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



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18

No. 12



*The officials,
Headquarters
and Welfare Office staff*

wish

Season's Greetings

and

Happy Holidays

*to all MFWO members,
families and friends*

Port of Seattle approves \$350 million waterfront plan

As part of a new five-year budget blueprint, the Port of Seattle's commission has approved a \$350 million plan for upgrades to the city's waterfront. It includes a new cruise ship terminal for Seattle's booming cruise industry, new light industrial facilities in Interbay, and upgrades for Fishermen's Terminal near Ballard, among other maritime and economic development projects. The plan is accompanied by a small property tax increase for King County. Specific highlights of projects in the five-year budget blueprint include:

- \$100 million for a new Elliott Bay cruise terminal, with a 50 percent tenant cost share;
- \$39 million for development of uplands at Terminal 91, the multi-purpose/cruise/fishing pier at Smith Cove;

- \$35 million for berth replacement at Terminal 91;
 - \$30 million for bringing electrical power to the waterfront, which will improve air quality and reduce greenhouse gas emissions from cruise vessels at berth;
 - \$23 million for the Fishermen's Terminal Gateway Building, a new marine sales and services/warehouse building for the Alaska fishing fleet;
 - \$17 million for habitat restoration at Terminal 117, a cleanup area within the Lower Duwamish Superfund Site;
 - and installation of solar power systems at the port's Pier 69 building.
- The new cruise terminal's final location on the Seattle waterfront has not yet been announced, but regardless of

site selection, it will help accommodate rapid growth in Seattle's cruise business. The port is ahead of all other cruise homeports on the West Coast for passenger volume, including Vancouver, B.C., which trails Seattle with about 900,000 passengers per year. Cruising generates about \$500 million in revenue for local businesses, according to the port.

The budget blueprint is intended to facilitate long-term planning, and individual projects will still receive pub-

lic discussion and a port commission authorization vote prior to construction. Separately, through the Northwest Seaport Alliance comprising Seattle and Tacoma, the Port of Seattle will invest \$340 million for the redevelopment of Terminal 5 to handle ultra-large container vessels. The Terminal 5 project involves berth deepening, dock strengthening and electrical utility upgrades to handle the industry's new supersized ships.

Halls to close — holiday schedule

The MFWO hiring halls will be closed in observance of the following holidays:

- Monday, December 24 – Christmas Eve***
- Tuesday, December 25 - Christmas Day**
- Monday, December 31 – New Year's Eve***
- Tuesday, January 1, 2019 - New Year's Day**

*Christmas Eve and New Year's Eve are ILWU holidays on the West Coast and therefore recognized MFWO holidays aboard APL and Matson vessels in Pacific Coast ports. For members working under the MFWO Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

Members are reminded that no shipping cards will be stamped at the regular business meetings immediately preceding and following the holidays.

Jack Hall Day — Jack Hall Day is an ILWU Local 142 holiday and will be observed in Hawaii on Wednesday, January 2, 2019.

Martin Luther King, Jr.'s Birthday — All MFWO hiring halls will be closed on Monday, January 21, 2019, in observance of Martin Luther King, Jr.'s Birthday, which is a contract holiday.



Members of the black gang crew on the USNS Watkins in Diego Garcia taking a break during a gas turbine engine replacement are (clockwise from the left) First Assistant Engineer Felix Tapales, MEBA; Wiper Den Thatch, JM-5168; Oiler Duane Keegan, JM-5291; Oiler Lauren Zander, JM-5287; "Bing", Air New Zealand technician; and Oiler Erick Anglo, JM-5214.

The Marine Fireman

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MFOW crew aboard the *MT SLNC Pax* are (left to right) Pumpman Todd Whitacre, JM-5247; Oiler Tony Hicks, JM-5269; and Oiler Alex Reyer, JM-5336.



Aboard the *MT SLNC Pax*, the hardest working ship in the Western Pacific.

Marriott workers in San Francisco end the largest hotel strike in U.S. history

Thousands of Marriott workers returned to work on December 5 after ending the largest hotel strike in U.S. history. About 2,500 striking hotel workers in San Francisco ratified a new contract with the hotel chain on December 3 after months of tense negotiations, according to their labor union, Unite Here. The workers voted 99.6 percent in favor of the new contract. It was the final deal reached during a two-month strike that spread to 23 Marriott hotels in eight cities.

The new union contracts vary by city, but in San Francisco, housekeepers will get a four dollar per hour raise over the next four years. The median hourly wage was \$23 an hour. Retiring employees will also get a small pension based on how many years they've worked at the company. As part of all new contracts, Marriott will provide GPS-enabled panic buttons for housekeepers to alert security staff if they

feel unsafe with a guest when cleaning a room. And for the first time, the company has agreed to ban guests who have a history of sexually harassing workers.

The new contracts end months of loud, heated protests outside some of America's most iconic Marriott-owned hotels. Nearly 8,000 housekeepers, bartenders, and other service workers walked off the job at two dozen hotels in Detroit, Boston, San Diego, San Jose, Oakland, San Francisco, Maui, and Oahu, which represents more than 20,000 Marriott workers in the United States and Canada.

In recent weeks, union representatives in several cities reached a deal with the world's largest hotel chain. The contract for workers at San Francisco's Marriott hotels was the last one.

Employees grew frustrated with Marriott over the summer, after the labor contracts for about 12,000 Marriott

workers started to expire. They were trying to negotiate better contracts to replace the five-year contracts that were ending, but progress was slow.

By September, negotiations with the company had stalled, and workers across the country voted to authorize a strike. On Labor Day, police arrested 75 Marriott employees for blocking a street as they protested outside the Westin St. Francis hotel in San Francisco.

The strikes came at a time when the company was making record earnings. In recent years, Marriott International has grown into one of the largest and most profitable hotel chains in the world. After buying Starwood Hotels in 2016, the company now runs more than 6,500 properties, including the Ritz-Carlton, Sheraton, and Renaissance Hotels. The company is valued at about \$49.4 billion, nearly double the value of Hilton, and made \$3.2 billion in profits in 2017 alone.

The workers wanted a larger share of that revenue. They argued that the low wages of servers and housekeepers make it impossible to live in some of the nation's most expensive cities. They also asked the company to ease strenuous workloads that often lead to injuries, and for more protection against sexual harassment and violence.

As workers went on strike across the country, they urged businesses and hotel guests to cancel their reservations at the hotels. To stay open for business, Marriott had to bus in temporary workers from hours away. The company told investors during its quarterly earnings call in November that the strikes would not affect Marriott's bottom line. Marriott is by far the largest hotel chain in the world in revenue, and the company had some of its highest profits last year. That does not even count the windfall the company is getting this year from the Republican corporate tax cuts.

Notice for APL Guam and APL Saipan

From: John Dragone
To: All Crewmembers of the *APL Guam* and *APL Saipan*
Date: December 5, 2018
Subject: Crew change process and location

Background

Crewmembers from each vessel have requested AML Crewing review the travel schedules, rest time before joining the vessel and designation of Busan as the port for crew change. We have reviewed the concerns and suggestions provided by the vessels. As a result of the review, we will be implementing the following process and changing the designated port for crew change.

Designated crew change port

The designated primary crew change port will be Yokohama, Japan. The change will take effect on/about 13 December 2018 for the *APL Guam* and on/about 20 December 2018 for the *APL Saipan*.

Travel and rest

All joining crew members will fly-out to arrive in Yokohama the day before the vessel's scheduled arrival. This will allow for proper rest for all joining crewmembers. Hotel accommodations will be provided.

Please contact AML Crewing via email with any questions.

John C. Dragone, Director Labor Relations (Maritime), APL Maritime, Ltd.

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USACE releases work plan for FY2019 civil works appropriations

Last month, the U.S. Army Corps of Engineers delivered to Congress its Fiscal Year 2019 Work Plan for the Army Civil Works program. On September 21, 2018, President Trump signed into law the Consolidated Appropriations Act, 2019, Public Law 115-244, of which Division A is the Energy and Water Development and Related Agencies Appropriations Act for FY 2019. The Act provides \$6.999 billion in FY 2019 appropriations for the Army Civil Works program, of which \$6.566 billion is appropriated in five accounts: Investigations; Construction; Operation and Maintenance; Mississippi River and Tributaries; and the Formerly Utilized Sites Remedial Action Program (FUSRAP).

The Act's accompanying Statement of Managers report allocates approximately \$4.467 billion of the total for these five accounts to specific programs, projects and activities (PPA). USACE is responsible for allocating the remainder in these accounts, approximately \$2.099 billion, to specific PPAs, consistent with the categories, subcategories, and other direction provided in the Statement of Managers. The allocation of these additional funds is presented in the work plan.

The remaining \$432 million in the FY 2019 Civil Works appropriations provides funding for USACE in the Expenses, Regulatory, Flood Control and Coastal Emergencies (FCCE), and Office of the Assistant Secretary of the Army for Civil Works accounts.

The Army Civil Works budget funds the planning, design, construction, and operation and maintenance of water resources projects, with a focus on the highest performing work within the three main Civil Works mission areas: commercial navigation, flood and storm damage reduction, and aquatic ecosystem restoration. It also funds programs that contribute to the protection of the nation's waters and wetlands; the generation of low-cost renewable hydro-power; the restoration of certain sites contaminated as a result of the nation's early atomic weapons development program; and emergency preparedness and training to respond to natural disasters.

The approximately \$2.099 billion in additional funding not allocated by the Statement of Managers to specified PPAs in the five appropriations is subdivided into numerous categories and subcategories within these broad areas:

- Navigation: \$1.292 billion
- Flood Risk Management: \$441

Navy eyes cargo UAV for ships at sea

U.S. Navy unmanned aerial vehicle (UAV) experts are inviting industry to participate in experiments in March to demonstrate ways of using UAVs to deliver cargo to and from ships at sea. Officials of the Naval Air Warfare Center Aircraft Division at Patuxent River Naval Air Station, Maryland, will sponsor a limited-objective experiment the week of March 25, 2019.

Navy leaders want the ability to deliver cargo autonomously with UAVs between shore-to-ship, ship-to-ship, and ship-to-shore. The March experiment will demonstrate the ability to transport a 50-pound payload with a UAV. The UAV will launch from a fixed shore base, navigate through two waypoints to a towed barge in open water making bare steerageway at three to five knots located at least 25 nautical miles away. The UAV must loiter for 10 minutes, and then autonomously land aboard the barge.

million

- Other Authorized Project Purposes: \$335 million
- FUSRAP: \$30 million

Work eligible for consideration for the additional funding generally includes projects, programs and activities funded in the three previous fiscal years, with emphasis on ongoing work on projects, programs and activities that can attain a significant milestone or produce significant outputs in FY 2019.

The work plan identifies the projects, programs, and activities within the Civil Works program that will receive the FY 2019 funding and how much each will receive. With the total funding for this fiscal year, the work plan funds to completion 15 feasibility studies and one Limited Reevaluation Report, five projects in the Preconstruction Engineering and Design phase, and 21 construction projects or elements of projects.

Studies Funded for Completion in FY 2019

- Alaska Regional Ports (Port of Nome Modification)
- Lower Santa Cruz River, Arizona
- East San Pedro Bay Ecosystem Restoration, California
- Port of Long Beach Navigation Improvement, California
- Fairfield and New Haven Counties (Flooding), Connecticut
- Central Everglades Planning Project PPA South Florida
- Western Everglades Restoration Project (South Florida Ecosystem Restoration)
- Grand River Basin, Iowa and Missouri
- Chesapeake Bay Comprehensive Plan; Maryland, Pennsylvania and Virginia
- Rio Grande, Sandia Pueblo to Isleta Pueblo, New Mexico
- Hudson River Habitat Restoration, New York
- Coastal Texas Protection and Restoration Study, Texas *
- GIWW — Brazos River Floodgates & Colorado River Lock, Texas
- Houston Ship Channel, Texas
- Matagorda Ship Channel, Texas
- Atlantic Intracoastal Waterway Bridge Replacement at North Landing, Virginia

Preconstruction Engineering and Design Funded for Completion in FY 2019

- Mobile Harbor, Alabama

After that, the UAV will launch from the barge with the same 50-pound payload and return to the initial shore-based launch site, without refueling or recharging on the barge. Back on shore, participants must demonstrate refueling or recharging.

The UAV may have GPS navigation, but Navy researchers prefer navigation that does not rely on GPS satellite navigation, and that has a low probability of intercept. No cargo UAVs will be allowed that are longer than 13 feet.

The UAV must fly at speeds of at least 40 knots at altitudes no higher than 2,000 feet. It must launch and recover with a catapult, arresting net, cable, or other mechanical equipment. The UAV must have a transponder with at least Mode-3/C capability. Successful participants may be awarded procurement contracts for more experiments.

- Dry Creek (Warm Springs) Restoration, California
- San Joaquin River Basin, Lower San Joaquin, California
- San Juan Harbor Improvement Study, Puerto Rico
- Galveston Harbor Channel Extension, Houston — Galveston Navigation Channels, Texas

Construction Projects Funded for Completion in FY 2019

- Tucson Drainage Area, Arizona
- Hamilton City, California
- Isabella Lake, California (Dam Safety) *
- Sacramento River Bank Protection Project, California
- Santa Ana River Mainstem, California *
- Yuba River Basin, California *
- Herbert Hoover Dike, Florida (Seepage Control) *
- Panama City Harbor, Florida
- C-111 South Dade (South Florida Ecosystem Restoration), Florida
- Indian River Lagoon South C-44 Reservoir and Storm Treatment, Florida
- East St. Louis (Deficiency Correction), Illinois
- Illinois Waterway, LaGrange Lock & Dam (Major Rehabilitation), Illinois
- Olmsted Locks and Dam, Ohio River, Illinois and Kentucky
- Manhattan, Kansas
- Delaware River Main Channel, New Jersey, Pennsylvania and Delaware
- East Branch Clarion River Lake, Pennsylvania (Dam Safety)
- Buffalo Bayou and Tributaries, Texas (Dam Safety) *
- Lewisville Dam, Texas (Dam Safety) *
- Lynnhaven River Basin, Virginia
- Skokomish River, Washington
- Bluestone Lake, West Virginia (Dam Safety) *

* These projects have been funded to completion with these funds and funds provided in the Bipartisan Budget Control Act of 2018.

Tianjin to automate container cranes

The Five Continents International Container Terminal (FICT), located in Tianjin, China, has launched a modernization project with automation specialists ABB, in order to meet mega-age requirements. FICT, which is currently running at the maximum of its designed capacity, is improving the efficiency of terminal operations by updating its fleet of manually-operated rail mounted stacking cranes. As part of the upgrade initiative, ABB has rebuilt, automated and commissioned the first batch of cranes for production, with further updates scheduled for 2019.

Tianjin is the tenth busiest port in the world, largest port in Northern China, and a maritime gateway to Beijing, serving as a connection between Northeast Asia, Central Asia and the Middle East. FICT opened in 2005 and was originally designed for an annual throughput of 1.5 million TEU, a capac-

ity which has become insufficient as the size of vessels, and volume of containers transported, has grown. A manager at FICT said that they had analyzed the terminal's operation and found that automating the yard was crucial for overall productivity. He also stated that the endeavor will offer a better and safer working environment for crane operators, who are happy about the move to a control room environment. Part of the stacking crane fleet is now equipped with ABB's automation and remote supervision solution. In addition, existing cranes have been refurbished with electrical systems from ABB, which were delivered in pre-assembled, containerized E-houses. Terminal management expects that cranes equipped with ABB's automation system will deliver a very stable performance of 30 moves per hour.

- Brunswick Harbor, Georgia (Navigation)
- Kansas River Reservoirs Flood and Sediment Study, Kansas, Colorado and Nebraska
- Three Forks Beargrass Creek, Kentucky (Aquatic Ecosystem Restoration)
- Mississippi River Ship Channel, Port of New Orleans (Navigation)
- New York and New Jersey Harbor Deepening Channel Improvements (Navigation)
- FE Walter Dam Reevaluation Study, Pennsylvania (Flood Risk Management)

The Statement of Managers also stipulates that of the five Construction new starts, one shall be for navigation; one shall be for flood and storm damage reduction; one shall be for environmental restoration; and two shall be for navigation, flood and storm damage reduction, environmental restoration, or multi-purpose projects. The five selected projects are:

- Manhattan, Kansas (Flood Risk Management)
- Sault Ste. Marie (Replacement Lock), Michigan (Navigation)
- Cedar Bayou, Texas (Navigation)
- Sabine-Neches Waterway, Texas (Navigation)
- Skokomish River, Washington (Aquatic Ecosystem Restoration).

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

LOOKING BACK

2018 has been an eventful year, challenging the abilities and endurance of the MFOW officials and staff. As it goes, because of the hard work and dedication of the officials and staff, along with the support of the rank-and-file, we will enter the New Year in good shape ready to tackle the obstacles ahead. The following is a summary of some of this past year's events:

RRF — January 27, 2018, marked the second anniversary of the Ready Reserve Force vessel agreements with Matson (*Cape Henry*, *Cape Horn* and *Cape Hudson*) and Patriot Contract Services (*Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Victory* and *Cape Vincent*). There was a negotiated two percent increase in wages and wage-related items. The membership approved a reallocation of the wage increase in order to raise the daily contribution to the SIU Pacific District Pension Plan from \$10 to \$20 per manday, and to raise the daily contribution to the SIU-PD Medical Center from zero to \$2.

KRS — The crewing services memorandum of understanding with Patriot Contract Services covering Kwajalein Range Services vessels was set to expire on February 28, 2018. The Union and the company agreed to two six-month extensions that took the expiration date out to February 28, 2019. The pricing for the two extensions was set at 2.75 percent total labor cost.

Surge LMSR — In 2017, the Department of Defense published that Ocean Ships Inc., of Houston, Texas was awarded the contract to operate and maintain the four surge LMSR vessels (*Gilliland*, *Gordon*, *Shughart* and *Yano*) that Patriot Contract Services had operated for many years. The ships were turned over to the new operator in the second quarter of 2018.

ESD — On July 25, the Union was notified by Patriot Contract Services that they had received notice from the Military Sealift Command that they were in the competitive range for the Expeditionary Transfer Dock (ESD) vessels award. The ESD vessels in question are the *Montford Point* and the *John Glenn*. This contract award is pending.

Watson — On November 7, the Union was notified that the five-year contract between the Pacific District and PCS covering the eight *Watson*-class LMSR vessels had been extended until the end of March 2020. When a request-for-proposal is issued the MFOW will work with PCS and the other unions to formulate a bid in order to retain this important work after 2020.

APL Marine Services — In August, APLMS completed the swap-out of five Maritime Security Program C-11 vessels with newer replacement vessels from the international CMA CGM fleet. The *APL Philippines*, *APL Singapore*, *APL China*, *APL Korea* and *APL Thailand* went foreign-flag. The names of the five new vessels are *President Kennedy*, *President Eisenhower*, *President F. D. Roosevelt*, *President Cleveland* and *President Truman*. The *APL Belgium* was renamed the *President Wilson* in September.

The collective bargaining agreements with APL Marine Services expired at midnight on September 30, 2018. Negotiations commenced and concluded in the month of September. The result was a two-year agreement 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.

Matson — On October 27, the geared-containership *Kamokuiki* departed Honolulu launching Matson's new Hawaii-Marshall Islands service. On October 31, Matson took delivery of the first of two *Aloha*-class containerships built at Philly Shipyard. The ship (*Daniel K. Inouye*) is currently serving on the California-Honolulu trade route.

On November 27, Matson informed the Union that the company entered into an agreement in which the *MV Maunalei* was sold to a bank for approximately \$106 million and then leased back to the company under an operating lease agreement.

The lease allows Matson to use the ship for a five-year term that can be extended for an additional two years. The net proceeds from the sale were used to reduce Matson's borrowings under its revolving credit facility. Because Matson will continue operating the vessel, the agreement will not have any effect on the employment of MFOW members on the ship.

Table-top Exercise — On March 20, the Maritime Administration launched its annual tabletop government-vessel fleet activation. The MFOW quickly satisfied exercise obligations by filling unlicensed engine billets on 13 Ready Reserve Force and Military Sealift Command surge vessels. San Francisco Business Agent Bobby Baca, Wilmington Port Agent Sonny Gage, Honolulu Port Agent Mario Higa and Seattle Representative Brendan Bohannon did a great job getting this done.

Convention — The 2018 MFOW Convention and Annual Board of Trustees Meeting was held on April 23-24 at MFOW Headquarters. As provided under Article II, Section XIII of the Constitution, the Convention made reports pertaining to the good and welfare of the Union and considered ways and means of bettering the collective bargaining agreements of the Union.

SIU-PD Pension — The trustees of the SIU Pacific District Pension Plan met on June 14. After reviewing the plan actuary's report, the trustees of the Pacific District Unions and companies reverted to collective bargaining parties to negotiate benefit increases. An agreement was reached as follows:

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

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

CLF Conventions — On April 12, along with MFOW Vice President Cajun Callais, I attended the California Labor Federation, AFL-CIO Pre-Primary Convention in San Jose. The convention voted on primary election endorsements and ballot measures. On July 25-26, Vice President Callais and I participated in the 32nd Biennial Convention of the California Labor Federation, AFL-CIO in Costa Mesa, California. The Convention voted on general election endorsements and focused on the latest strategies to counter anti-labor forces and the right-to-work movement.

Political Action — The following House of Representatives candidates received donations from the MFOW Political Action Fund in the 2017-2018 cycle:

Candidate	State	District	Result
John Garamendi	CA	3	Won*
Josh Harder	CA	10	Won
T.J. Cox	CA	21	Won
Katie Hill	CA	25	Won
Julia Brownley	CA	26	Won*
Nanette Barragan	CA	44	Won*
Katie Porter	CA	45	Won
Alan Lowenthal	CA	47	Won*
Harley Rouda	CA	48	Won
Mike Levin	CA	49	Won
*Incumbents			
Gil Cisneros	CA	39	Won**

**The MFOW PAF donated to the Cisneros campaign. However, his campaign returned the donation stating that he refused to take "corporate PAC donations."

The result was a 100 percent success rate, as four incumbents and seven targeted "red-to-blue" Congressional seats won in very tight races.

LOOKING AHEAD

There are no commercial contract negotiations in 2019; however, the second *Matson Aloha*-class vessel (*Kaimana Hila*) and the first *Kanaloa*-class vessel (*Lurline*) are due to be in operation in the first and fourth quarter 2019, respectively. The *Kaimana Hila* crew will be dispatched out of Honolulu to Philadelphia; and the *Lurline* crew will be dispatched out of Wilmington to San Diego.

In 2019, we should get some better idea of what is happening with the Military Sealift Command fleet, specifically the *Watson*-class vessels, the *MT SLNC Pax* and the ESD bid.

And finally, on September 1, 2019, nominations for Union office will be open. Balloting will start in December 2019. The new term of office will begin in March 2020.

On behalf of the MFOW officials and staff, I would like to extend best wishes to all members and their families for a happy holiday season and a prosperous and healthy New Year.

U.S. southern ports target South American fruit imports

The ports of Charleston, Savannah, and Virginia are teaming up with cargo owners and logistics providers to attract a greater share of refrigerated cargo with their new capability in being able to handle fruit imports from South America. Market share remains in the single digits — both as a percentage of overall reefer imports and exports in the U.S. and overall volumes within the individual ports — but the port authorities of Georgia, South Carolina, and Virginia say the U.S. Department of Agriculture (USDA) clearance will open the door to even more business opportunities.

For many years shippers sent perishables into Philadelphia, New York, and New Jersey because of temperatures

necessary to prevent contamination. Things began to change in 2015 when the USDA launched a Southeast In-Transit Cold Treatment pilot program to allow citrus, apple, grapes, blueberries, and other fruits from Argentina, Chile, Brazil, Peru, and Uruguay to be imported into the Southeast. The containers are kept at a temperature slightly above freezing during the two-week refrigeration process.

Not only has the USDA program opened up new opportunities, but it has also eliminated the multiday truck trips. The USDA also recently removed Savannah from the cold treatment pilot program, which means refrigerated goods can be unloaded midway through the

process and completed in the terminal. The Port of Wilmington, North Carolina, was the first to reach this designation last year.

In Charleston, Norfolk, Richmond, and Savannah there are reefer racks popping up to allow temperatures to remain constant in these containers. Port authorities are teaming with cargo owners and logistics companies to ensure freshness to the final destination.

The share has remained steady since 2016, indicating reefer growth is relatively similar to other ports in the country. Reefer is a bigger export business in the Southeast than import, as of now. Savannah's 8.4 percent share is fourth in the U.S., handling 85,628 TEU in 2017.

Charleston is sixth in market share with 52,293 TEU. Norfolk has a 4.4 percent share with 44,371 TEU in 2017.

The Port of New York and New Jersey dominates the import refrigerated market on the East Coast. Through September it owned a 15 percent share of imports in the U.S. On the export side, Savannah handles about 40 percent of poultry leaving the U.S.

In Norfolk, the Port of Virginia will expand storage capacity 200 percent by the end of 2019, totaling nearly 3,000 container plugs. Virginia International Gateway and Norfolk International Terminals will handle 1,200 containers apiece, and about 500 in Portsmouth Marine Terminal.

VICE PRESIDENT'S REPORT

With Thanksgiving behind us and Christmas ahead of us, we should take time to be thankful and not forget our fellow Americans who were victims of the California fires last month.

Shout-outs to those members advancing in seniority — Andrew Mayorga, JM-5281, and Vincent Marshall, JM-5081 — and two new Honolulu members Daniel Kushiya, JM-5341, and Laveai Vili, JM-5342.

NOTICE TO ALL MARINERS: Please make sure all your documents are up to date. You must have at least six months remaining on them when signing aboard deep-water vessels.

VESSEL RUNDOWN

Matson: The *Maui* has been laid up since December 8, 2017 and was flat towed to Pier 3 in Alameda on October 28.

The *Lihue* came out of lay-up in Portland in October for an emergency activation to fill in for the *R.J. Pfeiffer*, which was delayed in China. She is now laid up

at MHT Berth 60. The *Kauai* was laid up on December 2 at Pier 3, Alameda.

The *Mahimahi* and *Manoa* are both on the Pacific Northwest triangle run. The *Matsonia* is still on the HON-OAK yo-yo run; shipped two Watch Jr. Engineers.

The new vessel *Daniel K. Inouye* arrived OAK back from her maiden voyage on the Pacific Southwest triangle run and is still utilizing two extra Watch Jr. Engineers.

APLMS: The APL vessels are all running smoothly and called for two to four Standbys each port call. *President Kennedy* — shipped an REJ. *President Truman* — shipped one Day Jr./Utility. *President Cleveland*, *President FD Roosevelt* and *President Eisenhower* all in with no problems.

The APL shuttle ships (*APL Guam*, *APL Saipan* and *APL Gulf Express*) are running smoothly; shipped one Day Jr./Utility to the *Guam*.

Fraternally,
"Cajun" Callais

BUSINESS AGENT'S REPORT

For the month of November, we dispatched the following jobs.

Patriot Contract Services: *USNS Sisler* — two Oilers are awaiting flyout to Diego Garcia. KRS vessel *USAV Worthy*, which had been laid up in Portland since July 26, called for one Oiler and one Electrician on December 3 for her next mission; jobs filled by the Wilmington hall.

ASM's *ITB SLNC Moku Pahu* is still plying the Gulf of Mexico waters, desti-

nation unsure.

Matson Navigation Company: *Cape Horn* — dispatched a new one-year Electrician, who started on November 15.

Remember to check your documents and update them if needed.

I wish all members a safe and happy holiday season.

Fraternally,
Bobby Baca

Top 10 union-made vehicles union members buy

Union members love union-made vehicles because they are affordable, well-made and purchasing union-made supports the domestic auto industry. Here's a list of the Union Plus Auto Buying program's top ten bestsellers likely to rev your engines!

Chevy Equinox — The Chevy Equinox is considered a family friendly SUV for its roomy interior. This well-equipped ride is perfect for all your summer, winter, spring and fall road trips.

Chevy Silverado — Like its competitors, the Chevy Silverado is a master at the haul, tow and carry routine. But this pickup goes miles ahead of most by sporting a ton of configuration options and hi-tech features.

Ford F-150 — If you're in the market for a pickup, this workhorse won't disappoint. It also has a reputation for speed and hi-tech functionality. In fact, the Ford F-series pickup trucks have been the bestselling vehicles in America for decades! That's quite a distinction.

Jeep Cherokee — They say variety is the spice of life, and with the Jeep Cherokee, there are several different varieties to choose from. So, spice things up from sporty to luxury with this popular SUV.

Jeep Grand Cherokee — Purpose-

built luxury is Jeep's claim for this modern and elegant SUV. But even with a grand dose of stylish design, the Grand Cherokee still upholds Jeep's reputation for a sturdy and powerful vehicle that exudes confidence in every way.

Ford Escape — A compact crossover with great looks inside and out, the Ford Escape is also popular for practical features like generous cargo space and gas mileage.

Chevy Cruze — This little go getter has something for everyone. It's sporty and hi-tech for the young-at-heart; compact for the city driver; gets great mileage for the commuter; and low-priced for the multi-car household looking for savings.

Chevy Traverse — As one of the newest SUVs on the market, the Chevy Traverse makes a name for itself with the features of a full-size (seats 8) and the pricing of a compact.

Dodge Ram 1500 — The Ram 1500 packs a mean punch both visually and with its horsepower and towing capabilities. But with the air suspension to improve handling, this fierce pickup easily offers the most comfortable ride.

Chevy Malibu — More into the mid-size vehicles? The Chevy Malibu might be your speed. Fun fact: the car was named after the city in California.

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2018-0876]

Merchant Marine Personnel Advisory Committee; Vacancies

AGENCY: U.S. Coast Guard, Department of Homeland Security.

ACTION: Request for applications.

SUMMARY: The U.S. Coast Guard seeks applications for membership on the Merchant Marine Personnel Advisory Committee. This Committee acts solely in an advisory capacity to the Secretary of the Department of Homeland Security through the Commandant of the U.S. Coast Guard on matters relating to personnel in the United States merchant marine, including training, qualifications, certification, documentation, and fitness standards and other matters as assigned by the Commandant. The Committee advises, consults with, and makes recommendations reflecting its independent judgment to the Secretary and may make available to Congress recommendations that the Committee makes to the Secretary. In addition, the committee may be given special assignments by the Secretary and may conduct studies, inquiries, workshops, and fact finding in consultation with individuals and groups in the private sector and with State or local governments.

DATES: Completed applications should be submitted to the U.S. Coast Guard on or before February 4, 2019.

ADDRESSES: Applicants should send cover letter expressing interest in an appointment to the Merchant Marine Personnel Advisory Committee that identifies the applicant's preferred membership category along with a resume detailing the applicant's experience by one of the following methods:

- By Email: davis.j.breyer@uscg.mil, (preferred) Subject line: The Merchant Marine Personnel Advisory Committee;

- By Fax: 202-372-8382 ATTN: Mr. Davis J. Breyer, Alternate Designated Federal Officer; or

- By Mail: Mr. Davis J. Breyer, Alternate Designated Federal Officer of the Merchant Marine Personnel Advisory Committee, Commandant (CG-MMC-1)/MERPAC, U.S. Coast Guard, 2703 Martin Luther King Jr. Ave SE, Stop 7509, Washington, DC 20593-7509.

FOR FURTHER INFORMATION CONTACT: Mr. Davis J. Breyer, Alternate Designated Federal Officer of the Merchant Marine Personnel Advisory Committee, Commandant, (CG-MMC-1)/MERPAC, U.S. Coast Guard, 2703 Martin Luther King Jr. Ave SE, Stop 7509, Washington, DC 20593-7509, telephone 202-372-1445, fax 202-372-8382 or davis.j.breyer@uscg.mil.

SUPPLEMENTARY INFORMATION: The Merchant Marine Personnel Advisory Committee is a federal advisory committee established in accordance with the provisions of the Federal Advisory Committee Act (Title 5 U.S.C. Appendix) and 46 U.S.C. 8108.

The Committee meets at least twice each year. Its subcommittees and working groups may hold additional meetings as needed to consider specific tasks.

Each Committee member serves a term of office of up to three years. Members may serve a maximum of two consecutive terms. All members serve at their own expense and receive no salary or other compensation from the Federal Government. Members may be reimbursed for travel and per diem in accordance with Federal Travel Regulations.

We will consider applications for the following four positions that will be vacant on June 1, 2019. To be eligible, you must have the experience listed for the applicable membership position:

- (1) One position for a member who serves as a representative of merchant marine engineering officers. To be eligible, you must be licensed as either a limited chief engineer or a designated duty engineer;

- (2) One position for a member who serves as a representative of qualified members of the engine department. To be eligible, you must hold a current merchant mariner credential with an engineering rating endorsement;

- (3) One position for a member who serves as a representative of shipping companies employed in ship operation management. To be eligible, you must show that you have significant knowledge and experience of shipping companies and ship operation management; and

- (4) One position for a member who serves as a representative of the state maritime academies, as identified in 46 CFR 310 subpart A. To be eligible, you must be jointly recommended by such state maritime academies. Each member will be appointed as Representative, and are not appointed in their individual capacity.

The Department of Homeland Security does not discriminate in the selection of Committee members on the basis of race, color, religion, sex, national origin, political affiliation, sexual orientation, gender identity, marital status, disabilities and genetic information, age, membership in an employee organization, or any other non-merit factor. The Department of Homeland Security strives to achieve a widely diverse candidate pool for all of its recruitment actions.

If you are interested in applying to become a member of the Committee, send your cover letter and resume to Mr. Davis J. Breyer, Alternate Designated Federal Officer of the Merchant Marine

Personnel Advisory Committee via one of the transmittal methods in the ADDRESSES section by the deadline in the DATES section of this notice. All email submittals will receive email receipt confirmations.

Dated: November 29, 2018

Jeffrey G. Lantz, Director of Commercial Regulations and Standards

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2019

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfoww.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential, including current endorsements and RFPEW certification.

Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

Non-seniority applicants:

(1) Non-seniority applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Training Resources Maritime Institute (TRMI)

Courses are conducted at Training Resources Maritime Institute 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.

January 21-25

February 18-22

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.

January 21-25

February 25-March 1

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.

January 7-February 1

March 4-29

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.

February 4-8

April 1-5

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.

January 7-February 15

March 4-April 12

Marine Firemen's Union Training Plan Tuition Reimbursement Policy

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

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

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

STCW 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.

February 18-22

April 15-19

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.

February 4-March 15, 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.

TRMI, San Diego, CA (one day): January 11; January 25; February 8; February 22; March 8; March 22

MITAGS-PMA, Seattle, WA: January 15-16; February 18-19; March 25-26

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.

TRMI, San Diego, CA: January 16-18; February 13-15; March 13-15

Compass Courses, Edmonds, WA: January 29-31; February 26-28; March 26-28

MITAGS-PMI, Seattle, WA: pending

Matson sues to remove MSP subsidies for APL's Guam service

Matson has filed a federal suit in an effort to reverse Maritime Security Program enrollment for two vessels operated by its competitor APL, a subsidiary of French ocean carrier CMA CGM. Several years ago, MARAD approved APL's request to replace two existing subsidized ships on the MSP list with the feeders *APL Guam* and *APL Saipan*, which would be repositioned to serve Guam and Saipan. According to Matson, these two subsidized vessels "directly compete with Matson's unsubsidized vessels that operate in these domestic trade routes," creating unfair competition. Matson contends that the MSP is primarily intended to support U.S.-flag vessel operations in foreign trade lanes, not domestic routes like those between U.S. states and U.S. territories.

"As a result of the APL decisions and the MSP subsidies resulting therefrom, APL is able to offer significantly lower prices than Matson for shipping cargo on the same routes, driving carriage from Matson to APL and altering the competitive balance in this domestic market," Matson alleged in the

suit.

"Since the APL vessels began to operate with MSP subsidies, Matson's unsubsidized vessels have lost carriage as measured in both volume of containers and revenue."

The subsidy is not the only operating difference between the two services: Matson uses American-made vessels on its mainland-to-Guam routes, but APL does not. Like almost all ships subsidized under MARAD's Maritime Security Program, the *APL Guam* and *APL Saipan* are foreign built. Purchasing a foreign-made vessel typically conveys a substantial capital expenditure savings, and Guam is exempt from the Jones Act's U.S.-build requirement.

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**

Port of SF gets dozens of redevelopment ideas

The Port of San Francisco recently asked for ideas to renovate parts of the historic Embarcadero that have long been neglected. The port received 52 responses from small businesses and master tenants that expressed an interest in rehabilitating and preserving historic structures at 13 piers and the waterfront Agriculture Building. However, hanging over any plans for the three-mile strip — that runs from Fisherman's Wharf to AT&T Park — is the threat of sea level rise.

San Francisco Bay is expected to rise 72 inches by 2100, according to the port. King tides already flood parts of the Embarcadero. Over the next 80 years, the exceptionally high tides could reach into the city's downtown.

Best colleges with labor studies degrees in the U.S.

If you are seeking a degree in Labor Studies, you'll find there is a large range of degrees that can be earned. A major in Labor Studies is offered at a small amount of schools. This ranking of the best colleges that offer Labor Studies degrees is based on the compilation of data from reliable government sources, student surveys, college graduate interviews, and editorial review. You can find more information about a Labor Studies degree below along with a look at schools that offer online degrees in Labor Studies.

1. Indiana University-Bloomington, Bloomington, Indiana
2. Hofstra University, Hempstead, New York
3. Michigan State University, East Lansing, Michigan
4. Florida International University, Miami, Florida
5. Indiana University-Purdue University-Indianapolis, Indianapolis, Indiana
6. San Francisco State University, San Francisco, California
7. CUNY Queens College, Queens, New York
8. Indiana University-Northwest, Gary, Indiana
9. Pennsylvania State University-Penn State Berks, Reading, Pennsylvania
10. Indiana University-South Bend, South Bend, Indiana

This list compiled by Universities.com.

DOT still finalizing strategy to address challenges to sustaining U.S.-flag fleet

The U.S. government relies on U.S.-flag vessels to transport cargo and provide a pool of U.S.-citizen mariners who could be called upon to support defense needs in times of war or crisis. Through financial support and by requiring government agencies to ship certain cargo on U.S. flag vessels, the United States has supported the viability of the U.S.-flag fleet. However, concern has grown about the fleet's future sustainability. But the General Accounting Office (GAO) has testified that U.S.-flag ships have become more expensive to run and the government has shipped less cargo making it harder for carriers to stay in business; and that there may not be enough U.S.-citizen seamen to meet defense needs.

In 2014, Congress required the Department of Transportation (DOT) to develop a U.S. maritime strategy. The DOT is still finalizing the national maritime strategies that were called for in two separate mandates by Congress in 2014. According to DOT officials, it has been working on a single draft maritime strategy to meet both mandates. This strategy is intended to address how to make vessels registered to the United States more competitive in the international cargo market. It is also intended to address how to ensure the long-term viability of U.S.-flag vessels and U.S.-citizen mariners.

In an August 2018 report, GAO concluded that by not completing the strategy or establishing a timeline for completing it, DOT had delayed providing decision makers the information they needed to address challenges facing the U.S. flag fleet. Subsequently, with the passage of the John S. McCain Nation-

one of the city's most beloved features. In addition to seafood stalls, restaurants and souvenir stands at Fisherman's Wharf and the stadium where the Giants play, the waterfront strip is home to an aquarium, hotels, museums and shops. The port says the area attracts more than 15 million visitors each year.

Many of those areas were rehabilitated after the 1989 Loma Prieta earthquake. The double-decker freeway that ran along the waterfront was damaged. In its place, the Embarcadero Boulevard was created and redevelopment surged. But some piers were neglected, or development projects were abandoned when the money ran out.

The seawall along San Francisco's waterfront was built more than a

century ago. Voters in the city in November approved a plan to begin rebuilding parts of it to protect against earthquakes. Now the port is looking to fix that. A first step is large-scale improvements to the seawall that was built between 1878 and 1924.

Earthquakes remain a huge concern. A massive quake could push the seawall several feet into the bay. Even if there were no big quakes, the seawall is still threatened by the rise in sea level.

This past November, San Francisco voters overwhelmingly approved a plan to give the city money to begin rebuilding the seawall. The proposition provided for \$425 million to shore up the parts of the seawall most vulnerable to earthquakes. The complete \$2 billion rebuilding project will address sea level rise, too. One day that seawall might protect some of the 52 ideas suggested for the 14 piers. It is an eclectic list.

Pier 28, with its Mission Revival front and 100,000 square feet of floor space, is one of the areas the port sought ideas for. Among the proposals are sports facilities for basketball, fitness, running, soccer, plus a Museum of Future Sports, "a fully immersive and interactive destination for technology, entertainment, gaming & culture." The list also includes education, training and innovation hubs, including the Zenviba Catapultech Incubator, which would include space for "venture capital, development services and mentoring for startups and co-working spaces for underrepresented groups of entrepreneurs." More than seven museums and cultural exhibitions were proposed. The ideas suggest office space, hotels, restaurants, and bars, including the Royal Cuckoo Museum Bar and Pipe Organ Lounge.

The port will then seek more concrete proposals from potential developers.



The CV700-class geared containership *Kamokuiki*.



Aboard the *Kamokuiki* in Honolulu (left to right) are Oiler/Utility Jefferson Basuel, #3829; Oiler/Utility Colby Sims, JM-5254; and Standby Wiper Lopaka Mene, JM-5207.



Kamokuiki Electrician/Reefer/Oiler Bruce Chow, #3812 and Oiler/Utility Colby Sims, JM-5254.

al Defense Authorization Act for Fiscal Year 2019, Congress extended the deadline for the strategy to February 2020. According to DOT officials, it will issue the strategy by the new deadline.

Stakeholders GAO spoke with for its August 2018 report identified two primary challenges to ensuring that the U.S.-flag fleet would continue to meet DOD's national defense needs: (1) maintaining the financial viability of the U.S.-flag fleet, which is threatened by the increasingly higher costs of operating U.S. vessels compared to foreign flag vessels and a decrease in government cargo being shipped internationally; and (2) a potential shortage of U.S. citizen mariners available to support defense needs, in part due to the declining numbers of U.S.-flag vessels that employ these mariners.

For example, the number of U.S. flag vessels involved in international trade declined from 199 vessels at the end of 1990 to just 82 vessels by the end of 2017.

DOT officials have identified some options to make U.S.-flag vessels more competitive, increase the amount of commercial cargo on U.S. flag vessels, and address a potential shortage of U.S.-citizen mariners, although they are not ready to assess their feasibility or formally propose these options.

- To address the challenge of maintaining the financial viability of U.S.-flag vessels, DOT has identified options such as changing regulations to decrease the costs of bringing a ship under the U.S. flag and requiring that certain energy export commodities, such as oil or liquefied natural gas, be carried on U.S.-flag vessels.

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 87 jobs in November. There were nine APL, eight PCS, and four Matson shipboard billets; and five APL Shore Mechanics dispatched. Eleven applicants worked standby jobs and one made a ship. There are 25 A-, 21 B-, and 31 C-seniority members registered.

Weather was still messed up as the season is definitely upon our crews in the Pacific. Fast turnarounds were frequent this month for some ships if the arrival on the coast was delayed. Quick maintenance involving both the engineering and deck crews aboard ships calling here resulted in little delay of cargo. The *Daniel K. Inouye* made schedule with her crew out of San Francisco again. She is pretty, and will carry a few extra men for safety while everything is dialed in.

Students attending local public

HOWZ SHIPPING?

November 2018
San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	2
Junior Engineer (Watch).....	4
Junior Engineer (Day).....	2
Oiler.....	1
Standby Electrician/Reefer.....	14
Standby Wiper.....	29
TOTAL.....	53

Wilmington

Electrician.....	5
Electrician/Reefer/Jr. Engineer.....	5
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day).....	3
Oiler.....	3
Wiper.....	2
Shore Mechanic.....	5
Standby Electrician/Reefer.....	17
Standby Wiper.....	44
TOTAL.....	87

Seattle

Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	1
Reefer/Electrician.....	1
Oiler.....	1
Standby Electrician/Reefer.....	7
TOTAL.....	11

Honolulu

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	3
Oiler.....	3
Wiper.....	4
Shore Mechanic.....	3
Standby Electrician/Reefer.....	24
Standby Jr. Engineer.....	1
Standby Wiper.....	32
TOTAL.....	72

schools here in the Los Angeles area will make a choice of crossing a picket line if no agreement is reached between UTLA and LAUSD. The school district serves a little over 600,000 from the grades of K-12. Although wages are an issue, there are over 20 contractual items including class size, quality of school supplies, and health and safety for students. Job actions by Unite Here in both Los Angeles and Orange County will be affecting the local hotels if negotiations do not culminate with a contract soon.

According to Chief Engineer Gillen on the *Lane Victory*, the main steam stop is being reworked and will be on one boiler after that is done. But a few volunteers have been assisting on Wednesdays and Saturdays at 0900 and as always, are appreciated. Report to Chief Gillen or Assistant Engineer Silcock in the engine room.

We had a nice holiday luncheon on December 9 down here and all the members and applicants help who made it happen deserve a much thanks for all the help and good times. If you are at home or at sea, my hope is that all of you have safe and happy holidays.

Aloha,

Sonny Gage, Port Agent

Alaska Marine Highway System takes step to replace old ferry

The Alaska Marine Highway System has taken the first step in the process of finding a shipyard to build a ferry to replace an aging vessel serving southwest Alaska. The highway system issued a pre-solicitation notice last month for the replacement project, but a possible construction date and build location remain unknown because of a pending federal waiver. The federal waiver is required before a construction contract can be issued to replace the 54-year-old ferry *Tustumena*, which has been plagued by maintenance issues. Officials have been planning for years to replace the ferry.

The Buy American Act "requires a domestic manufacturing process for all steel or iron products that are permanently incorporated in a federal-aid highway construction project," according to the Federal Highway Administration.

The *Tustumena* serves Kodiak, the Aleutian Islands and the Kenai Peninsula. Officials plan for the replacement ferry to be 330 feet long and 71 feet wide. It would need overnight accommodations for 250 people and capacity to hold up to 54 cars. The design also includes an 80,000-pound vehicle elevator.

About \$244 million in federal and state funding has been earmarked for the project, with \$222 million coming from the Federal Highway Administration.

HONOLULU NOTES

I dispatched 72 jobs for the month of November: one Elect/Reefer for the *Kamokuiki*; one Reefer for the *Mokihana*; three Jr. Engineers for the *Manoa*, *Maunawili* and *Maunalei*; two Oilers for the *Kamokuiki* and *Sisler*; four Wipers for *Manoa* (2nd Wiper), *Maunawili*, *Manoa* and *Manukai*; four relief jobs; three shoreside reliefs and one emergency relief on the *Kamokuiki*. The standby jobs were 24 Standby Elect/Reefers, 32 Standby Wipers and a Standby Jr. Engineer job (maybe the first?) on the *Kamokuiki*.

We have 13 "A" seniority members, 4 "B" seniority members and 8 "C" seniority members on the Honolulu registration list.

In November, I represented the MFOW at two AFL-CIO meetings. During one meeting we went over the financial records and, at the other meeting, we brainstormed over how to cut our expenses to balance the budget. At the monthly Honolulu Port Council meeting our special guest was Keali'i Lopez, who is the Democratic Party chairperson. She came to do a meet-and-greet and to tell us that the Democratic Party will still be very much pro union.

I wish you all a VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR!

Aloha,

Mario Higa, Port Agent

SEATTLE NOTES

During the month of November, we shipped the following: one R/E to a Matson run job; one new Watson Class Electrician billet; one R/E/J; 1 Oiler; and 7 standby Reefers.

Seattle currently has 8 A members; 7 B members and 6 C members registered for shipping.

More than a few members have been reporting mistakes made by the NMC and our MRO during their document renewal process. One missed signature

on an application can set you back a month or more, so review all the filled-out application forms thoroughly before submitting them. Apply early and make the hall often with your documents so we can look at them together.

Respectfully,

Brendan Bohannon, Seattle Representative

HONOR ROLL

Voluntary donations to General Treasury — November 2018:

I. "Cajun" Callais, #3592.....	\$20.00
Anthony DeLaRosa, P-2753.....	\$25.00
David Guzman, #3881.....	\$50.00
Steve Ondreako, #3815.....	\$100.00

Benefits paid during November

Death Benefits	
Harry J. Mynes, P-1284.....	\$1,500.36
Burial Benefits	
NONE	
Excess Medical	\$4,066.64
Glasses and Examinations	\$400.00

POLITICAL ACTION FUND

Voluntary donations for November 2018:

Vicente Cacacho, #3828.....	\$30.00
I. "Cajun" Callais, #3592.....	\$180.00
Anthony DeLaRosa, P-2753.....	\$25.00
David Hooper, #3712.....	\$50.00
Thomas White, JM-5223.....	\$25.00

Regular membership meeting dates 2019

January	2	S.F. Headquarters
	9	Branches
February	6	S.F. Headquarters
	13	Branches
March	6	S.F. Headquarters
	13	Branches
April	3	S.F. Headquarters
	10	Branches
May	1	S.F. Headquarters
	8	Branches
June	5	S.F. Headquarters
	12	Branches
July	3	S.F. Headquarters
	10	Branches
August	7	S.F. Headquarters
	14	Branches
Sept.	4	S.F. Headquarters
	11	Branches
October	2	S.F. Headquarters
	9	Branches
Nov.	6	S.F. Headquarters
	13	Branches
Dec.	4	S.F. Headquarters
	11	Branches

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

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND,
Attention: Esther Hernandez
240 Second Street
San Francisco, CA 94105
(415) 986-1028/
(415) 986-5720

Email:

EHernandez@mfoww.org

FINISHED WITH ENGINES



Bennie G. Hicks, #1562/14144.

Born June 29, 1927, Arkansas. Joined MFOW April 26, 1946. Pensioned April 1, 1969. Died November 5, 2018, Rogers, AR.