



DOT announces \$1.5 billion in grants for port, road and rail projects

Last month, Secretary of Transportation Elaine Chao announced a package of 91 new infrastructure projects across the United States worth a combined \$1.5 billion. The Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants - previously known as TIGER grants - give DOT funds to invest in road, rail, transit and port projects. Congress has allocated more than \$5 billion for nine competition rounds to fund projects that have a significant local or regional impact. Over \$1 billion of the funding will be distributed to 60 road projects,

according to Secretary Chao; \$165 million more will go to rail and \$146 million will go to port projects, including facilities on America's inland waterways.

The American Association of Port Authorities put the tally slightly higher, at \$230 million for 14 port-related projects. Port-related grants in this award round include:

- \$6.5 million for the Seagirt Marine Terminal Berth 3 Modernization Project at the Port of Baltimore. The project will add a second berth capable of serving 50-foot-draft UL-CVs, along with supporting landside

and channel improvements.

- \$23 million for the Lower Yukon River Regional Port and Road Renovation Project in Emmonak, Alaska. The project will repair service roads and construct a permanent landing craft ramp and dock with two berths capable of handling 500-ton barges.
- \$20 million for the SEMO Port Loop Track Terminal Project in Missouri. This project will construct a new rail-barge terminal, including a loop track for the accommodation of unit trains, a rail-to-barge conveyor system for unloading and transfer and a river barge load out terminal.
- \$21 million for the City of Sault Ste. Marie, Michigan's Carbide Dock Port Rehabilitation and Truck Route Reconstruction. The project will rehabilitate the Carbide Dock Port and reconstruct a portion of the connecting truck route.
- \$7.5 million for wharf improvements planned by the Pease Development Authority for the Market Street Marine Terminal in Portsmouth, New Hampshire.
- \$20 million for the Columbia River Barge Terminal Rail Access project for the Port of Morrow, Oregon. The project will establish rail-to-barge trans-loading capability within the port's barge terminals on the Columbia River.
- \$20 million for Port Arthur, Texas'

Multimodal On-Dock Rail Project. This project extends the Port Arthur Berth 5 wharf by 1,000 feet to create Berth 6, a crane-capable pile-supported wharf with laydown area and rail connections.

- \$15 million for upgrades at the Virginia Port Authority's Virginia Inland Port Terminal, an intermodal transfer facility with a 220-mile rail link to Hampton Roads. The new project will optimize the flow of traffic at the port by adding three loading tracks, lengthening existing loading tracks and purchasing two new straddle carriers.
 - \$6 million for rail access improvements at the Port of Muskogee, Oklahoma, including track upgrades to meet current Class I railroad safety standards; highway-rail grade crossing modernization; and approximately 10,000 feet of rail track.
 - \$20 million for the Port of Coos Bay, Oregon's Coos Bay Rail Line. This project includes repair or replacement of 15 bridges along the Coos Bay Rail Line to enhance capacity, meet safety requirements, and extend useful life.
- Port authorities, highway agencies and other entities from all 50 states submitted applications for this round of BUILD grants, with support from their elected representatives in Washington.

USCG doubles minimum random drug testing rate

The U.S. Coast Guard has set the calendar year 2019 minimum random drug testing rate at 50 percent of covered crewmembers - double the 2018 rate of 25 percent. The agency said that it increased the minimum random drug testing rate as a result of Drug and Alcohol Management Information System (MIS) data indicating that "the positive rate" for the most recent reporting year was greater than one percent. Regulations require the Commandant to set the minimum random drug testing rate at 50 percent when the positivity rate for drug use exceeds one percent.

The Coast Guard requires marine employers to establish random drug testing programs for covered crewmembers. Every marine employer must collect and maintain a record of drug testing program data for each calendar year, and submit this data to the Coast Guard in an annual report. Each year, the Coast Guard publishes a notice reporting the results of random drug testing for the previous calendar year's MIS data and the minimum annual percentage rate for random drug testing for the next calendar year.

IMO 2020 fuel rule will be a game-changer for top-heavy container charter market

2019 is set to be another interesting year in container shipping with 1.15 million twenty-foot equivalent units (TEU) of new build capacity, including 46 ultra large container vessels (ULCV) expected to be delivered. Due to the top-heavy order book, a tighter outlook is predicted for tonnage in the 10,000 TEU and under sector, and a more modest global fleet expansion of around 3.5 percent compared to the 5.7 percent growth of last year. At the end of 2018, the world's cellular fleet stood at 5,284 ships, for 22.3 million TEU.

An 11.2 percent fleet increase in ships of 10,000-23,000 TEU this year was likely to be tempered by shrinkage of some 2.5 percent in the 4,000-10,000 TEU range and a weak 2.5 percent growth in the very smallest container-ship sizes. ULCVs of 13,800-21,400 TEU hit the water at an average rate of one a week last year, totaling 901,000 TEU. 35 of the 52 ships were deployed between Asia and Europe. Their arrival triggered cascading and service restructures purely implemented to make good use of smaller tonnage.

Most analysts expect container-ship scrapping to pick up again this year, driven by preparation for next year's IMO 0.5 percent sulfur cap regulations, which will make older fuel-guzzling vessels much more expensive to oper-

ate. Only around 60 vessels, equating to just over 110,000 TEU, were sold for demolition in 2018 - a seven-year low - compared with 151 ships for 431,000 TEU scrapped in 2017. It is estimated containership deletions will be around 300,000 TEU this year, with the number of ships sold for scrap accelerating in the second half as operators weed out the more uneconomic vessels from their fleets.

At a cost of around \$9 million per vessel to retrofit exhaust gas cleaning systems, or scrubbers, to ships to enable the vessels to continue to consume cheaper heavy fuel oil post-IMO 2020, it expected only chartered ships of 10 years and younger would be considered, given the requirement to recover the scrubber investment by way of higher daily hire fees. Consequently, the charter market outlook for 2019 is heavily influenced by the pre-IMO 2020 preparations, which could also increase short-term demand as ships are temporarily taken out of service for tanks to be cleaned, or scrubbers to be fitted, and some are scrapped. What is certain is that the low-sulfur regulations will have a significant impact on the container liner industry and, if not recovered, the associated higher fuel costs could prove to be extremely damaging for the financially weaker players.

U.S. intermodal rail traffic set record in 2018

U.S. railroads moved more intermodal volume than carloads in 2018, with carloads up 1.8 percent to 13,640,641 units and intermodal volume up 5.5 percent to 14,472,849 units compared with 2017's figures, according to Association of American Railroads (AAR) data. Combined, U.S. railroads reported 28,113,490 carloads and intermodal units, a 3.7 percent year-over-year increase.

U.S. freight-rail traffic last year was "positive for the most part," said AAR Senior Vice President of Policy and Economics John Gray in a press release. "Intermodal set a new annual record for the fifth time in the past six years, while carloads of chemicals and crushed stone, sand and gravel set new annual records," Gray said. "Petroleum products also had a mild resurgence."

For the year, 13 of 20 commodity categories that AAR follows on a monthly basis logged carload increases.

"On the negative side, coal continued to suffer in 2018 from market forces that favor natural gas and renewables for electricity generation," Gray added. "What happens in 2019 will depend on how the domestic and global economies hold up and the policies - particularly monetary and trade - that come out of our legislative and executive branches."

In December, 12 of the 20 commodity categories posted gains compared with December 2017. They included coal, up 12,382 carloads or 3.8 percent; petroleum and petroleum products, up 10,875 carloads or 26.5 percent; and chemicals, up 3,349 carloads or 2.7

percent.

Commodities that posted declines last month included crushed stone, sand and gravel, down 3,116 carloads or 4 percent; metallic ores, down 1,402 carloads or 5.3 percent; and stone, clay and glass products, down 938 carloads or 3.4 percent.

U.S. railroads' total volume for December climbed 4 percent to 2,118,094 carloads and intermodal units compared with the same month a year ago. Carloads increased 2.9 percent to 1,021,978 units, while intermodal volumes rose 5 percent to 1,096,116 containers and trailers.

Meanwhile, Canadian railroads posted 7,863,727 carloads, containers and trailers in 2018, a 4 percent increase over 2017's mark. Mexican railroads reported 2,010,939 carloads and intermodal units for 2018.

Halls to close

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

Lincoln's Birthday and Presidents' Day - The MFOW hiring halls will also be closed on Tuesday, February 12, 2019, in observance of Lincoln's Birthday, and on Monday, February 18, 2019, in observance of Presidents' Day. Both days are contract holidays under the APL and Matson Master Offshore Agreements.

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David Arian, former ILWU international president, dies at 72

Widely respected community and union leader, and Los Angeles Harbor Commissioner David Arian died January 2 after a battle with thyroid cancer. He was 72.

"David Arian embodied what service means for his fellow human being," said Los Angeles Mayor Eric Garcetti. "From the docks to the board room, his humor, his intelligence, and his commitment to justice built the most successful port in the Americas while doing right for the workers and the community that are the lifeblood of the harbor community. Our city and our world are better places because of David Arian's extraordinary career and because of his deep humanity. I will miss his friendship and his steady hand. He's probably organizing workers in heaven right now."

A prominent figure in the Los Angeles Harbor community, Arian joined the Harbor Commission in 2010 after serving decades in various leadership positions within the labor movement. During his tenure on the Board, the Port of Los Angeles broke all-time cargo volume records while reducing air emissions, two goals on which Arian was particularly focused.

Born December 4, 1946, Arian was 18 years old when he took a job at the Wilmington waterfront in 1965. He often joked that at just 130 pounds, union supervisors weren't sure he would be able to do the physically demanding



work of a longshoreman. But like many aspects of his life, he proved his skeptics wrong. That first day unloading bananas into boxcars was just the first of many that he would spend working, organizing and leading union workers and causes important to the workers and the San Pedro Bay community.

As a member of the International Longshore and Warehouse Union (ILWU) Local 13, Arian held many leadership positions over the years, including three terms as local president. In 1991, he was elected international president of the ILWU at the age of 44. Arian eventually returned to the docks at the Port of Los Angeles and retired in 2009. Within a year, he was appointed to the Los Angeles Harbor Commission by then-Los Angeles Mayor Villaraigosa, and reappointed by Mayor Garcetti in 2013.

Concern and support for the community, local workers and residents were woven into everything Arian did. A tireless community activist from the start, Arian and his family helped found the San Pedro Community Action Center in 1966. Over the years, he was also an active supporter of many local service organizations, including the Toberman Neighborhood Center, Harbor Interfaith Services and the San Pedro Boys & Girls Club, the latter where he played as a youth.

Arian founded the Harry Bridges Institute, an organization dedicated to educating younger workers about the labor movement's rich history and community organizing. He had served as its president since its founding in 1993. Arian also captured the spirit of the Institute in his book *The Right to Get in the Fight*, which focused on the ILWU, its philosophies and culture that have kept it alive and relevant over the decades.

His involvement in non-labor-related port policy issues began even before his appointment to the Harbor Commission. In 2006, Arian was named to the joint Port of Los Angeles-Port of Long Beach advisory board for the San Pedro Bay Ports Clean Air Action Plan, which set the stage for the ports to make unprecedented strides in improving air quality in the San Pedro Bay. Arian also served on the governing board of the Intermodal Container Transfer Facility Joint Power Authority.

A long-time resident of the Harbor area, Arian grew up on 8th Street in San Pedro, and attended Cabrillo Elementary, Dana Junior High School, and San Pedro High School.

Bluefin tuna sells for record \$3.1 million at Tokyo market

The Washington Post reported that a Bluefin tuna sold for a record \$3.1 million at the first auction of the year at Tokyo's new fish market. But behind the celebrations hides a worrying tale of overfishing and dwindling stocks. Kiyoshi Kimura, who owns the Sushi Zanmai restaurant chain, paid 333.6 million yen for the 613-pound fish at the first auction of the year, and the first to be held at Tokyo's new Toyosu fish market after last year's move from the famous Tsukiji market.

The price paid at the predawn auction was nearly 10 times higher than the price paid at last year's auction - albeit for a considerably smaller fish - and roughly double the previous record, also set by Kimura, in 2013. There was an intense bidding war with a rival buyer who had won last year. The winner said he was "very satisfied with the quality" of the fish but admitted he had paid much more than he had expected. The fish was caught off the coast of northern Japan's Aomori prefecture by fishermen from the small town of Oma, which has a nationwide reputation for the quality of its tuna catch.

Bluefin tuna is highly valued for its taste in sushi restaurants, but decades of overfishing have sent stocks plummeting. The IUCN Red List of Threatened Species classifies the Pacific Bluefin tuna as "vulnerable," with a decreasing population. In response to the growing scarcity of the fish, Japan and other governments agreed in 2017 to strict quotas and restrictions on fishing, in an attempt to rebuild stocks from 20 percent of historic levels by 2034. That has caused considerable unhappiness and some hardship in Oma.

Oma tuna is known as the "black diamond" of tuna, because fishermen still use traditional manual fishing methods, rather than trawling, allowing them to catch the fish intact.

But to stick to the quota, fishermen there said they decided to go slow in

the summer and concentrate instead on fishing in the fall and winter, when tuna fetches a higher price. However, when they ventured out, they found tuna harder to find than usual and catches low, leading to fears in November that the Oma tuna could eventually disappear from the nation's sushi bars - although December's catch was better.

Hundreds of Japanese fishermen also protested against the new quotas outside the Ministry of Agriculture, Fisheries and Food in June, while Oma also canceled its annual tuna festival in October in protest. Japan and other countries were already lobbying for higher catch quotas for 2019, just one year into the 16-year recovery plan, while also noting reports of Japanese fishermen discarding and not reporting dead Bluefin to avoid exceeding their quotas.

Pacific Bluefin tuna reach a maximum length of nearly 10 feet and a maximum weight of 1,200 pounds. They are built like torpedoes, with a hydrodynamic shape, retractable pectoral fins and, unlike other fish, eyes set flush to their body.

They have two main breeding grounds, off the coast of Japan. Most remain in the western Pacific all their lives, reaching from Russia's Sakhalin Island in the north to New Zealand in the south. But others, when they reach one to two years of age, make a 6,000-mile migration to rich waters off California and Mexico's Baja Peninsula, returning after two to four years to spawn in the same western Pacific waters where they began life. Fishermen, mainly from Japan, South Korea and Mexico, often take fish before they reach maturity, which has badly undermined the population.

Bluefin are difficult to rear in captivity. With highly sensitive reactions to light and sound, they rarely spawn in captivity and often swim at top speed and die on impact with the sides of tanks or nets.

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

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

HAPPY NEW YEAR

In 1883, a group of firemen who sailed aboard coal-burning steamers formed the Pacific Coast Marine Firemen's Union in San Francisco. As we enter the Union's 136th New Year, I am happy to report that the state of the Union is strong.

Job opportunities are plentiful for those who make the job calls with their mariner documents in order. C-seniority members: do not sit on the fence waiting for that dream job; grab whatever job is available so that you can acquire the sea time to advance in seniority and ratings. Remember that every time we dispatch a new applicant to fill a billet, the labor pool is increased and so is competition for future work.

On the political front, there are 10 new Senators and 100 new Representatives in Congress. This means maritime labor has plenty to do in order to get them straightened out on maritime matters, such as the Jones Act, Maritime Security Program, and Cargo Preference laws. Remember to support the Marine Firemen's Union Political Action Fund.

Let's roll up our sleeves and start working toward a prosperous and happy New Year!

VICE PRESIDENT'S REPORT

In December I attended the MFOW and SIU Pacific District Trust Fund meetings. All funds are in good shape.

A shout-out to all members who made Political Action Fund donations in 2018; we would welcome more donations going into 2019. Congratulations to members Ronny Ting and Ira Bing for their advancement to "A" seniority.

DOCUMENTS?? Due to the partial government shutdown, the National Maritime Center and all Regional Exam Centers are closed until further notice. Members awaiting USCG documents/endorsements will be on hold. Applications may continue to be emailed or mailed in and will be processed when the shutdown is over.

VESSEL RUNDOWN

Matson: All vessels are calling for two or more Standby Wipers or Standby Electrician/Reefers.

The *Maui* has been laid up since December 8, 2017 and was shifted to the RRF fleet in Alameda on October 28, 2018. The *Kauai* was laid up on November 30, 2018, at the RRF fleet in Alameda. The *Lihue* laid up at Berth 60,

Middle Harbor Terminal, Oakland on October 30, 2018.

The *Matsonia* is on the HON-OAK yo-yo run; shipped one Watch Jr. Engineer for time up and pierheaded a Wiper for an UFFD. The *Manoa* and *Mahimahi* are on the Pacific Northwest triangle run.

The *Daniel K. Inouye* is on the Pacific Southwest triangle run; shipped one REJ, one Watch Jr. Engineer, one Wiper for a voluntary quit, and a one-trip ERJ (no relief available).

APLMS: All vessels are calling for two or more Standby Wipers each port call. The following vessels called in December: *President Eisenhower*, *President Wilson* (four Standby Wipers); *President Cleveland*, *President Kennedy*, *President Truman* (shipped one Wiper for time up). The *Truman* was experiencing a problem with potable water, which was resolved after a suitcase parade by the Stewards Department.

The APL shuttle ships are all running smoothly; shipped an ERJ to the *APL Guam* for six months' time-up.

Fraternally,
"Cajun" Callais

Wind, waves break massive trash-collecting boom in Pacific Ocean

A trash collection device deployed to corral plastic litter floating in the Pacific Ocean between California and Hawaii has broken apart and will be hauled back to dry land for repairs.

Boyan Slat, who launched the Pacific Ocean cleanup project, said that the 2,000-foot long floating boom will be towed 800 miles to Hawaii. If it cannot be repaired there, it will be loaded onto a barge and returned to its home port of Alameda, California.

The boom broke apart under constant wind and waves in the Pacific. Slat said he is disappointed, but not discouraged and pledged that operations would resume as soon as possible.

"This is an entirely new category of machine that is out there in extremely challenging conditions," the 24-year-old Dutch inventor said. "We always took

into account that we might have to take it back and forth a few times. So it's really not a significant departure from the original plan."

Previously, Slat said the boom was moving slower than the plastic, allowing the trash to float away. A ship towed the U-shaped barrier in September from San Francisco to the Great Pacific Garbage Patch — an island of trash twice the size of Texas. It had been in place since the end of October.

The plastic barrier with a tapered 10-foot-deep screen is intended to act like a coastline; trapping some of the 1.8 trillion pieces of plastic that scientists estimate are swirling in the patch while allowing marine life to safely swim beneath it. Slat has said he hopes one day to deploy 60 of the devices to skim plastic debris off the surface of the ocean.

KWAJALEIN

On December 6, the Union was informed by Tim Gill of Patriot Contract Services (PCS) that the prime contract to operate the *USAV Worthy* had been awarded to a company called Oasis Systems. He added that Oasis was considering using PCS as a subcontractor to do augmentation crewing in the same manner as was done with Kwajalein Range Services (KRS).

The Union provided PCS with 2019 crewing services wage and benefit rates, which included a 2.75 percent total labor cost increase over the 2018 rates. On December 23, the Union was notified by PCS Marine Personnel Manager Dave Nolan that the company had been in contact with Oasis and was working toward executing a new labor agreement. However, Oasis was unsuccessful in securing funding from their parent organization and informed PCS that a new agreement would not be in place before December 31.

At the request of KRS, the two MFOW members working aboard the *Worthy* in the shipyard in Portland were laid off and flown home on December 28. A new crewing services agreement for future assignments is still a possibility.

READY RESERVE FORCE

In accordance with the Memorandum of Understanding (MOU) between PCS and the Seafarers' International Union — Pacific District (SIU-PD), regarding the terms and conditions of employment for the operation and maintenance of United States Maritime Administration Ready Reserve Force (RRF) vessels, and the Tripartite Agreement between the MFOW, SUP and SIU-AGLIW, effective January 27, 2019, there shall be a full operating status two and one-half (2.5) percent total labor cost increase in wage and wage-related items and fringe benefit contributions. Also effective January 27, 2019, there shall be a reduced operating status two (2.0) percent total labor cost increase in wage and wage-related items and fringe benefit contributions. The PCS-operated vessels include the *Admiral Callaghan*, *Cape Orlando*, *Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Victory* and *Cape Vincent*.

In accordance with the MOU between Matson Navigation Company and the SIU-PD, regarding the terms and conditions of employment for the operation and maintenance of RRF vessels, and the aforementioned Tripartite Agreement, effective January 27, 2019, there shall be a full operating status two and one-half (2.5) percent total labor cost increase in wage and wage-related items and fringe benefit contributions. Also effective January 27, 2019, there shall be a reduced operating status two (2.0) percent total labor cost increase in wage and wage-related items and fringe benefit contributions. The Matson-operated vessels include the *Cape Henry*, *Cape Horn* and *Cape Hudson*.

Recommend that the increases to wage and wage-related items are applied to wages and wage-related items, and that the fringe benefit increases are allocated as needed.

BUSINESS AGENT'S REPORT

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

Patriot Contract Services: *USNS Watkins* — One Oiler and one Wiper are awaiting fly-out to Diego Garcia. *USNS Sisler* — two Oilers were flown to Korea. *USNS Red Cloud* — one Oiler is awaiting fly-out to Korea.

MT SLNC Pax — one Oiler was rerated to Pumpman; the Wilmington

branch furnished another oiler to replace him.

Matson Navigation Company: *Cape Hudson* — called for one Electrician, three Oilers and one Wiper for vessel crew-up. The *Cape Henry* dispatched an Electrician for a one-year job.

Fraternally,
Bobby Baca

Coast Guard begins ice breaking operations in the Western Great Lakes

U.S. Coast Guard Sector Sault Sainte Marie commenced Operation Taconite, the Coast Guard's largest domestic ice-breaking operation, in response to expanded ice growth in the commercial ports of Western Lake Superior and the St. Marys River. Operation Taconite encompasses Lake Superior, St. Marys River, Straits of Mackinac, Georgian Bay, Green Bay, northern Lake Huron, and Lake Michigan.

Ice breaking operations are based on the following order of priorities: search and rescue, urgent response to vessels in deteriorating weather conditions, exigent community services for flood control and remote communities in immediate need of food, fuel for heat, energy, or and medical assistance, and facilitation of navigation.

Various commercial waterways may close after due consideration is given to the protection of the marine environment and the safety of island residents who, in the course of their daily business, use naturally formed ice bridges for transportation to and from the mainland.

The authority for Coast Guard domestic ice breaking was created in 1936 when President Franklin D. Roosevelt signed an executive order directing the U.S. Coast Guard "to assist in keeping open to navigation by means of ice breaking operations, in so far as practicable, and as the exigencies may require, channels and harbors in accordance with the reasonable demands of commerce."

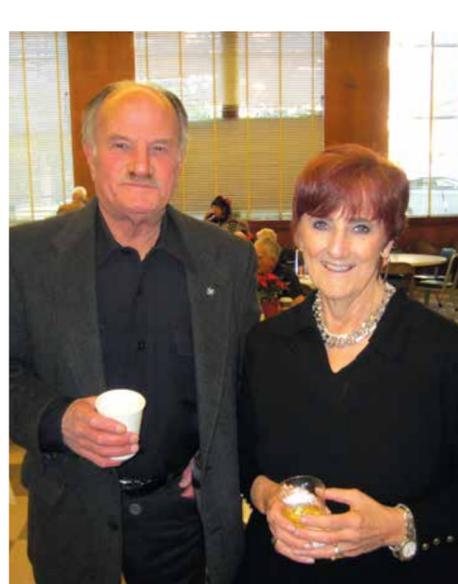
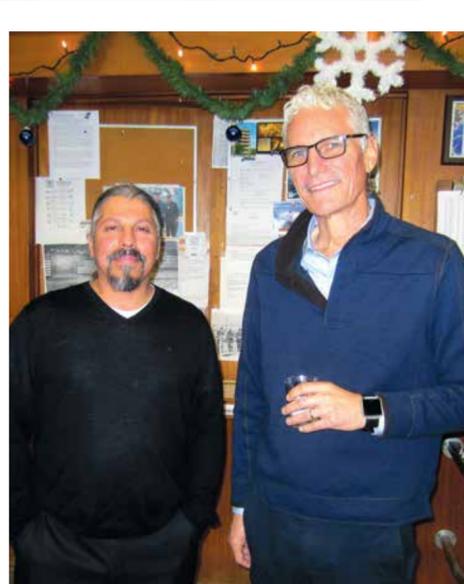
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2018 MFOW-SUP Welfare Plans Holiday Benefit — San Francisco

A good time was had by all!



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.

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 (MSC) 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 25-March 1 March 25-29

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 March 11-15

ENDORSEMENT UPGRADING COURSES

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.

March 4-29 May 6-31

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.

April 1-5 June 3-7

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.

March 4-April 12 April 15-May 24

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 May 28-31

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

May 6-June 14

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 25; February 8; February 22; March 8; March 22

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

Maritime License Center, Honolulu, HI: as needed

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: February 13-15; March 13-15

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

MITAGS-PMI, Seattle, WA: as needed

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.

HOWZ SHIPPING?

December 2018	
San Francisco	Wilmington
Electrician..... 1	Electrician..... 1
Electrician/Reefer/Jr. Engineer..... 1	Electrician/Reefer/Jr. Engineer..... 7
Reefer/Electrician..... 1	Reefer/Electrician/Jr. Engineer..... 5
Junior Engineer (Watch)..... 2	Junior Engineer (Day) 2
Oiler..... 5	Oiler 1
Pumpman/Machinist..... 1	Wiper 3
Wiper..... 6	Standby Electrician/Reefer 16
Standby Electrician/Reefer 14	Standby Wiper 51
Standby Wiper..... 29	TOTAL 86
TOTAL 60	
Seattle	Honolulu
Electrician..... 2	Electrician/Reefer/Jr. Engineer..... 2
Electrician/Reefer/Jr. Engineer..... 1	Reefer/Electrician/Jr. Engineer..... 2
Oiler..... 1	Junior Engineer (Day) 2
Standby Electrician/Reefer 6	Oiler 1
Standby Wiper..... 3	Wiper 1
TOTAL 13	Shore Mechanic..... 3
	Standby Electrician/Reefer 18
	Standby Jr. Engineer 1
	Standby Wiper 36
	TOTAL 66

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

POLITICAL ACTION FUND DONATIONS 2018

Adams, Ian, JM-5339..... \$100.00	Jankowski, Ethan, JM-5334.....\$175.00
Arandia, Sony, JM-5250..... \$40.00	Kehoe, Travis, JM-5137..... \$150.00
Ardagno, Philip, JM-4665 \$20.00	Kovaltshuk, Oleg, JM-5041 \$150.00
Baca, Robert, #3776 \$250.00	Lefebre, Anthony, #3750 \$60.00
Baptiste, Maurice, JM-5175..... \$45.00	Leslie, Ivan, JM-5325 \$80.00
Botai, Bruce, #3737\$10.00	Llona, Reynato, #3901 \$100.00
Bracken, Joseph, P-2160 \$25.00	Lynch, Patrick, JM-5296 \$200.00
Bugarin, Robert, P-2756..... \$100.00	Maiden, Enrique, #3808..... \$20.00
Cacacho, Vicente, #3828..... \$30.00	Matthews, Dominic, #3836.....\$10.00
Callahan, Steven, P-2686..... \$30.00	McCrum, Joel E., P-2536.....\$300.00
Callais, I. "Cajun", #3592.....\$560.00	Medeiros, Jason, JM-5285 \$50.00
Capley, Denny, P-1809..... \$20.00	Melendy, Dylan, JM-5154..... \$25.00
Carranza, Larry, #3889\$5.00	Mohamed, Yehya, JM-5324..... \$50.00
Church, Andrew, JM-5259\$200.00	Moore, Judith in memory of Robert Kimball. \$500.00
Coloma, Bonny, P-2763\$75.00	Moyer, Shadow, #3822..... \$50.00
Colon, Manolo, P-2309\$10.00	Mueller, Kevin, #3698..... \$150.00
Cook, Glen, P-2631..... \$25.00	Petrovich, Anthony, P-2633 \$100.00
Cunningham, Dale, #3597 \$100.00	Poplawski, Anthony, #3596\$200.00
DeLa Rosa, Anthony, P-2753..... \$50.00	Portanier, Frank, SUP\$75.00
Diaz, Victor, P-1256..... \$25.00	Price, Theo, JM-5299 \$50.00
Disley, Henry, P-2617..... \$100.00	Raflores, Rick, #3839 \$50.00
Domanski, Richard, #3793 \$100.00	Reyer, Alex, JM-5336\$75.00
Dziubinski, Gregory, P-2675 \$25.00	Rivera, Artemio, #3804.....\$25.00
Feehan, Donald, P-2589 \$160.00	Rivera, Rogelio, JM-5171..... \$20.00
Finklea, Charles, JM-5312\$5.00	Roaque, Rodolph, P-2363..... \$20.00
Gago, Toetaua, JM-5108.....\$15.00	Rodriguez, Rogelio, #3870 \$100.00
Garrett, Samuel, JM-5317..... \$120.00	Rubio, Joe, P-2757 \$100.00
Geiler, Mark, #3727 \$100.00	Salah, Said, JM-5333..... \$150.00
Gonzalez, Jorge, JM-5148 \$200.00	Santos, Lary, #3752 \$100.00
Graves, Alan, N/A \$30.00	Schwab, Michael, N/A..... \$20.00
Guzman, Edgardo, #3905..... \$130.00	Siguenza, Emilio, JM-5212\$200.00
Guzman, Daniel, #3881 \$40.00	Silva, Jr., Frank, JM-5305..... \$100.00
Hampton, Trumel, JM-5282 \$50.00	Sperling, Jacob, P-2640\$10.00
Hanson, William, P-1933 \$25.00	Stahl, Charles, P-2726 \$50.00
Harlan, John, #3609..... \$30.00	Steffens, Theodore, P-1655 \$80.00
Haymer, Kevin, JM-5272 \$100.00	Sugui, Wendelyn, #3853 \$20.00
Hermano, Ely, #3873..... \$30.00	Tokarz, Edward, #3770..... \$100.00
Hermano, Eric, JM-5253.....\$10.00	Upchurch, James F., P-2666..... \$30.00
Higa, Mario, #3728\$200.00	Washington, Walter, #3548 \$100.00
Hooper, David, #3712\$75.00	Watters, William, JM-4936..... \$100.00
Hoover, Janna, JM-5122 \$40.00	White, Thomas, JM-5223 \$25.00
Irwin, Martin, #3670 \$25.00	White, Brandon, #3903..... \$50.00
Jackson, Waymon, JM-5138 \$100.00	



MFWO member David Madrid, #3591, stopped by the Wilmington hall with his mother, daughter and grandson.

Regular membership meeting dates 2019

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

Finished With Engines — 2018

A total of 20 deaths were reported in 2018, 2 active members and 18 pensioners.

Name	Date of Death	Location
Abraham Akina, P-2443	July 7	Philippines
Walter H. Ballard, P-2603	September 16	San Francisco, CA
Richard J. Bolman, P-719	December 10	Aloha, OR
Lawrence G. Bosch, P-2397	April 13	Fox Island, WA
Joseph P. Bracken, P-2160	June 16	Summerfield, FL
Victor M. Diaz, P-1256	April 5	Stanton, CA
Joseph A. Dube, P-735	August 8	Methuen, MA
Alexander Durante, P-2387	June 5	Hilo, HI
Walter F. Gratland, P-1008	May 16	Bellevue, WA
Bennie G. Hicks, P-884	November 5	Rogers, AR
Aaron M. Jones, P-2648	May 17	Raymond, WA
Un Hee Kwong, P-1917	June 13	Vallejo, CA
Roland Lum, P-2008	October 26	Wailuku, HI
Runako B. McDonald, JM-5110	May 16	Fairfield, CA
Harry J. Mynes, P-1284	September 26	Tarrytown, NY
Jack O'Gieblyn, P-733	July 4	Portland, OR
Burdette L. Smart, P-2685	January 18	Yarmouth, IA
Charles E. Stahl, P-2726	April 9	Renton, WA
Arthur D. Tonge, #3791	May 2	Wilmington, CA
Gim J. Wong, P-2567	December 18	San Francisco, CA

HONOR ROLL 2018

Almazan, Marcos, JM-4933..... \$150.00	Kehoe, Travis, JM-5137..... \$50.00
Anonymous..... \$150.00	Leslie, Ivan, JM-5325 \$20.00
Basuel, Jefferson, #3829..... \$25.00	Melendy, Dylan, JM-5154..... \$25.00
Callais, I. "Cajun", #3952..... \$40.00	Moore, Judith, in memory of Jerry Kimball..... \$500.00
Carr, Mike, P-2718\$300.00	Mroczek, Dariusz, JM-5120 \$60.00
Church, Andrew, JM-5259 \$100.00	Ondreako, Steve, #3815 \$100.00
Coloma, Bonny, P-2763\$75.00	Reyer, Alex, JM-5336 \$25.00
Coloma, Eddie, JM-5243.....\$10.00	Rivera, Rogelio, JM-5171..... \$20.00
DeLa Cruz, Aris, #3777..... \$50.00	Salah, Said, JM-5333..... \$25.00
DeLa Rosa, Anthony, P-2753..... \$50.00	Siguenza, Emilio, JM-5213 \$100.00
Garrett, Samuel, JM-5317..... \$28.00	Silva Jr., Frank, JM-5305..... \$50.00
Geiler, Mark, #3727 \$50.00	Taaga, Helaman, JM-5185\$5.00
Guzman, Daniel, #3881 \$50.00	White, Brandon, #3903..... \$50.00
Harlan, John, #3609..... \$100.00	

HONOR ROLL

Voluntary donations to General Treasury — December 2018:

Anonymous..... \$50.00	Frank Silva, Jr., JM-5305..... \$50.00
Marcos Almazan, JM-4933..... \$150.00	Judith Moore in memory of
Bonny Coloma, P-2763..... \$25.00	Jerry Kimball.....\$500.00
John Harlan, #3609..... \$100.00	

Dues Paying Pensioners — 4th 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 DeLa Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLos Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Donald Feehan, #3344 (P-2589)	Pensioned 11/1/95	San Francisco
Daniel Fierro, #3336 (P-2653)	Pensioned 7/1/01	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Marvin Honig, #1765 (P-2582)	Pensioned 4/1/95	San Francisco
Joseph Lategano, #3470 (P-2749)	Pensioned 10/1/13	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	
Joel E. McCrum, #1126 (P-2536)	Pensioned 3/1/93	San Francisco
William OBrien, #3552 (P-2755)	Pensioned 4/1/14	San Francisco
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/09	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
Steven Sedy, #3566 (P-2782)	Pensioned 3/1/17	
Charles Stahl, #3821 (P-2726)	Pensioned 12/1/11	Seattle
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

South Korean shipyards getting LNG orders

On December 31, South Korea's Samsung Heavy Industries announced it had received a liquefied natural gas (LNG) carrier order worth around \$190 million. The latest in a string of orders. the contract, from a European owner, calls for the vessel to be delivered by March 2021. It follows four other orders in December. The yard's orders for 2018: 49 vessels, including 18 LNG carriers, 13 container ships, 15 tankers and three special purpose ships.

The shipbuilder aims to secure \$8.2 billion worth of orders this year. According to a research firm, LNG carrier orders globally are likely to reach 69 this year, up

from 65 last year and 17 in 2017. Demand is being driven in part by China's growing use of LNG and the adoption of LNG globally as a more environmentally friendly fuel. 63 South Korean yards received over 80 percent of LNG carrier orders in 2018. South Korea's three biggest shipbuilders, Hyundai Heavy Industries, Samsung Heavy Industries and Daewoo Shipbuilding & Marine Engineering, achieved their order targets for 2018. Hyundai received orders valued at \$13.3 billion, Samsung at \$5.7 billion and Daewoo at \$6.81 billion.

The three shipyards are the world's top shipbuilders by orders.

WILMINGTON NOTES

In the month of December, 86 Wilmington Branch members and applicants were dispatched to jobs: 11 APL, six Matson and two PCS billets. Members registered here number 24 A-, 18 B- and 28 C-seniority registrants.

Almost all ships with contracted companies made schedule this month, two were late, luckily with no major damage. The weather is still pretty lousy on most of our runs. I hope that it gets better.

All ships calling here had little problems; there were some food complaints as well as compliments. I would like to give kudos to the Masters and Steward Department crew of these good feeders.

Currently MM&P are finishing up their wage reopener with APL. The strike between Local 5 and Marriot Hotels in Hawaii is finished with both sides coming to a mutual agreement.

UTLA has planned to walk out on January 14 as of this writing. Hopefully there will be an agreement between UTLA and LAUSD to keep the local schools open and avert a shutdown of classes.

The *SS Lane Victory* was an excellent vantage point for the Los Angeles Harbor Christmas Boat Parade for the lucky few who made it onboard for the event. Work on the *Lane Victory* was slowed down for the holidays and has started back up again. Volunteers are very much appreciated. Report to Chief Engineer Jim Gillen in the engine room; turn-to is onboard on Wednesday and Saturday at 0900.

I would like to thank all the volunteers who helped set up, serve and clean up at our annual SUP/MFOW luncheon. Attendees were served catered L&L local Hawaiian food and refreshments this year. Mario Barahona, #3780, had the P.A. and a lot of toys for the kids who came. Live music was provided by Bill Megalos and Company to entertain the members, friends and family. All who attended enjoyed the mutual company and had a good time.

In closing, I hope that all of you had a pleasant holiday at sea or at home. Work safely everyday.

Aloha,

Sonny Gage, Port Agent

HONOLULU NOTES

The Honolulu hall dispatched a total of 66 jobs for the month of December. There were six steady jobs dispatched: the *Mahimahi* Wiper, a Matson Shore-side Maintenance Mechanic, the *Guam* Reefer/Electrician, the *Maunalei* Junior Engineer, the *Pfeiffer* Reefer/Electrician, and the *Mokihana* Junior Engineer. Three relief jobs and two returning dispatches were also called.

For standby jobs, there were 18 Stby Elect/Rfr jobs, 1 Stby Junior job, and 36 Stby Wiper jobs called in the month of December.

Currently the Honolulu registration list has 29 members registered: 12 "A", 6 "B", and 11 "C".

It was a busy December. Along with the normal Union Christmas receptions and my own family gatherings, there were a bunch of other events happening in the month. One was the arrival of Matson's newly-built Aloha-class ship, the *Daniel K. Inouye*. It was very good to see an all 440-volt reefer receptacle Matson ship; it just makes so much sense. Another plus is having lashing bridges and receptacles between hatches. There are normal width hallways and

stairwells, and the crew mess had five tables that hold four chairs each. The quarters are bigger than the 2600s and a little smaller than the C-9s.

I believe we have outgrown the private room at O'Toole's Irish Pub, where we hold our annual MFOW/SUP Christmas party. We must thank a few people for making this event the best ever: Jefferson Basuel's wife Jennifer for making a very tasty lumpia, our very own Cassandra Burdett for making her crispy Korean fried chicken (so ono), and brother Basuel and his kids for running the games with prizes. Also, thank you to pensioner Ben O'Donnell for bringing and giving out Christmas gift cards.

Later in the month, I joined the flight attendants from AFA Local 14 in picketing United Airlines because of staffing cuts. Many members from United 5 hotel workers joined in.

A good man and sailor passed away — brother Mike Soper of the SUP crossed the bar. Mike's friends and family gathered at O'Toole's for a celebration of life.

Aloha,
Mario Higa
Port Agent

Hong Kong is the world's top city destination

Global market research company Euromonitor International has released its Top 100 City Destinations 2018 ranking report, covering the world's leading cities ranked by international tourist arrivals. The ranking shows that six out of the top 10 most visited cities in 2017 are in Asia, with Hong Kong and Bangkok as the top two performers and with Singapore, Macau, Kuala Lumpur and Shenzhen in the global top 10. Asia accounted for 41 out of the top 100 cities globally in 2018, in comparison to 37 cities in 2012, with cities in Japan and India standing out for their strong growth in international arrivals.

Top 15 City Destinations

1. Hong Kong
2. Bangkok
3. London
4. Singapore
5. Macau
6. Paris
7. Dubai
8. New York City
9. Kuala Lumpur
10. Shenzhen
11. Phuket
12. Istanbul
13. Delhi
14. Tokyo
15. Rome

North American cities that ranked in the top 100 are:

8. New York City
22. Miami
27. Los Angeles
28. Las Vegas
35. Cancun
44. Orlando
52. Toronto
58. Punta Cana, Dominican Republic
71. Vancouver
73. San Francisco

Euromonitor International's city arrivals research covers over 600 cities. This report highlights the top 100 cities based on 2017 arrivals from abroad. Each arrival is counted separately and includes people traveling more than once a year and people visiting several cities during one trip. Arrivals encompass all purposes of visit, such as business, leisure and visiting friends and relatives.

Benefits paid during December

Death Benefits	
Roland R. Lum, P-2008	\$1,500.54
Burial Benefits	
Bennie G. Hicks, P-884	\$1,000.00
Aaron Jones, P2648	\$1,000.00
Excess Medical	
Glasses and Examinations	\$5,138.80
	\$1,000.00

POLITICAL ACTION FUND

Voluntary donations for December 2018:

Philip Ardagno, JM-4665	\$20.00
Robert Baca, #3776	\$250.00
Bonny Coloma, P-2763	\$25.00
Donald Feehan, P-2589	\$80.00
Oleg Kovaltshuk, JM-5041	\$100.00
Joel E. McCrum, P-2536	\$100.00
Kevin Mueller, #3698	\$50.00
Anthony Poplawski, #3596	\$200.00
Frank Portanier, SUP	\$25.00
Michael Schwab, N/A	\$20.00
Theodore Steffens, P-1655	\$80.00
Walter Washington, #3548	\$100.00

SEATTLE NOTES

During the month of December, Seattle shipped the following: One ERJ to an APL billet, two Navy Electrician jobs, one Patriot Contract Services Oil-er, six Standby Reefers, and three Standby Wipers. Seattle currently has 10 A-, seven B-, and five C-seniority members registered for shipping.

Long-time members making the hiring hall have been voicing concern about the lax manners of the newer members, principally, the wearing of hats and sleeveless shirts, both of which are now increasingly appearing in the mess decks. It has been reported that when members have been asked to remove their hats, it has been met with venom. If that is you, you are misguided.

Chow time for sailors is the one time of the day they can employ the civilities and manners practiced on "the beach". If for some reason you are opposed to removing your cover during meal hours, consider the fact that you may be deep-

ly offending some of your Brothers and Sisters that are vested in a long tradition of mutual respect. As for sleeveless shirts, the steward department has no interest in serving your short hairs with an entrée. We all have different values, and just because some seem quaint, do not make them irrelevant. Union members are your family, so please treat them accordingly.

Many members are still not checking their documents. Six months from the day of sign-on is the rule of thumb for most. If you can't get to a hall for any reason, scan your documents and email them to me so I can check them out. For your information, the STCW medical certifications are still being issued during the government shutdown, so they tell me.

Fraternally,
Brendan Bohannon,
Representative

MFOW member pensioned

Name	Pension Type	Sea Time	Effective
Mack Primm, #3603	SIU-PD/MFOW Def Vested	11.000	1/1/2019

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

MARINE FIREMEN'S UNION
240 Second Street, San Francisco, CA 94105

FINISHED
WITH
ENGINES



Richard J. Bolman, #1658/P-719. Born December 18, 1927, Chicago, IL. Joined MFOW August 9, 1946. Pensioned August 1, 1968. Died December 10, 2018, Aloha, OR.

Gim J. Wong, #3518/P-2567. Born August 12, 1933, China. Joined MFOW November 23, 1968. Pensioned October 1, 1994. Died December 18, 2018, San Francisco, CA.