakers the Coast Guard has been "hampered" by CRs over the last eight or nine budget cycles. "So, we've gotten adept at that," he said.

As an example of an actual impact, he said last year's CR came just as the Coast Guard was getting ready for a service life extension program on its MH60 Jayhawk

helicopters. He said deferring such projects can set the agency back.

Marine Highways Potential — Maritime Administrator Mark Buzby said the nation's extensive coastwise and island waterways system will be the key in responding to population growth over the next 30 years, a corresponding need to move more goods and people and a freight system already under pressure.

"I think all of us here are in agreement that the answer lies back on the water, where cargo movement all began in this country before we had a road and rail network," Buzby said at a recent marine highways conference.

"Our marine highways are really the only remaining surface mode of transportation capable of absorbing this excess freight volume."

To even begin to tap the marine highways' potential, Buzby laid out a list of options that included significant investment in modernization and capacity improvements, a repurposed pier and wharfage capacity and a coordinated effort from the 10 gateway offices to help local stakeholders create seamless extensions of the surface transportation system. He challenged local supporters not to wait for a "bright idea" from MARAD and reminded them of what it takes to compete for a Marine Highway Grant.

Missouri Plan Delayed — The U.S. Army Corps of Engineers extended the waiting period through October 22 for the Final Missouri River Recovery Management Plan and Environmental Impact Statement Record of Decision. Previously the Corps had set the waiting period through October 9.

New PREP Guidelines — The U.S. maritime industry could see discounted net cost savings of more than \$9 million over 10 years under changes to the National Preparedness for Response Exercise Program (PREP) guidelines. That estimate came from the U.S. Coast Guard as part of its announcement that the final 2016.1 version of the guidelines were available.

Effective October 1, the final guidelines followed a request for public comment on an economic analysis of potential deregulatory savings resulting from proposed changes that were published December 22, 2017. Nine of the 11 comments received in response to two requests addressed a proposed reduction to the frequency of the remote assessment and consultation drills.

"We estimate the discounted net cost savings to the U.S. maritime industry over a 10-year period of analysis to be between \$7.6 million and \$9.3 million at seven and three percent discount rates, respectively," the Coast Guard stated in its October 2 Federal Register notice.

PREP guidelines date back to provisions on developing a workable exercise program included in the Oil Pollution Act of 1990.

AAPA Fly-In — The American Association of Port Authorities (AAPA) said trade, infrastructure investment and a major water resources development bill topped the agenda of its Capitol Hill fly-in. Rep. Alan Lowenthal (D-California), co-chairman of the Congressional PORTS Caucus, kicked off a series of meetings that also included "the ever-popular" session with the Office of Management and Budget on the navigation program of the U.S. Army Corps of Engineers. Other key members of Congress that met with AAPA members from across the U.S. included House Majority Whip Steve Scalise (R-Louisiana), Rep. Mario Díaz-Balart (R-Florida), chairman, House Appropriations Subcommittee on Transportation, Housing, Urban Development and Related Agencies; Bill Pascrell (D-New Jer-

sey), ranking member, House Ways and Means Subcommittee on Trade; and Sen. James Inhofe (R-Oklahoma), chairman, Senate Environment and Public Works Subcommittee on Transportation and Infrastructure.

AAPA said other issues on the agenda included the Harbor Maintenance Tax agreement and Diesel Emissions Reduction Act grants.

Duplicate MMC — Duplicate Merchant Mariner Credentials (MMC) may be issued free of charge to mariners whose credentials were lost as a result of Hurricane Florence or subsequent flooding, the National Maritime Center (NMC) announced. In accordance with federal regulations, NMC said mariners can obtain an expedited replacement credential by providing a statement of loss by fax to 304-433-3412 or by email to IASKNMC@uscg.mil. That statement should contain the following: mariner's full name, date of birth, reference number or Social Security number, current mailing address, current phone number and/or e-mail address and a brief description of the circumstances surrounding the loss or destruction of the credential.

Unless otherwise requested, the NMC stated, any duplicate MMCs issued per the request process will include a corresponding Medical Certificate.

Maritime Bills — Congress gave final approval to a Senate bill to boost the Marine Debris Program, improve maritime safety in response to the 2015 El Faro tragedy and create a Blue Technology Center of Expertise to help the Coast Guard with emerging maritime technologies.

Senate Bill 3508, Save Our Seas Act of 2018, was sent to President Trump for his signature.

Under the marine debris measure, the National Oceanic and Atmospheric Administration can declare severe marine debris events and authorize additional funds to states for response efforts. On maritime safety, the bill requires the Coast Guard to enter negotiations with the International Maritime Organization on free-floating voyage data recorders and procure equipment to allow a radio, strobe or beacon to be attached to an object not immediately retrievable. It also sets a one-year deadline for establishing a Blue Technology Center of Expertise.

135th Anniversary Marine Firemen's Union 1883 – 2018



Although there is some indication that a Marine Firemen's Union existed for a short time as early as 1850, the membership books from early years proudly proclaim that the Union was founded October 1883 in San Francisco, California and reorganized in 1907. There were many later organizations of marine firemen's unions in the Atlantic, Great Lakes, New York City and the Gulf. But the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association has a clear trail to its 1883 beginnings. Happy Anniversary!



The *MV Cape Orlando* is a Ready Reserve Force ship, homeported in Alameda, California, and operated by Patriot Contract Services for the U.S. Maritime Administration. From left to right are Oiler Ezra Dhillon, #3751; Oiler Alex Reyer, JM-5336; Oiler Felicisimo Villa, JM-5099; Electrician Mario Bolanos, #3893; and Wiper Eric Danzy, non-seniority applicant.

Halls to close

Next month, the MFOW hiring halls will be closed on the following holidays:
Veterans' Day (November 11) — observed Monday, November 12
Thanksgiving Day — Thursday, November 22
Both Veterans' Day and Thanksgiving Day are contract holidays.



From left to right aboard the Patriot Contract Services-operated *USNS Sisler* are Oiler Nick Ertl, JM-5277; Oiler Waymon Jackson, JM-5138; Wiper Laura Ramirez, JM-5256; Oiler Deon Hansen, #3822; and Electrician Val Ivanof, JM-5062.

The Marine Fireman

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PATRIOT CONTRACT SERVICES WAGE RATES

MT SLNC PAX

Effective October 1, 2018

Full Operating Status

Rating	Base Wage	Base Wage	Supplemental Wage	Supplemental Base	Supplemental Wage
	Monthly	Daily	Monthly	Monthly	Daily
QMED-Electrician	\$5,459.21	\$181.97	\$5,459.21	\$2,547.63	\$84.92
QMED-Pumpman	\$4,978.47	\$165.95	\$4,978.47	\$2,323.29	\$77.44
QMED-Oiler	\$4,560.46	\$152.02	\$4,560.46	\$2,128.21	\$70.94

Unlicensed personnel shall earn fourteen (14) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

Reduced Operating Status

Rating	Base Wage	Base Wage
	Weekly	Daily
QMED-Electrician	\$1,680.54	\$240.08
QMED-Pumpman	\$1,544.61	\$220.66
QMED-Oiler	\$1,414.91	\$202.13

Unlicensed personnel shall earn one and one half (1.5) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company.

Rating	Overtime	Money Purchase
	Hourly	Daily
QMED-Electrician	\$26.55	\$30.00
QMED-Pumpman	\$24.41	\$30.00
QMED-Oiler	\$22.39	\$30.00

The Hourly Overtime Rates above shall be paid for all work performed in excess of eight (8) hours on any day Monday through Friday and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS.

PATRIOT CONTRACT SERVICES WAGE RATES

WATSON-CLASS VESSELS

Effective October 1, 2018

Full Operating Status

Rating	56-Hour Base Wage	56-Hour Base Wage	Supplemental Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
QMED-Electrician	\$7,944.85	\$264.83	\$5,509.98	\$2,754.99	\$91.83
QMED-Oiler	\$6,192.44	\$206.41	\$4,320.28	\$2,160.14	\$72.00
Wiper	\$4,698.40	\$156.61	\$3,308.20	\$1,654.10	\$55.14

The supplemental wage benefit shall be computed on the basis of fifteen (15) days supplemental wages for each thirty (30) days worked or pro rata thereof at each rating's respective daily supplemental benefit rate.

Reduced Operating Status or Repair Availability Status

Rating	Base Wage	Base Wage
	Weekly	Daily
QMED-Electrician	\$1,476.38	\$210.91
QMED-Oiler	\$1,157.61	\$165.37
Wiper	\$886.44	\$126.63

During periods of Reduced Operating Status or Repair Availability Status, Unlicensed Personnel shall earn one and one-half (1-½) days of supplemental wages for each thirty (30) days on the payroll or pro rata thereof. Supplemental wages in ROS or RAV shall be administered directly by the Company.

Full Operating, Reduced Operating, or Repair Availability Status

Rating	Overtime	Money Purchase
	Hourly	Daily
QMED-Electrician	\$34.45	\$30.00
QMED-Oiler	\$27.55	\$30.00
Wiper	\$20.44	\$30.00

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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

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS

240 Second Street
San Francisco, CA 94105
Tel: (415) 362-4592/4593/4594
Fax: (415) 348-8864
Dispatcher-Tel: (415) 362-7593
Dispatcher-Fax: (415) 348-8896
General Email: headquarters@mfoww.org

Anthony Poplawski

President/Secretary-Treasurer
Email: mfow_president@yahoo.com

I. "Cajun" Callais

Vice President
Email: ICallais@mfoww.org

Robert Baca

Business Agent
Email: robchili510@yahoo.com

Karen Mohr, Controller

Email: KMohr@mfoww.org

Sandra Serrano, Secretary/Training

Email: SSerrano@mfoww.org

MFOW TRUST FUNDS

240 Second Street
San Francisco, CA 94105
Tel: (415) 986-1028 / 986-5720
Fax: (415) 546-7340
General Email: welfare@mfoww.org

Esther Hernandez

Medical/Dental Coverage:
Active Members
Email: EHernandez@mfoww.org

Amanda Salinas

Medical Claims:
Dependents and Pensioners
Email: ASalinas@mfoww.org

Celia Chu

Optical/Death Benefits/Accounts Payable
Email: CChu@mfoww.org

Peggy Artau

Money Purchase & Pension Benefits
Tel: (415) 362-1653
Fax: (415) 348-8864
General Email: pension@mfoww.org
Email: PArtau@mfoww.org

WILMINGTON BRANCH

533-B Marine Avenue
Wilmington, CA 90744
Tel: (310) 830-0470
Fax: (310) 835-9367

H. "Sonny" Gage, Port Agent

Email: HGage@mfoww.org

HONOLULU BRANCH

707 Alakea Street
Honolulu, HI 96813
Tel: (808) 538-6077
Fax: (808) 531-3058

Mario Higa, Port Agent

Email: MHiga@mfoww.org

PORT SERVICED — SEATTLE

4005 - 20th Avenue West, Suite 115
Seattle, WA 98199
Tel: (206) 467-7944
Fax: (206) 467-8119

Brendan Bohannon, Representative

Email: seattle@sailors.org

2018 General Election Endorsements

The California Labor Federation has announced endorsements for state and federal races and ballot measures for the November 6, 2018 general election.



California
LABOR
Federation

United States Senate

Kevin de León (D)

State Constitutional Offices

Governor

— Gavin Newsom (D)

Lieutenant Governor

— Ed Hernandez (D)

Secretary of State

— Alex Padilla (D)

Attorney General

— Xavier Becerra (D)

Controller

— Betty Yee (D)

Treasurer

— Fiona Ma (D)

Insurance Commissioner

— Ricardo Lara (D)

Superintendent of Public Instruction

— Tony Thurmond (D)

Board of Equalization District 1

— Tom Hallinan (D)

Board of Equalization District 2

— Refer to Executive Council

Board of Equalization District 3

— Tony Vazquez (D)

Board of Equalization District 4

— No Recommendation

United States

Representatives in Congress

District Candidate

- CD 1 Audrey Denney (D)
- CD 2 Jared Huffman (D)
- CD 3 John Garamendi (D)
- CD 4 Jessica Morse (D)
- CD 5 Mike Thompson (D)
- CD 6 Doris Matsui (D)
- CD 7 No Recommendation
- CD 8 Paul Cook (R)
- CD 9 Jerry McNerney (D)
- CD 10 Josh Harder (D)
- CD 11 Mark DeSaulnier (D)
- CD 12 Nancy Pelosi (D)
- CD 13 Barbara Lee (D)
- CD 14 Jackie Speier (D)
- CD 15 Eric Swalwell (D)
- CD 16 No Endorsement
- CD 17 Ro Khanna (D)
- CD 18 Anna Eshoo (D)
- CD 19 Zoe Lofgren (D)
- CD 20 Jimmy Panetta (D)
- CD 21 T.J. Cox (D)
- CD 22 Andrew Janz (D)
- CD 23 Tatiana Matta (D)
- CD 24 Salud Carbajal (D)
- CD 25 Katie Hill (D)

- CD 26 Julia Brownley (D)
- CD 27 Judy Chu (D)
- CD 28 Adam Schiff (D)
- CD 29 Tony Cardenas (D)
- CD 30 Brad Sherman (D)
- CD 31 Pete Aguilar (D)
- CD 32 Grace Napolitano (D)
- CD 33 Ted Lieu (D)
- CD 34 Jimmy Gomez (D)
- CD 35 Norma Torres (D)
- CD 36 Raul Ruiz (D)
- CD 37 Karen Bass (D)
- CD 38 Linda Sanchez (D)
- CD 39 Gil Cisneros (D)
- CD 40 Lucille Roybal-Allard (D)
- CD 41 Mark Takano (D)
- CD 42 Julia Peacock (D)
- CD 43 Maxine Waters (D)
- CD 44 Nanette Barragan (D)
- CD 45 Katie Porter (D)
- CD 46 Lou Correa (D)
- CD 47 Alan Lowenthal (D)
- CD 48 Harley Rouda (D)
- CD 49 Mike Levin (D)
- CD 50 Ammar Campa-Najjar (D)
- CD 51 Juan Vargas (D)
- CD 52 No Recommendation
- CD 53 No Recommendation

California State Senate

District Candidate

- SD 2 Mike McGuire (D)
- SD 4 Phil Kim (D)
- SD 6 Richard Pan (D)
- SD 8 No Recommendation
- SD 10 No Recommendation
- SD 12 Anna Caballero (D)
- SD 14 Melissa Hurtado (D)
- SD 16 Ruth Musser-Lopez (D)
- SD 18 Robert Hertzberg (D)
- SD 20 Connie Leyva (D)
- SD 22 Mike Eng (D)
- SD 24 Maria Elena Durazo (D)
- SD 26 Ben Allen (D)
- SD 28 Joy Silver (D)
- SD 30 Holly Mitchell (D)
- SD 32 Bob Archuleta (D)
- SD 34 Tom Umberg (D)
- SD 36 No Recommendation
- SD 38 Jeff Griffith (D)
- SD 40 Ben Hueso (D)

California State Assembly

District Candidate

- AD 1 No Recommendation
- AD 2 Jim Wood (D)
- AD 3 DUAL: Jim Gallagher (R)/
Sonia Aery (D)
- AD 4 Cecelia Aguiar-Curry (D)
- AD 5 Carla Jean Neal (D)
- AD 6 Jacalyn Smith (D)
- AD 7 Kevin McCarty (D)
- AD 8 Ken Cooley (D)
- AD 9 Jim Cooper (D)
- AD 10 Mark Levine (D)
- AD 11 No Recommendation
- AD 12 Heath Flora (R)
- AD 13 Susan Eggman (D)
- AD 14 Tim Grayson (D)
- AD 15 Jovanka Beckles (D)
- AD 16 Rebecca Bauer-Kahan (D)
- AD 17 David Chiu (D)
- AD 18 Rob Bonta (D)
- AD 19 Phil Ting (D)
- AD 20 Bill Quirk (D)
- AD 21 Adam Gray (D)
- AD 22 Kevin Mullin (D)
- AD 23 Aileen Rizo (D)
- AD 24 Marc Berman (D)
- AD 25 Kansan Chu (D)
- AD 26 Jose Sigala (D)
- AD 27 Ash Kalra (D)
- AD 28 Evan Low (D)
- AD 29 Mark Stone (D)
- AD 30 Robert Rivas (D)
- AD 31 Joaquin Arambula (D)
- AD 32 Rudy Salas (D)
- AD 33 No Recommendation
- AD 34 Nick Nicita (D)
- AD 35 Bill Ostrander (D)
- AD 36 No Recommendation
- AD 37 Monique Limon (D)
- AD 38 Christy Smith (D)
- AD 39 Luz Rivas (D)
- AD 40 James Ramos (D)
- AD 41 Chris Holden (D)
- AD 42 No Recommendation
- AD 43 Laura Friedman (D)
- AD 44 Jacqui Irwin (D)
- AD 45 Jesse Gabriel (D)
- AD 46 Adrin Nazarian (D)
- AD 47 Eloise Gomez Reyes (D)
- AD 48 No Endorsement
- AD 49 Ed Chau (D)
- AD 50 Refer to Executive Council
- AD 51 Wendy Carrillo (D)
- AD 52 Freddie Rodriguez (D)
- AD 53 Miguel Santiago (D)
- AD 54 Sydney Kamlager (D)
- AD 55 Gregg Fritchle (D)
- AD 56 Eduardo Garcia (D)
- AD 57 Ian Calderon (D)
- AD 58 No Endorsement
- AD 59 Reggie Jones-Sawyer (D)

- AD 60 Sabrina Cervantes (D)
- AD 61 Jose Medina (D)
- AD 62 Autumn Burke (D)
- AD 63 Anthony Rendon (D)
- AD 64 Mike Gipson (D)
- AD 65 Sharon Quirk-Silva (D)
- AD 66 Al Muratsuchi (D)
- AD 67 Michelle Singleton (D)
- AD 68 No Recommendation
- AD 69 Tom Daly (D)
- AD 70 Patrick O'Donnell (D)
- AD 71 James Elia (D)
- AD 72 Josh Lowenthal (D)
- AD 73 Scott Rhinehart (D)
- AD 74 Cottie Petrie-Norris (D)
- AD 75 Alan Geraci (D)
- AD 76 Tasha Boerner-Horvath (D)
- AD 77 Sunday Gover (D)
- AD 78 Todd Gloria (D)
- AD 79 No Recommendation
- AD 80 Lorena Gonzalez Fletcher (D)

Ballot Measures

Proposition 1: Veterans and Affordable Housing Bond Act of 2018.

Recommend: Vote YES

Proposition 2: No Place Like Home Act of 2018.

Recommend: Vote YES

Proposition 3: Authorizes Bonds to Fund Projects for Water Supply, etc.

Recommend: Vote YES

Proposition 4: Authorizes Bonds Funding Construction at Children's Hospitals.

No Recommendation

Proposition 5: Changes Requirements for Home Owners to Transfer Property Tax.

Recommend: Vote NO

Proposition 6: Eliminates Road Repair and Transportation Funding.

Recommend: Vote NO

Proposition 7: Daylight Savings Time.

No Recommendation

Proposition 8: Authorizes Regulation of Dialysis Clinics. Limits Charges.

Recommend: Vote YES

Proposition 10: Expands Locals' Authority to Enact Rent Control on Property.

Recommend: Vote YES

Proposition 11: Requires Private Ambulance Workers to Remain On-Call During Breaks.

Recommend: Vote NO

Proposition 12: Establishes New Standards for Confinement of Farm Animals.

Recommend: Vote YES

Business booming again at NASSCO

According to the *San Diego Union-Tribune*, General Dynamics-NASSCO is about to begin building a new class of oiler ships for the U.S. Navy, work that signals a sharp upturn for the San Diego shipyard, which has had a tough year that included a serious construction accident. NASSCO started cutting steel last month for the *John L. Lewis*, the first of six oilers that will be built over the next few years at a cost of about \$3 billion. The shipyard also could eventually win the right to build an additional 11 oilers, bringing in another \$5 billion and keeping NASSCO busy well into the next decade.

NASSCO also has been faring well lately in repair work. The company was recently awarded a \$218.7 million contract to fix and modernize the *Bonhomme Richard*, an 843-foot amphib-

ious assault ship. With options, the work on the *Bonhomme Richard* could be worth \$249.1 million, making it one of the largest Navy ship repair contracts in NASSCO's history. The shipyard is going to refit the vessel's flight deck so that it can handle the F-35B Joint Strike Fighter.

NASSCO announced in March that it intended to hire 800 to 1,000 workers in anticipation of the oiler work and repair jobs, raising employment to roughly 4,000. But the shipyard did not grow quickly, and NASSCO announced in August that it had notified 1,500 workers that they might be laid off. The warning was issued, in part, because of an accident in July, in which its graving dock flooded, damaging the *Miguel Keith*, an auxiliary ship that the company is building for the Navy.



Artist's rendering of the new class of fleet oiler ships that NASSCO will build for the Navy. (Picture by General Dynamics-NASSCO)

NASSCO has been on the rebound and is expecting to ramp up in early 2019 as the oiler project gets fully underway. The oilers will be 742 feet long. The shipyard is currently repairing the destroyer *Higgins*, which fired Toma-

hawk cruise missiles against chemical weapons targets in Syria in April. It is also building a pair of 870-foot container ships for Matson Navigation Company. The ships are among the largest ever built at NASSCO.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

APL NEGOTIATIONS

On September 17 and 27, the MFOW Negotiating Committee met with APL Marine Services (APLMS) in the Conference Room at MFOW Headquarters to negotiate Work Rules, Shipping Rules and Maintenance Agreement items. On September 24, 26 and 28, the SIU Pacific District Unions (MFOW, SUP and SIU-AGLIW) met with APLMS in the library at SUP Headquarters to negotiate General Rules.

Attending for APLMS were Director Labor Relations (Maritime) John Dragone, Labor Relations Consultant Gerry Carbiener, Senior Crewing Specialist – US Flag Fleet Operations Sean Doherty, and CMA Ships Singapore MD Marine Personnel Simon Spacey. During Maintenance Agreement negotiations, APL Director Labor Relations & Terminal Services Ricky Childs and Vice President Labor Relations Bob Stephens sat in with the APLMS team.

On the union side, I was joined by MFOW Vice President Cajun Callais, and Negotiating Committee members Ernesto Salazar, #3842; Deyne Umphress, #3899; and Sam Garrett, JM-5317.

From start to finish, the company beat the prophet-of-doom drum, elucidating that the nine-ship, U.S.-flag, Maritime Security Program fleet was competing on the world stage while facing increasing fuel prices, decreasing military and food aid cargo opportunities, and a possible future decrease in general cargo due to the tariff wars. And while the unions acknowledged these difficulties, an unexpected element of the company's negotiating strategy was the insistence of a short-term contract, underscoring caution in the existing global economic and political climate.

All MFOW and SIU-PD economic proposals were quickly dismissed by the company; and likewise, the unions quickly dismissed the company's economic proposals, which were mostly in the form of deletion of provisions in the General Rules, Work Rules and Maintenance Agreement.

APLMS rejected the following MFOW proposals:

- Addition of the Wiper rating to the minimum manning scale.
- Addition of a second REJ billet when carrying more than 400 reefers.
- In lieu time back (ILTB) for working during day following 0001-0800 work at sea.
- Day off with pay each voyage.
- Penalty time for working aloft and new installations.
- Define daily sanitary time as 0800-1000.
- Time off with pay for shore mechanics to attend courses for offshore credentialing.
- Increase in shore mechanic supplemental wages from 37 to 40 days per year.
- Jurisdiction on plugging and unplugging reefers aboard foreign-flag vessels at Global Gateway South (GGS).
- Jurisdiction on reefer receptacle repair at GGS.
- On-dock warranty repair jurisdiction at GGS.

The MFOW rejected the following APLMS proposals:

- Eliminate maneuvering duties for the DJU.
- Eliminate maneuvering duties for the ERJ.
- Eliminate the opportunity to work eight hours overtime at sea on Saturdays, Sundays and holidays.
- Allow more than one academy cadet to be assigned to the engine room.
- Eliminate the requirement to increase unlicensed engine manning when increasing licensed engine manning.
- Eliminate Section 24 of the Work Rules – Division into Watches
- Eliminate Section 28 of the Work Rules – Fireman/Watertenders
- Eliminate Section 29 of the Work Rules – Oilers
- Eliminate Section 31 of the Work Rules – Blowing Tubes
- Change GGS second shift regular work hours from 1600-0100 to 1800-0300.

APLMS rejected the following SIU-PD proposals:

- Language requiring the company to furnish light, breathable raingear.
- Revise General Rules Section 8 language – Record of Days Worked and Overtime Hours.
- Increase offshore supplemental benefits from 17 to 20 days per month.

The SIU-PD rejected the following APLMS proposals:

- Vessels that comply with Maritime Labor Convention 2006 provisions covering crew quarters are deemed to comply with Section 11 of the General Rules.
- Eliminate all requirements for oscillating fans in quarters and mess rooms.
- Downgrade provisions in transportation (business-to-economy and coach-to-economy).
- Downgrade provisions for launch service and restriction-to-ship claims.
- Eliminate historical health and welfare contract language.
- Downgrade minimum storing list and menu standards (two entrees versus three entrees).
- Require a dental exam as part of the annual and sign-on physicals.

The end result of negotiations is as follows:

Term of Agreement

Two years — October 1, 2018, to September 30, 2020.

Wages and Wage-Related Items

- October 1, 2018 — No increase (0.0%).
- October 1, 2019 — Three percent increase (3.0%).

Fringe Benefits

- October 1, 2018 — \$10 per manday increase in all SIU-PD Pension Fund contributions; CPI-W (1.6 percent) increase in all welfare fund contributions; \$0.25 per manday increase in offshore training plan contributions.
- October 1, 2019 — CPI-W (to be determined) increase in all welfare fund contributions; \$0.25 per manday increase in offshore training plan contributions.

General Rules

- Section 4 — Revise non-discrimination language.
- Section 9 — Adopt new non-smoking policy.
- Section 9 — Revise PPE policy language.
- Section 11 — Lower ice cuber replacement capacity to 350 pounds per day.
- Section 13 — Revise nutritionist and dietician language.
- Section 22 — Revise explosives language.
- Appendix A — Update manning language.
- Appendix B — Update transportation rates.

Shipping Rules

- Section 7 — Eliminate shore job extension time due to workplace injury.
- Section 34 — Revise evidence of competence language.
- Section 35 — Include requirement for STCW Medical Certificate.
- Section 61 — Insert trip-off language.

Work Rules

- Section 2 — Revise recruitment and training language.
- Section 7 — Delete watch forecastles language.
- Section 15 — Provide lunch and supper to standby personnel.
- Section 15 — Transfer \$3 per day travel to MPPP for standby personnel.
- Section 27 — Add PPE policy language.
- Section 30 — Clarify Wiper duties for lube oil and slops transfers.

Maintenance

- Term of agreement same as offshore.
- Wage, SIU-PD Pension and Welfare increases same as offshore.
- Section 1.3 — Revise alternate facilities language.
- Section 1.9 — Add pre-trip inspections to definition of work.

Conclusion

All things considered, this was a strange negotiation concluding in a two-year contract, with the unions taking a first-year wage freeze in order to accomplish the priority goal of a 100 percent increase in the SIU-PD Pension Plan contribution, and a three percent wage increase in the second year. The company's reluctance to secure a medium-term or long-term contract, along with its inclusion of a foreign-flag vessel labor relations manager at the negotiating table, raises more questions than answers as to what the future of APL's U.S.-flag fleet really is. In the meantime, we have two years to figure it out.

I recommend membership ratification of the 2018-2020 collective bargaining agreement between APL Marine Services and the SIU Pacific District (comprised of the MFOW, SUP and SIU-AGLIW), and that the Negotiating Committee is dismissed with a vote of confidence.

U.S., Canada reach agreement on NAFTA overhaul

The United States has reached an agreement with Canada on a revision of the North American Free Trade Agreement (NAFTA), ending concerns over the potential for American withdrawal. Last year, U.S. President Donald Trump threatened to leave the treaty altogether, and in August he warned that he would exclude Canada if it would not agree to his administration's terms. The administration negotiated new terms with Mexico separately in August, and the final treaty contains the results of both sets of talks. The new version of NAFTA, which will now be called the U.S.-Mexico-Canada Agreement (USMCA), makes important adjustments to the original version's terms:

- American dairy farmers will have improved access to the Canadian market;
- 75 percent of the components in any USMCA-eligible car must now be made in North America, up from 62.5 percent;
- 30-45 percent of the components in such a car must be made by workers earning at least \$16 per hour, a win for American parts makers;
- Union organizing rules will be strengthened in Mexico, a significant win for labor;
- Certain prescription drug patents will now last 10 years rather than eight in Canada;

- Canada's duty-free limit on cross-border e-commerce sales has been raised to C\$150, up from C\$20;
- And an investor dispute mechanism known as "Chapter 11," which allowed cross-border lawsuits against governments for policies that have a negative effect on business, has been largely suspended (with exceptions in Mexico).

In addition, the USMCA contains a sunset clause that ends the agreement in 2034, with automatic reviews every six years.

Some analysts suggested that the most significant benefit of the USMCA negotiations may be their completion. The agreement brings renewed certainty for investors, supply chain planners, investors and shipping interests, and it retains the main components of the North American Free Trade Agreement.

The USMCA negotiations between the U.S. and Canada may also provide a template for the Trump administration's talks with other trading partners. Trump threatened to leave Canada out of the agreement altogether if it would not make additional concessions, and he set a strict deadline for the end of the negotiations. His team ultimately secured a win for American dairy farmers on access to Canadian markets — a key sticking point in the talks.

VICE PRESIDENT'S REPORT

The MFOW has had its hands full this September, to say the least. September to December is a busy season for hurricanes in the Gulf of Mexico and East Coast, which have been visited by Florence, Isaac, Helene and Olivia, to name the most recent ones. Hurricane activations of our contracted vessels take priority over normal fly-out crew changes during these months — and we're not out of the woods, yet.

Shout-outs this month go to:

- the members who filled in during the Ready Reserve Force vessel activations* (see Business Agent's report) and those members who have been attending the monthly membership meetings. (*The September 5 RRF vessel activations were dispatched and crewed within the 24 hours requested by MARAD; and, once again, the MFOW rose up to the challenge.)
- Matthew St. Pierre, JM-5264, congratulations on upgrading from "C" to "B" seniority.
- Ezra Dhillon, #3751, for stepping up to cover both commercial and MARAD billets, when needed.
- David Leeds, P-2738, ex-APL long-time employee and pensioner, for attending today's meeting. (Junior members should try to listen up when these "old timers" are around as they can attest to the progress our Union has made over the years.)

Last month I attended the MFOW and SIU Pacific District health and welfare trust meetings; all is well. I was also kept busy with contract negotiations, as numerous meetings were held with APL Marine Services at the MFOW and SUP offices (see the President's report).

We continuously remind members with minor health issues to visit your personal doctor first, when competing

for shipboard jobs.

VESSEL RUNDOWN

Matson: All vessels continue to call for Standby Wipers and Standby E/Rs. The *Maui* has been laid up since December 8, 2017. The *Lihue* entered dry dock in Portland for rudder repairs and is now lay-berthed in Portland. The *Ma-himahi* was running two days late due to weather conditions, while the *Manoa* was running three days late — both due to a Pacific Ocean hurricane. All OAK vessels are now back on schedule. Shipped a pierhead jump rotary Wiper to the *Matsonia*. We lost the Chief Electrician job on the *Kauai* to Seattle.

The *Daniel K. Inouye* called for the initial crew; shipped three Full Book members ("A"s) and one "B" card. One "C" card failed the croaker! Fly-outs for the crew were then cancelled until around Halloween, possibly later.

APLMS: All OAK vessels continue to utilize standby Wipers. The re-flagging of the MSP vessels has been completed with some hiccups. The following ships were in and out clean: *Presidents Roosevelt, Eisenhower, Wilson and Kennedy*.

Shipped a rotary Wiper to the *Wilson*. The three shuttle vessels are running smooth with little or no complaints. An REJ/O was sent to the *APL Gulf Express* to relieve a re-shipped member. The replacement boarded the vessel with new work boots and boiler suits in his foc'sle, compliments of CMA-CGM as part of the PPE matrix phase-in.

The negotiations committee had a face-to-face discussion with the company to address certain recurring situations on these shuttles. We were assured that any concerns would be looked into and resolved in a timely fashion.

Fraternally,
"Cajun" Callais

BUSINESS AGENT'S REPORT

For the month of September, we dispatched the following jobs to Patriot Contract Services' (PCS) vessels: *Admiral Callaghan* — one-year Electrician job. *USNS Charlton* — shipped a replacement Wiper for flyout to Korea. *USNS Soderman* — picked up one Oil-er job from Seattle, awaiting fly out to Korea.

USNS Watson — activation due to hurricane weather and maintenance work. *USNS Dahl* — (Caution to members) While burning trash, one of the Oilers suffered burns to his face due to aerosol cans being discarded.

PCS was also tasked with crewing up all its Ready Reserve Force ves-

sels. Within hours of receiving word, MFOW members' files and forms were sent and flights were booked for turn to on the same day. Thanks to all of those involved in making this work.

KRS vessel *USAV Worthy* laid up at Portland, Oregon, on August 29 for dry-dock repair.

Matson's *Cape Henry* called for a crew to fly to Portland, Oregon, for sea trials and to return to homeport once finished. Seattle and SF dispatched three Oilers and one Wiper to the vessel. The *Cape Horn* also called for three Oilers and one Wiper for a turbo activation.

Fraternally,
Bobby Baca

Port of Long Beach receives grant for energy resiliency project

The Port of Long Beach, California will build and demonstrate a \$7.1 million "microgrid" to show the promising new technology's effectiveness in providing a clean, reliable supply of electricity for critical operations at the nation's second-busiest container seaport. With the help of a \$5 million grant from the California Energy Commission, the port will install a solar carport, power storage systems and advanced controls at its security headquarters, the Joint Command and Control Center.

As part of the project, the port will compile and analyze 12 months of performance data, and make that information available to other California seaports. The goal of the California Energy Commission's grant is to accelerate development of microgrids, which are seen as important tools for improving effectiveness of renewable energy. And,

because they offer a means of isolating from the grid, microgrids can improve participation in utilities' demand response programs, where users agree to limit energy use during peak periods.

The project also includes a workforce development component that will offer training opportunities through Long Beach City College and the International Brotherhood of Electrical Workers.

Schneider Electric, an international leader in energy management projects, will design, construct and commission the Joint Command and Control Center microgrid. The project includes a solar carport at the port's security center, a stationary storage system and a mobile storage system that can be dispatched around the port in lieu of diesel generators in case of outage.

80% of World's Coastlines of United Nations Maritime States Have Cabotage Laws

A comprehensive worldwide study finds domestic maritime cabotage laws are commonplace among UN member states.

OVERVIEW

Maritime cabotage laws govern the transportation of goods and people between two ports in the United States, which generally restricts such transportation to U.S.-flagged, U.S.-crewed, U.S.-built and U.S.-owned vessels. These laws are commonly referred to as the "Jones Act". A new study, *Cabotage Laws of the World*, performed by Seafarers' Rights International (SRI) for the International Transport Workers' Federation (ITF) found that nearly two-thirds of the maritime states of the United Nations, covering every geographic region of the world, provide some degree of governance support for their respective maritime cabotage trades that favors each nation's domestic ships.

KEY REPORT FINDINGS

Cabotage is "widespread" existing in nearly two-thirds of UN maritime states

91
91 UN member states have cabotage laws

80%
80% of world's coastlines of UN maritime states have cabotage laws



What is cabotage?

While there is no common definition of cabotage at the international level, this report utilizes the term cabotage as a reference to nations that provide some degree of governance for their respective domestic maritime trades that favors each nation's domestic ships. National laws often replace the word "cabotage" with terms such as coastal trade, coasting trade, coastwise trade or domestic trade.



KEY REPORT FINDINGS

Cabotage exists in every region of the world



Cabotage exists across all political, economical, and legal systems

UN member states with cabotage include China, South Korea, Japan, Mexico, Brazil, Australia, Russia, Chile, Argentina and Canada.

In China, the policy may be traced back to the Temporary Customs Law 1963, which did not allow foreign ships to engage in coastal transport. The policy objectives included national security, economic security, and promotion of the national merchant fleet.

Cabotage laws have endured for centuries

Cabotage laws are grounded in maritime history and have existed in the laws of some UN member states for centuries.

The study found that rudimentary principles of cabotage date back to as early as 1381 in the reign of King Richard II.

Japan established The Shipping Act of 1899 (Law No. 46, 8 March 1899)

There is no single definition of cabotage

There is a rich variety of approaches taken by states regarding virtually every aspect of cabotage.

A comprehensive in-country legal review assessed national laws to determine if trade was reserved to national ships or if it restricted foreign flag ships from conducting cabotage.

Cabotage policy objectives are diverse

Stated objectives of cabotage include: maintain national security; promote fair competition; develop human capacity; create jobs; enhance marine environmental protection; promote ship ownership; increase safety and security of ships in port; and preserve maritime knowledge and technology.

In the Republic of South Korea, the policy objectives include: preventing the undermining of small and medium-sized national cargo transport companies; and preserving the variation of the nation's logistics system and national security.

Background on the Study

First major maritime cabotage review of all 193 member states of the United Nations.

First analysis with input from practicing lawyers from each of the 140 UN member states included in the survey.

Learn more | www.americanmaritimepartnership.com/studies/world-cabotage-study/



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.

October 22-26

November 26-30

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.

October 22-26

November 26-30

December 10-14

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.

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.

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.

More classes in 2019!

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.

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.

More classes in 2019!

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): October 26; November 9; November 30; December 14

MITAGS-PMA, Seattle, WA: October 18-19; October 31-November 1; November 19-20; November 29-30

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 31-November 2; November 14-16; December 19-21

Compass Courses, Edmonds, WA: October 30-November 1; November 27-29; December 11-13

MITAGS-PMI, Seattle, WA: November 2-5; December 14-17

HONOR ROLL

Voluntary donations to General Treasury — September 2018:

Jefferson Basuel, #3829 \$25.00 Samuel Garrett, JM-5317 \$28.00

Dues Paying Pensioners — Third Quarter 2018:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Michael Carr, #3550 (P-2718)	Pensioned 5/1/11	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
John Daly, #3527 (P-2626)	Pensioned 1/1/99	San Francisco
Anthony De La Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando De Los Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Donald Feehan, #3344 (P-2589)	Pensioned 11/1/95	San Francisco
Daniel Fierro, #3336 (P-2653)	Pensioned 7/1/01	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Marvin Honig, #1765 (P-2582)	Pensioned 4/1/95	San Francisco
Joseph Lategano, #3470 (P-2749)	Pensioned 10/1/13	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	
Joel E. McCrum, #1126 (P-2536)	Pensioned 3/1/93	San Francisco
William OBrien, #3552 (P-2755)	Pensioned 4/1/14	San Francisco
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/09	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
Steven Sedy, #3566 (P-2782)	Pensioned 3/1/17	
Charles Stahl, #3821 (P-2726)	Pensioned 12/1/11	Seattle
James F. Uphurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

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.

MARAD issues RFP for multi-mission vessel

On October 11, the U.S. Maritime Administration (MARAD) released a request-for-proposal (RFP) to solicit for a vessel construction manager to deliver a new class of training ships referred to as a National Security Multi-Mission Vessel (NSMV). The vessel construction manager selected by MARAD will contract with a qualified shipyard to ensure that commercial best practices are utilized in delivering the NSMV on time and on budget.

“A new multi-mission vessel built by an American shipyard will not only create new jobs, but help train the next generation of American mariners and contribute to disaster relief,” said U.S. Secretary of Transportation Elaine L. Chao.

The 2017 National Defense Authorization Act directed MARAD to “provide for an entity other than the Maritime Administration to contract for the construction of the NSMV.” This procurement process leverages existing marketplace expertise, targeting companies experienced in the production of innovative U.S.-built ships.

“The U.S. shipbuilding and repair industry is vital to the economic strength and security of our nation,” added Maritime Administrator Mark H. Buzby, “and this project will demonstrate that Amer-

ican shipbuilding remains the global standard of excellence.”

The NSMV will help to sustain world-class, U.S. maritime training operations at the state maritime academies by equipping young American mariners with a modern and adaptable training platform. The NSMV will feature numerous instructional spaces, eight classrooms, a full training bridge, labs, and an auditorium. It will have space for up to 600 cadets to train in a first-rate maritime academic environment at sea.

In addition to serving as an educational platform, the NSMV will also be available to support federal government efforts in response to national and international disasters, such as hurricanes and earthquakes. In this role, the NSMV will be equipped to support major federal relief and response efforts, providing hospital facilities, a helicopter landing pad, and berthing for up to 1,000 first responders and recovery workers. The NSMV’s roll-on/roll-off ramp and a crane to facilitate container storage capabilities will also enable it to provide critical supplies to damaged port facilities.

The economic benefit of this coast-wide-endorsed training vessel extends beyond academics — and the replacement of the nation’s aging “training ship” fleet — to the thousands of men and



Artist’s rendering of proposed National Security Multi-Mission Vessel.

women in the shipbuilding and repair industry. These skilled workers at U.S. shipyards and repair facilities add billions to the economy annually, reflect-

ing the best of American maritime engineering and ingenuity. The first NSMV is expected to be delivered to MARAD in 2022.

Retail imports remain strong after latest round of tariffs

Imports at the major retail container ports in the U.S. are expected to remain at near-record levels in October despite the new round of tariffs that took effect in September, according to the monthly Global Port Tracker report released by the National Retail Federation and Hackett Associates. Ports covered by Global Port Tracker handled 1.89 million TEU in August, the latest month for which after-the-fact numbers are available. That was down 0.6 percent from July but up 3.4 percent year-over-year.

September was estimated at 1.84 million TEU, up 2.7 percent year-over-year. October is forecast at 1.87 million TEU, up 4.3 percent; November at 1.8 million TEU, up 2.3 percent, and December at 1.79 million TEU, up four percent. January 2019 is forecast at 1.77 million TEU, up 0.7 percent over January 2018, and February is forecast at 1.63 million TEU, down 3.5 percent year-over-year.

Until this year, the record for the number of containers imported during a single month was 1.83 million TEU, set in August 2017. But that record was

broken in June, when 1.85 million TEU were imported, and again in July, with 1.9 million TEU. October will be the fifth month in a row to top last year’s peak.

While cargo numbers do not correlate directly with sales, the imports mirror this year’s strong retail sales. NRF forecast last week that 2018 holiday season retail sales — excluding automobiles, restaurants and gasoline stations — will increase between 4.3 percent and 4.8 percent over last year. Retail sales for all of 2018 are forecast to be up at least 4.5 percent over 2017.

The first half of 2018 totaled 10.3 million TEU, an increase of 5.1 percent over the first half of 2017. The total for 2018 is expected to reach 21.4 million TEU, an increase of 4.4 percent over last year’s record 20.5 million TEU.

Global Port Tracker covers the U.S. ports of Los Angeles/Long Beach, Oakland, Seattle and Tacoma on the West Coast; New York/New Jersey, Virginia, Charleston, Savannah, Port Everglades, Miami and Jacksonville on the East Coast; and Houston on the Gulf Coast.

Port of New Orleans handles its largest container ship ever

The Port of New Orleans handled its largest container ship ever when the CMA CGM-operated *Pusan C*, a 9,500 TEU vessel, called on the Napoleon Avenue Container Terminal operated by Ports America. The *Pusan C* set a record as the largest container vessel to call at the Napoleon Avenue Container Terminal by 1,000 TEU. CMA CGM operates the *Pusan C* as part of the company’s

direct weekly container service to Asia from the port.

The Port of New Orleans recorded a 20 percent growth in containerized cargo volumes in the first three months of the current fiscal year over the same July-September period a year ago. The growth in containerized cargo has been driven by overall export growth as well as increased imports, port officials said.

Summary Annual Report for MFU Training Plan

This is a summary of the annual report of the MFU Training Plan, EIN 94-3058922, Plan 575, for the year ended December 31, 2017. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of the MFU Training Plan has committed itself to pay apprenticeship and training claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$817,104 as of December 31, 2017, compared to \$698,662 as of January 1, 2017. During the plan year the plan experienced an increase in its net assets of \$118,442. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$552,867, including employer contributions of \$552,784, and earnings from investments of \$83.

Plan expenses were \$434,425. These expenses included \$31,623 in administrative expenses and \$402,802 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

1. You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:
2. An accountant’s report;
3. Financial information and information on payments to service providers; and
4. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of MFU Training Plan at 240 Second Street, San Francisco, CA 94105, telephone (415) 362-4592. The charge to cover copying costs will be \$1.75 for the full annual report or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 240 Second Street, San Francisco, California 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

HOWZ SHIPPING?

September 2018

San Francisco	Wilmington
Electrician..... 1	Electrician..... 1
Electrician/Reefer/Jr. Engineer..... 1	Electrician/Reefer/Jr. Engineer..... 4
Reefer/Electrician..... 1	Junior Engineer (Day) 1
Reefer/Electrician/Jr. Engineer..... 2	Oiler 14
Junior Engineer (Day)..... 2	Wiper 4
Oiler 17	Shore Mechanic..... 2
Wiper 9	Standby Electrician/Reefer 11
Standby Electrician/Reefer 13	Standby Wiper 31
Standby Wiper 19	TOTAL68
TOTAL65	
Seattle	Honolulu
Reefer/Electrician/Jr. Engineer..... 2	Electrician/Reefer/Jr. Engineer..... 3
Oiler 3	Reefer/Electrician/Jr. Engineer..... 1
Standby Electrician/Reefer 6	Junior Engineer (Day) 1
Wiper 2	Oiler 2
TOTAL13	Wiper 2
	Standby Electrician/Reefer 21
	Standby Wiper 24
	TOTAL54

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 68 jobs this past month of September. 21 PCS, one APL, four Matson billets, as well as two Shore Mechanic jobs, were filled by members and applicants. Six applicants worked standby and six made a billet onboard. The present members registered here number 14 A's, 16 B's and 32 C's. Brother Deyne Umphress, #3899, covered again for me as I had to take a day off from my duties here; and I would like to thank him for doing so.

All ships arrived to LA/LB with clean payoffs with quite a few clarifications. Weather was still a factor on the trans-Pacific ships and schedules were spread out along the whole route, but most made schedules without any lost cargo. The *President Wilson* (ex-*APL Belgium*) made SF before calling here, which was a changeup that some did not see coming.

The newly flagged President ships still are having a few adjustment problems, but I think that this second go-around should be sufficient time to bring them up to what the MFOW crews are used to. Most crews are very happy with the food service and quality, although it seems that the Masters of some vessels are trying to cut the food quantities and not feeding enough again. Regretfully, this will reflect on the morale. Remember to follow the parent CMA-CGM company policy of no dirty clothes in the house. APL policy is to maintain this current standard. We want to keep our home at sea clean and minimize the toxic stuff we use to maintain the ship in the engine room and out on deck, outside of our living quarters, as well as the galley and common spaces, where the exposure to same would not be too good for our health. Having been exposed to a lot of toxic stuff in the past when I shipped out, I appreciate attention to this detail on the part of the company.

Nine members from Wilmington took part in a five-day course offered at Pier J, SSA dock in Long Beach with instructors and Carrier representatives Thomas Graf and Michael Jimenez. I really wish classes were more often here, as well as the outlying ports we maintain halls in; but the class scheduling for this training relies on demand. This offering maxed out at 20 participants. MFOW members filled almost half the classroom and participated in some bookwork, as well as hands-on training. If this class is offered while you are on the beach, I would highly advise you to take advantage of it. Request a training preapproval form from the MFU Training Plan to get reimbursement for the nominal fee of the class. Be prepared as it is very fast paced. Bring your credit card to purchase some of the special tools sold at this class, which we do not have on most of the ships. It will sometimes save the load while making sure the cargo is maintained at correct temp. Carrier also offers an advanced container reefer class which is three days. Don't waste the instructor's time by trying to "skip" to this class as you will not learn everything in this class that you will need, it will also disrupt the class pace, and the other participants will not benefit from this.

GGs has been averaging 3-4 ships a week with little idle dock time, maximizing the use of the facilities. Every time I drive onto the terminal, there is something a little different, which does not surprise me. I am very interested to

see what the final flow pattern will be, as there is definitely a lot going on. Star Cool reefer training will be scheduled soon with a little luck and cooperation with the company and instructor from Sacramento. With Ken Justice, #3678, and his leadmen, I am sure that our operation will improve the quality of cargo maintained there to standards we have been known for in the past.

SS Lane Victory: MFOW members and applicants have done most of the work to fire up the T/G. The main steam stop has been a problem, but all other steam valves are being inspected by USCG currently and should be back in service in a few weeks if they all pass. If not, the hunt will be on for parts. Report to C/E Jim Gillen in the engine room for turn-to Wednesday and Saturday at 0900. 3rd Asst. Engineer Steve Silcock and Dave Sultzer have been up in SF to assist steaming the *SS Jeremiah O'Brien* and will be back by the end of the month.

On the local union front, there was a lot activity here. Members and applicants of the MFOW showed support at informational pickets at local Rite Aid stores, while their workers were in contract negotiations that were successful at the last hour. UTLA is in ongoing mediation currently and the Wilmington Branch has signed on in a show of support for the teachers here. The Port Truckers Division of Teamsters 848, LA Federation delegates, as well as local politicians spoke and stood alongside TPP activists and their supporters at a rally leading up to the act of civil disobedience on October 3, which blocked the intersection of Harry Bridges Road and the 110 N. Freeway on/off ramp. A total of 64 civil activists were arrested on that day with no violence. This was a culmination of a three-day strike targeting local trucking firms who have been treating their workers unfairly, and to bring attention to the suspension of temporary protected immigrant status by the federal administration presently in office.

On behalf of the Wilmington branch, brother Pasquale Gazillo, #3699, and I also made the monthly LA Fed meeting and a fundraiser for Louie Diaz, candidate for councilman representing the City of Carson. I also attended the local MTD and Labor Day Parade meetings held by the LA/LB Labor Coalition and hosted at our hall.

In closing my report, I would like to remind all the members to work safely and have a safe trip home. Also, thank you to all members for all the help, as I appreciate it very much.

Aloha,
Sonny Gage
Port Agent

POLITICAL ACTION FUND

Voluntary donations for September 2018:

- Ian Adams, JM-5339.....\$100.00
- Richard Domanski, #3793.....\$100.00
- Charles Finklea, JJM-4312.....\$5.00
- Toetaua Gago, JM-5108.....\$15.00
- Samuel Garrett, JM-5317.....\$120.00
- Edgardo Guzman, #3905.....\$50.00
- Kevin Haymer, JM-5272.....\$100.00
- Artemio Rivera, #3804.....\$25.00
- Wendelyn Sugui, #3853.....\$20.00

HONOLULU NOTES

In the month of September, Honolulu dispatched a total of 54 jobs. The *Mokihana* and *Manoa* both changed out Electricians, the *APL Guam* switched out the Reefer, and the *Kamokuiki* called for one Reefer/Electrician/Oiler and two Oiler/Utility ratings. The *Mahimahi* called for a relief Junior Engineer and the *Manoa* called for an emergency relief Wiper. There were also 21 Standby Electrician/Reefers and 24 Standby Wipers dispatched in the month. The Honolulu registration list has 13 A-, nine B-, and seven C-seniority members.

I attended two meetings in September, both on the same day. The first was sponsored by the Hawaii Ironworkers Union, and the special guest was Hawaii's Governor David Ige. Some of the issues we discussed were right-to-work, Janus vs AFSCME, prevailing wages (Davis-Bacon), and lastly the Hawaii

Constitutional Convention. The second meeting was with the Honolulu Port Council and more talk about the constitutional convention.

The Hawaii Constitution stipulates that a constitutional convention question must be submitted to voters automatically if a nine-year period elapses without such a submission taking place. A constitutional convention is a meeting of elected delegates who propose amendments to or rewrite the state constitution. The view of most if not all the unions in Hawaii is that, if there were to be a convention, it would have a negative impact to workers' rights.

Honolulu members would like to send out a big Mahalo to the MFOW negotiating team for all their hard work. Your time and efforts are greatly appreciated.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

Shipping: Three Oilers were shipped to Patriot Contract Services (PCS) activations, going to two B cards and one C card. Two non-seniority Wipers went to PCS activations. Two Electrician jobs were taken by a B card and a C card, one to military sealift activation and one to Matson. The *MV Manoa* called for a Reefer/Electrician/Junior and the *SS Kauai* called for a Watch Junior Engineer, going to an A card and a B card. Six Matson Standby Reefer/Electrician jobs were filled by three A, two B, and one C card. Five Matson Standby Wiper jobs went to one A card, two C cards, and two SUP members.

This month four A-, two B- and four C-seniority members were registered, for a total of seven A, five B, and nine C cards registered in Seattle.

Members, remember to renew your STCW Medical Certificate every time you do your annual physical. Also, keep a close eye on your drug-free certificate. We need members who are ready to fill activations in a moment's notice, and having up-to-date documents makes us indispensable to national defense strategies. Protect our jobs, fill our jobs!

Respectfully,
Brendan Bohannon
Representative

Regular membership meeting dates 2018

Nov.	7	S.F. Headquarters
	14	Branches
Dec.	5	S.F. Headquarters
	12	Branches

Benefits paid during September

Death Benefits	
NONE	
Burial Benefits	
Joseph A. Dube, P-735	\$1,000.00
Excess Medical	\$4,796.33
Glasses and Examinations	\$1,200.00

FINISHED WITH ENGINES



Harry J. Mynes, #2327. Born August 11, 1932, New York, NY. Joined MFOW June 25, 1952. Pensioned July 1, 1971. Died September 26, 2018, Tarrytown, NY.

Walter H. Ballard, #2142. Born August 8, 1928, Bozoo, WV. Joined March 27, 1946. Pensioned January 1, 1997. Died September 16, 2018, San Francisco, CA.

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