



## Maritime Trades Department executive board sets maritime agenda for 2019

The Executive Board of the Maritime Trades Department, AFL-CIO emphasized its support for the Jones Act, the Maritime Security Program, and cargo preference laws at the annual meeting in Lake Buena Vista, Florida on February 21-22. The board heard from two members of Congress who are strong maritime supporters. In addition, the board members reviewed issues dealing with domestic shipbuilding, infrastructure and ports, and other topics of concern to workers in the U.S. and Canada.

Ten speakers appeared, including the U.S. Maritime Administrator, a vice commandant from the U.S. Coast Guard, and the head of a U.S.-flag shipping company. The audience included labor union officials and maritime business representatives. The sessions took place in the Citron East Ballroom at the Hilton Orlando Buena Vista Palace Hotel.

MTD President Michael Sacco called the meeting to order at 0930 on each day. On February 21, the audience heard from U.S. Representative Bennie Thompson (D-Mississippi), U.S. Maritime Administrator Mark Buzby, Overseas Shipholding Group President/CEO Sam Norton, Dredging Contractors of America CEO/Executive Director William Doyle, and AFL-CIO Secretary-Treasurer Liz Shuler.

On February 22, speakers were U.S. Rep. Brian Mast (R-Florida), USCG Vice Commandant RADM John Nadeau, United Mine Workers of America Secretary-Treasurer Levi Allen, Union Veterans Council Executive Director Will Attig, and American Federation of Teachers Chief of Staff Jessica Smith.

The MTD is composed of 21 international unions and 21 port maritime councils in the United States and Canada representing nearly 5 million working men and women. Following is a summary of resolutions passed by the executive board:

• **Jones Act: More Vital than Ever** — The MTD will continue to invest in every possible resource in the fight to protect the Jones Act and indeed to defend cabotage laws around the world.



Maritime Trades Department, AFL-CIO President Mike Sacco (at lectern) addresses the turnout at the 2019 MTD Executive Board meeting in Lake Buena Vista, Florida.

## U.S. maritime workforce grows to 650,000

The Transportation Institute, a maritime association that promotes the Jones Act in the U.S., has published details of a PwC report that demonstrates a 30 percent increase in domestic maritime job creation enabled by the Jones Act. The industry now employs nearly 650,000 Americans across 50 states and contributes \$154 billion to the nation's economic growth annually.

Mirroring unprecedented U.S. job growth, the newly released study finds that the domestic maritime industry:

- Contributes more than \$154 billion in total economic output annually
- Creates \$41 billion in labor income for American workers each year
- Adds \$72 billion annually to the value of U.S. economic output
- Sustains nearly 650,000 American jobs, with one shipyard job creating four jobs elsewhere in the economy.

"From shipyards to the high seas, the maritime industry is indisputably contributing to the American economy in a major way," said James L. Henry, Chair-

man and President of the Transportation Institute. "This new study shows the spectacular impact that our industry has on our nation's overall well-being, especially by providing livelihoods to 650,000 hard-working Americans, thousands of whom proudly served in our military. We simply would not be as strong as we are without the veteran community, and it's a source of great pride that our growth is benefiting them and their families. Needless to say, the report underscores just how indispensable the Jones Act continues to be for the security and prosperity of our entire country."

The 40,000 vessels that comprise the Jones Act fleet move nearly one billion tons of cargo annually — or roughly a quarter of the nation's freight — along U.S. internal waterways, across the Great Lakes and over the oceans to Hawaii, Alaska, Puerto Rico, and the U.S. territories. In a growing economy — where job creation continues to flourish at historic levels — the Jones Act remains the quintessential "Buy American, Hire American" law, says Henry.

• **Domestic Shipbuilding** — The MTD recognizes that shipbuilding is among the United States' most important industries, and we will treat it as such by supporting it in every possible way.

• **Keeping the Promise to Miners and Widows** — The MTD recognizes the needs of America's coal miners. We pledge our support to our Brothers and Sisters in the United Mine Workers of America to obtain their well-deserved pensions. We further pledge to take all necessary steps to aid in the passage of S. 279 and H.R. 935 to provide the necessary financial assistance to the UMWA 1974 Pension Fund to prevent its collapse.

• **Preserving Middle Class Jobs and Retirement Security** — The MTD reaffirms our unwavering support for our Brothers and Sisters of the Bakery, Confectionery, Tobacco Workers and Grain Millers International Union in its campaign against Nabisco/Mondelez.

• **Fight for AT&T Workers** — The MTD will continue to stand in solidarity with our CWA Sisters and Brothers fighting for just and fair contracts with AT&T.

• **Stand with Public Sector Workers** — The MTD continues to stand with our Sisters and Brothers in the public sector. We urge the White House and Congress to work together to fund the federal government and not hold workers hostage. We join with others in the labor movement in calling for contracted workers affected by the most recent federal shutdown to recover their lost wages. And we support our teachers and local public employees as they fight to improve and upgrade schools and other valuable community needs.

• **Ports and Infrastructure** — The MTD again calls on Congress, the administration and state and local governments to rebuild the nation's infrastructure on all fronts. We continue to support the allocation of funds for the Soo Locks expansion. We will fight for the dredging necessary to open up more ports so all types of vessels may conduct business along America's waterways.

• **Including the Human Element as technology Moves Forward** — In 2017, MTD Convention delegates adopted a resolution entitled "Automation" which sought "new technologies being introduced into our industry are done with safety in the forefront of planning, and...to stand for our members and other workers to make sure they reap the benefits of such change and are not cast overboard." These positions remain a focus for the MTD. The human element must be as important as financial factors and convenience when change is considered and implemented.

• **Support the Troops and Veterans** — The MTD proudly stands with all military veterans and those currently serving.

• **World War II Mariners Recognition** — The MTD urges the swift passage of the Merchant Mariners of World War II Congressional Medal Act.

• **The Maritime Security Program** — The MTD believes it is time not only to ensure full funding for the Maritime Security program through fiscal year 2025, it is also time for Congress to consider extending the program and expanding its U.S.-flag shipping capacity. The United States and its troops around the globe deserve nothing less.

• **Cargo Preference** — The MTD will continue to fight to preserve and strengthen the nation's current cargo preference laws to keep American mariners working aboard U.S.-flag ships around the world.

• **U.S. Export-Import Bank** — The MTD believes the Ex-Im Bank is an economic boon, a job creator, and a symbol of America's trading power with the rest of the world. For the sake of labor, the economy and the free market, we need to turn the lights back on at the bank and help American exporters compete globally once again. It is time for the Senate to vote to confirm the Administration's nominees for the Ex-Im Bank's Executive Board.

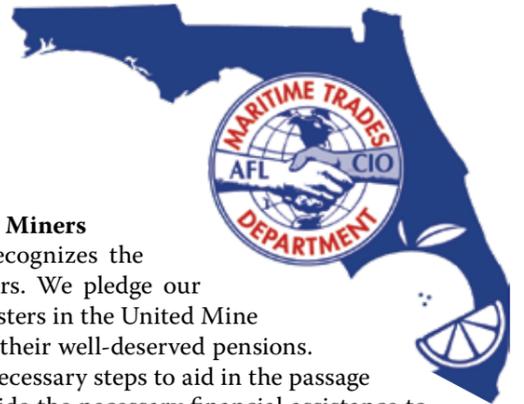
### Halls to close

**Harry Bridges' Memorial Day in Honolulu** — The Honolulu hall will be closed on Friday, March 29, 2019, in observance of Harry Bridges' Memorial Day (March 30), which is an ILWU Local 142 holiday.

**Cesar Chavez' Birthday** — The San Francisco, Seattle and Wilmington halls will be closed on Monday, April 1, 2019, in observance of Cesar Chavez' Birthday (March 31), which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels in West Coast ports; it is not a holiday at sea.

For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

**Good Friday** — The MFOW hiring halls on the West Coast will close at noon on Good Friday, April 19, 2019. The Honolulu Branch will be closed all day, as it is an ILWU Local 142 holiday. Therefore, it is a holiday for Matson ships in Hawaiian ports and for those working under the Matson-MFOW Maintenance Agreement.



# The Marine Fireman

Published Monthly By

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association

ORGANIZED 1883

Affiliated with the Seafarers International Union of North America, AFL-CIO

Yearly subscription rate: \$20 first class, \$25 overseas air

Postmaster: Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105

## Capitol Hill hearings put maritime industry on center stage

A pair of Congressional hearings staged on March 6 at the same time on opposite sides of Capitol Hill spotlighted U.S. shipping while highlighting its vital role to the nation's economy and national security. Sen. Roger Wicker (R-Mississippi) oversaw a hearing on "The State of the American Maritime Industry" before the Committee on Commerce, Science, and Transportation. Witnesses included representatives from the American Waterways Operators, Shipbuilders Council of America, Sailors' Union of the Pacific and American Maritime Partnership.

The hearing focused on the current state of the domestic maritime industry in anticipation of the fiscal year 2020 budget request as well as priorities for the Coast Guard and Maritime Administration reauthorization bills. The Chairman is a strong advocate for the Jones Act and U.S. shipping as well as a proponent of U.S. shipbuilding. In the last session of Congress he sponsored the Senate counterpart to Representative John Garamendi's legislation, the "Energizing American Shipbuilding Act," that would require a percentage of exported American crude oil and LNG to travel on U.S.-built and U.S.-flag ships. The bills are expected to be re-introduced in this session of Congress at some point.

Over in the House, Representative Sean Patrick Maloney (D-New York) oversaw his first hearing as Chairman of the Coast Guard and Maritime Transportation Subcommittee. The hearing highlighted the effects of the recent government shutdown on the Coast Guard, threats to our national security, and

ways to improve maritime safety and support the maritime industry.

Maritime Administrator Mark Buzby testified and provided additional thought about the Presidential Executive Order issued on March 4 that smooths the way for military veterans seeking a transition into the Merchant Marine. He announced that the Order is welcome news to help address a serious problem. Upon further questioning by the Chairman, Admiral Buzby acknowledged that the Order will "be additive and help the situation" but noted that it will "rely on the number of jobs that are out there. It really comes back to ships. We can bring people in, but if there's not a place for them to be employed, it will only do so much."

The Maritime Administrator also discussed the role that training requirements play on the shortage of senior level mariners. "The STCW requirements that are on top of the national requirements set forth by the Coast Guard add additional cost and time to mariners as they attempt to maintain and upgrade their license," Adm. Buzby stated. "So what we see typically happen is at about the 10-year point, as junior mariners are transitioning to the upper ranks of the shipboard hierarchy, they're faced with a decision to make. If they don't see employment, they don't see opportunity for advancement because of a lack of ships and a lack of jobs. Some of them are reticent about making that financial and time investment to get these more extensive credentials."

The Administrator also discussed the aging of the Ready Reserve Force fleet and noted that they recognize the fleet

needs to be replaced. They are working on a plan to bring existing capacity into the fleet to replace the older vessels, as the quickest and most affordable short-term strategy. Representative Garamendi (D-California) discussed his "Energizing American Shipbuilding Act," that he plans to re-introduce in this session of Congress and he asked Buzby's opinion on what the bill would mean for the mariner workforce. The Maritime Administrator said, "We believe we are 45 or so ships short right now to meet manning needs. So to the extent that we can generate the cargo...for ships to be available to carry and provide employment for those mariners on those ships...I think that would be a step in the [right] direction. We always talk about how cargo is king - that we need the cargo first before we can get the ships - oil and LNG is a natural cargo that exists now. We're a net energy exporter. We should be taking advantage of it."

Seafarers International Union Executive V.P. Augie Tellez also testified at the hearing, on behalf of maritime labor and hit on many of the issues of concern to mariners. He expressed the frustration that the industry must constantly "play defense" against incursions against key statutes supporting U.S.-flag shipping. He implored Congress to make the revitalization of the Merchant Marine a priority. "We need to go on the offense and start trying to find ways to grow the industry," he said. "We can't simply rely on maintaining MSP, stopping attacks on the Jones Act and cargo preference, and hope that things turn around. They won't. Not unless we act. Now is the time for action."

## Trump order eases transition for veterans, active-duty military to Merchant Marine

President Trump signed an executive order on March 4 that helps active-duty military and sea veterans to transition into the Merchant Marine, which handles cargo and passenger shipping but can be called upon in wartime for sealift operations. The order will waive licensing fees and let applicants count education and experience on military ships toward their certification as a merchant mariner,

allowing them to skip training classes that can cost them up to \$25,000.

Senior administration officials say it's a win-win - veterans will find economic security and the nation will be secure, too, by having a steady supply of mariners to transport tanks, helicopters and even troops, if conflict erupts.

"Mr. Trump will always have the backs of veterans from their days in uniform to their years in the civilian workforce," said Peter Navarro, assistant to the president for manufacturing and trade policy. "And we're working on many fronts to make sure that our veterans and their spouses are able to seamlessly transition into the civilian workforce in a way which provides them with good-paying jobs that benefit themselves and this country."

Water transportation workers earn an average of \$65,720 every year, or above the national occupational average of \$50,620, officials said. Ad-

ministration officials said the Merchant Marine is also a "vital part of U.S. defense industrial base." Though frequently moving goods in and out of navigable U.S. waters as civilian mariners in peacetime, they have played a key role in supporting the military, sometimes at great personal risk.

Officials said in World War II, nearly 10,000 merchant mariners were killed by enemy fire - a death rate of one in 26, higher than any U.S. military branch.

Today, the number of qualified merchant mariners has dropped below 12,000. The administration says it's a shortfall that leaves the U.S. unprepared for sustained operations at sea in a large-scale conflict.

"In other words, after just six months, the most powerful country in the world could find itself challenged to supply its overseas military personnel," Mr. Navarro said.

### Marine Firemen's Union Directory

[www.mfoww.org](http://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](mailto:headquarters@mfoww.org)

#### Anthony Poplawski

President/Secretary-Treasurer

Email: [mfow\\_president@yahoo.com](mailto:mfow_president@yahoo.com)

#### I. "Cajun" Callais

Vice President

Email: [ICallais@mfoww.org](mailto:ICallais@mfoww.org)

#### Robert Baca

Business Agent

Email: [robchili510@yahoo.com](mailto:robchili510@yahoo.com)

#### Karen Mohr, Controller

Email: [KMohr@mfoww.org](mailto:KMohr@mfoww.org)

#### Sandra Serrano, Secretary/Training

Email: [SSerrano@mfoww.org](mailto: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](mailto:welfare@mfoww.org)

#### Esther Hernandez

Medical/Dental Coverage:

Active Members

Email: [EHernandez@mfoww.org](mailto:EHernandez@mfoww.org)

#### Amanda Salinas

Medical Claims:

Dependents and Pensioners

Email: [ASalinas@mfoww.org](mailto:ASalinas@mfoww.org)

#### Celia Chu

Optical/Death Benefits/Accounts Payable

Email: [CChu@mfoww.org](mailto:CChu@mfoww.org)

#### Peggy Artau

Money Purchase & Pension Benefits

Tel: (415) 362-1653

Fax: (415) 348-8864

General Email: [pension@mfoww.org](mailto:pension@mfoww.org)

Email: [PARtau@mfoww.org](mailto: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](mailto: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](mailto: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](mailto:seattle@sailors.org)

Like us on  
facebook



<https://www.facebook.com/Marine-Firemens-Union-121622254577986/>

# Maritime message delivered at 10th Annual Congressional Sail-In

On March 6, more than 150 officers and representatives from U.S.-flag shipping companies, American maritime labor unions, and related maritime organizations and associations converged on Capitol Hill for the tenth annual Maritime Industry Congressional Sail-In. The maritime industry spokesmen met with more than 195 members of Congress and their staffs, including many newly-elected Senators and Representatives to discuss the importance of the U.S.-flag commercial shipping industry and America's civilian merchant mariners to our Nation's economic, military and homeland security. They provided these offices with up-to-date information about the programs and policies that enable the U.S.-flag merchant marine and its American crews to continue to meet the commercial sealift requirements of the Department of Defense, including the Maritime Security Program, the Jones Act and the U.S.-flag cargo preference shipping programs. Most importantly, they urged Congress to ensure that as our government dedicates its efforts to Buy American and Hire American it also guarantees that American cargo is Shipped American as another means to create American jobs, bolster America's economy, and strengthen America's commercial sealift capability.

It is imperative that Congress and the Administration take action to revitalize the U.S.-flag merchant marine, to put Americans back to work aboard U.S.-flag vessels and to ensure that our country has the U.S.-flag commercial sealift capability and American mariners needed to support the Department of Defense and American troops whenever and wherever needed.

The major issue threatening our industry's ability to continue to meet strategic sealift requirements is the growing shortfall in the number of qualified U.S. citizen mariners to crew the government and privately-owned vessels used by the Department of Defense. In March 2015, General Paul Selva, then-Commander, United States Transportation Command, told Congress that due to the "reduction in government impelled cargoes due to the drawdown in Afghanistan and reductions in food aid...the mariner base is at a point where future reductions in U.S.-flag capacity puts our ability to fully activate, deploy and sustain forces at increased risk."

Similarly, at Congressional hearings held in 2018, Admiral Mark Buzby, Administrator, United States Maritime Administration, warned that there is "an estimated shortfall of 1,800 qualified mariners in the event of a full, prolonged mobilization..."

This dangerous decline in the Amer-

ican maritime manpower pool must be reversed. We must put American mariners qualified to meet Department of Defense requirements to work aboard U.S.-flag commercial vessels. Otherwise, we will be handing over to foreign flag vessels and their foreign citizen crews the security of our nation and the safety of American troops deployed overseas. As history has proven, American mariners have never failed to sail into harm's way. There is no guarantee – no reason to believe – foreign crews will do the same. Congress and the Administration must focus on ways to stop the further loss of U.S.-flag vessels and the resultant outsourcing of American maritime jobs, and to increase the number of vessels operating under the U.S.-flag in order to create more maritime job opportunities for Americans.

To this end, we believe the following represent some of the important areas in which Congress and the Administration should act in order to demonstrate support for the U.S.-flag merchant marine as a critical component of our nation's economic and military security, and to begin to revitalize the U.S.-flag merchant marine to preserve and create jobs for American merchant mariners.

**Maritime Security Program** — The Maritime Security Program (MSP) and its fleet of 60 privately-owned militarily-useful U.S.-flag commercial vessels and their U.S. citizen crews form the basis of America's commercial sealift capability. In fact, since 2009, privately-owned U.S.-flag commercial vessels and their civilian U.S. citizen crews transported more than 90 percent of the sustainment cargo needed to support U.S. military operations and rebuilding programs in Iraq and Afghanistan. Vessels enrolled in MSP – all of which are crewed by United States citizen civilian mariners – carried 99 percent of these cargoes. We ask all members of Congress to support the annual funding levels for this program as authorized by Congress (\$300 million in fiscal year 2020) so that vessel operators can continue to upgrade and modernize their fleets of militarily-useful vessels and can continue to operate these vessels under the United States-flag with American mariners.

**Cargo Preference** — U.S.-flag cargo preference shipping requirements mandate that a percentage of U.S. taxpayer financed exports and imports be transported on privately-owned U.S.-flag commercial vessels, to the degree such vessels are available at fair and reasonable rates. It is important to understand that every U.S.-flag vessel – whether it has been selected to participate in the Maritime Security Program or not – has important military utility by providing the employment base necessary to main-

multiple economic benefits from 2014 to 2017. In 2017, the port generated \$2.6 billion in business revenues, a \$400 million increase from 2014, and generated \$395 million in state, county and municipal tax revenues, a 27 percent increase from 2014. The port supported 15,330 direct jobs in 2017 with an additional 139,170 jobs reliant on the port. The port paid \$3.3 million in salaries in 2017, with the average annual salary 9.5 percent higher than the state's average wage.

## Port of Baltimore handles record cargo in 2018

The state-owned public terminals at the Helen Delich Bentley Port of Baltimore handled 10.9 million tons of general cargo in 2018, a record and the third consecutive year of exceeding 10 million tons. General cargo includes rolled paper and wood pulp, machinery, cars, light trucks, and break bulk cargo. Last year, the terminals moved 627,144 containers, 850,147 vehicles and 565,470 imported tons of machinery.

A study discovered the port created



MFW President/Secretary-Treasurer Anthony Poplawski and MFW Vice President Cajun Callais take the morning train to Capitol Hill for the 10th Annual Congressional Maritime Sail-In.

tain the cadre of American merchant mariners needed by the Department of Defense. The full implementation of the cargo preference requirements to transport U.S. government cargoes helps guarantee that American maritime jobs will not be outsourced to the benefit of foreign maritime workers and that the dangerous decline in the number of available American merchant mariners will not worsen.

It is important that U.S. taxpayer dollars are used to the fullest degree possible to not only Hire American and Buy American but also to Ship American. We ask all members of Congress to ensure that all Federal shipper agencies fully comply with the spirit and the letter of existing U.S.-flag cargo preference shipping requirements.

**Jones Act** — The Jones Act, another cornerstone of American maritime policy, requires that vessels engaged in U.S. domestic commerce are owned and crewed by Americans and built in U.S. shipyards. According to a recent study by PriceWaterhouseCoopers, the Jones Act generates 500,000 high-quality American jobs, produces an economic output in the U.S. of more than \$100 billion annually, and provides critical homeland security, economic and national security benefits to our nation. The oceangoing vessels engaged in the Jones Act trades provide important employment opportunities for American mariners who are qualified to serve on vessels needed by the Department of Defense, thereby contributing to the maritime manpower pool. We ask all members of Congress to affirm their support for this critically important national maritime policy and to oppose legislative efforts to repeal all or part of the Jones Act.

**Energy Exports** — The Maritime Administration should take steps necessary to encourage American jobs aboard vessels transporting oil, liquefied natural gas, and other strategic commodities and energy resources from the United States, and ensure the operation of such vessels are under the United States-flag. Legislation was introduced in the 115th Congress by Congressman John Gar-

amendi (D-California) (HR 5893) and Senator Roger Wicker (R-Mississippi) (S. 2916) to phase-in U.S.-flag shipping requirements for U.S. energy exports. We ask all members of Congress to support similar legislation in the 116th Congress.

**Marine Highway** — As Congress and the Administration proceed with the development of much-needed and long-overdue infrastructure legislation, it is important to recognize the numerous economic and environmental advantages that stem from the waterborne carriage of cargo along America's coasts. Developing a vibrant U.S.-flag marine highway system can help alleviate congestion on our roads and railways and provide an important economic stimulus to smaller and underutilized port regions, creating thousands of jobs in the ship construction and related service and supply industries, for American mariners working aboard these vessels, and for longshoremen and other shoreside employees engaged in the handling, loading and unloading of cargo. Programs to rebuild the nation's infrastructure should recognize that U.S. coastal waterways are readily available to reduce the burden of moving cargo by roadways and rail. We ask all members of Congress and the Administration to vigorously promote and include the development of a national Marine Highway System as part of their plans to enact and implement an infrastructure program.

"The 60-ship commercial MSP fleet is solid, operating well, and has the militarily useful ships we'd need in a sealift and sustainment scenario... I am however concerned about the availability of a sufficient number of qualified mariners with the necessary endorsements to operate large ships (unlimited horsepower and unlimited tonnage) and to sustain a prolonged sealift mobilization beyond the first four to six months. We need a larger peacetime employment base to ensure we have the manpower during times of crisis."

— Rear Admiral Mark Buzby, United States Maritime Administrator, 2018

## MFOW PRESIDENT'S REPORT



By Anthony Poplawski

### YERBA BUENA ALLIANCE

On February 7, I attended the monthly meeting of the Yerba Buena Alliance held at 111 Minna Gallery in San Francisco. This is a meeting in which stakeholders of the Yerba Buena Gardens area (roughly Market to Harrison Streets and 2nd to 5th Streets) get together to discuss local matters of interest.

The 2019 How Weird Street Faire will take place on Sunday, May 5. This means 2nd Street in front of MFOW Headquarters and the Tehama Street alley, including the entrance to our parking lot, will be inaccessible on that day.

### HOWARD TERMINAL

As reported in the February issue of *The Marine Fireman*, a coalition of maritime stakeholders is opposing the proposed Oakland Athletics ballpark project slated to be built at Howard Terminal in the Port of Oakland. At the request of IBU President Marina Secchitano and ILWU Local 10 President Melvin Mackay, I attended meetings at the ILWU Local 34 hall on February 8, February 15 and March 4 to discuss tentative plans to build the new stadium on the Oakland waterfront. All ILWU locals in the San Francisco Bay Area were represented, along with the IBU, MEBA, MFOW, MM&P and SUP. Also attending were representatives from the San Francisco Bar Pilots, Pacific Maritime Association and Pacific Merchant Shipping Association.

All of those at the meetings agree that Howard Terminal is a vital maritime industrial asset and not a suitable location for a sports, office and residential complex. It was the unanimous consensus of the stakeholders present to stop the stadium project in order to retain maritime activity and maritime jobs in Oakland.

### ARBITRATION

On February 19, in Oakland, California, I attended and testified in arbitration with Matson Navigation Company. The matter involves the legitimacy of a just cause firing of a Junior Engineer aboard the *SS Lihue* in 2018, based on an alleged workplace violence and harassment incident.

After receiving the arbitration transcripts, the Union and company will file closing briefs, and then the arbitrator will issue his final and binding decision.

### MARITIME TRADES DEPARTMENT, AFL-CIO

On February 21-22, at the invitation of President Michael Sacco and Executive Secretary-Treasurer Daniel Duncan, I participated in the Maritime Trades Department, AFL-CIO Executive Board meeting held at the Hilton Orlando Buena Vista Palace Hotel in Lake Buena Vista, Florida. As usual, this was a well-organized and informative event highlighted by keynote speeches from U.S. Maritime Administrator Mark Buzby and U.S. Representative Bennie Thompson (D-Mississippi). A summary of the meeting and resolutions is printed on page one.

## California labor applauds 100 percent legislators

The California Labor Federation recently released its Force for Progress legislative scorecard for 2018, applauding those in the state legislature who voted to support working people on key priorities like strengthening the middle class, fighting sexual and racial discrimination in the workplace, affordable housing, infrastructure investment, protection of immigrant workers and other worker issues 100 percent of the time during last year's legislative session.

While the Trump Administration and GOP-controlled state legislatures around the country continue an assault on core worker protections, California is leading the way to defend workers' rights, raise wages, support public education, put an end to discrimination and abuse on the job, strengthen worker health and safety and protect the most vulnerable workers from exploitation.

In 2018, 16 state senators received 100 percent scorecards from the California Labor Federation. In the state assembly, 21 legislators earned the 100 percent designation.

100 percent state senators were: Toni Atkins (D-San Diego), Jim Beall (D-San Jose), Steven Bradford (D-Gardenia), Ed

Hernandez (D-Azusa), Robert Hertzberg (D-Van Nuys), Ben Hueso (D-San Diego), Hannah-Beth Jackson (D-Santa Barbara), Ricardo Lara (D-Bell Gardens), Connie Leyva (D-Chino), Mike McGuire (D-Healdsburg), Holly Mitchell (D-Los Angeles), Josh Newman (D-Fullerton), Richard Pan (D-Sacramento), Nancy Skinner (D-Berkeley), Bob Wieckowski (D-Fremont) and Scott Weiner (D-San Francisco).

100 percent state assembly members were: Rob Bonta (D-Alameda), Ian Calderon (D-Whittier), Wendy Carrillo (D-Boyle Heights), Ed Chau (D-Arcadia), David Chiu (D-San Francisco), Kansen Chu (D-San Jose), Todd Gloria (D-San Diego), Lorena Gonzalez-Fletcher (D-San Diego), Reggie Jones-Sawyer (D-Los Angeles), Ash Kalra (D-San Jose), Kevin McCarty (D-Sacramento), Kevin Mullin (D-South San Francisco), Adrin Nazarian (D-Sherman Oaks), Bill Quirk (D-Hayward), Anthony Rendon (D-Lakewood), Eloise Gomez-Reyes (D-San Bernardino), Miguel Santiago (D-Los Angeles), Mark Stone (D-Scotts Valley), Tony Thurmond (D-Richmond), Phil Ting (D-San Francisco) and Jim Wood (D-Healdsburg).

### MARAD EXERCISE

The Union quickly and efficiently fulfilled its obligations under this year's tabletop ship breakout overseen by the U.S. Maritime Administration. The purpose of the exercise is to help gauge the industry's ability to support a major ramp-up of Ready Reserve Force (RRF) and surge sealift vessels.

Beginning February 26, the Union was responsible for the virtual crewing of 11 vessels managed by Patriot Contract Services and Matson Navigation. Two of the RRF vessels under contract — *Cape Orlando* and *Cape Hudson* — were already crewed up for actual missions.

Participating members and applicants did not actually have to report to the vessels, and the exercise did not preclude them from taking real world shipping work. Members already serving aboard vessels were not eligible for the exercise. Mariners who participated in the exercise may receive a follow-up email from MARAD in order to verify their information and answer a few simple survey questions.

Bravo Zulu to San Francisco Business Agent Bobby Baca, Wilmington Port Agent Sonny Gage, Honolulu Port Agent Mario Higa and Seattle Representative Brendon Bohannon for their rapid response to the exercise.

### SHALLOW DRAFT TANKER

On February 27, the Union was notified by Tim Gill of Patriot Contract Services (PCS) that the Military Sealift Command recently put out a request-for-proposal (RFP) for a five-year shallow draft tanker charter. Bids on the new RFP are due on March 11.

Since 2014, PCS has been managing the *MT SLNC Pax*, a shallow draft tanker operating in the Western Pacific shuttling U.S. Navy cargoes. The *SLNC Pax* is currently on a 120-day interim charter.

We will be working with PCS and the Pacific District Unions to submit a competitive bid for the new charter.

### SUP TURNOVER

On March 1, Dave Connolly officially took over as President/Secretary-Treasurer of the Sailors' Union of the Pacific. Outgoing president Gunnar Lundberg held the office since 1990.

On February 25, I sent a letter of congratulations to brother Connolly, Vice President-elect Matt Henning and incumbent agents Brendan Bohannon, Mike Dirksen, Leighton "Leon" Gandy and Roy Tufono.

As the past, present and future of the MFOW and SUP are indisputably intertwined; it is of utmost importance to maintain a solid working relationship between the two organizations. I have worked closely with brother Connolly over the past 17 years and expect to continue to work together for the mutual benefit of both Unions.



### Who We Are

We're a coalition of longtime local businesses, workers, labor organizations, and Oakland community members who are deeply concerned about the Oakland A's proposal to leave behind their current coliseum location in East Oakland and build a new stadium in the middle of our thriving working waterfront.

### What's at Stake

The Oakland A's have been part of Oakland's identity and history for generations, and they're an important part of our future. But so is our industrial economic base.

Our working waterfront is part of the fabric of this city, it's stronger than ever today, and its success is critical to the entire region's economy. The Port of Oakland supports more than **\$500 million in direct wages and salary**, over **\$500 million in local purchases**, approximately **\$250 million in state and local tax revenue**, and **tens of thousands of jobs**. In short, business is thriving, and all of Oakland is benefiting.

### Why We're Concerned

The A's proposal to build a stadium in the middle of our waterfront is putting Oakland jobs and Oakland businesses at risk. Our city shouldn't have to choose between our baseball team and our industrial economic base. We can have both, and we're committed to reaching an outcome that benefits all of Oakland.

No matter how you look at it, the Howard Terminal stadium plan simply isn't compatible with our waterfront. Here is a very abridged list of our concerns:

- It will limit future Port expansion by taking acreage out of service for commercial maritime operations, causing carriers and shippers to take their business to rival ports in Southern California.
- It will lead to massive traffic congestion in a major transportation corridor, leading to delays and lost income for harbor truckers and harming industries throughout Northern California that transport goods through our waterfront.
- The stadium lights could be blinding for bar pilots navigating vessels near the Port.
- The residential component of the proposal will create conflicts over the basic operation of Port businesses – which calls for bright lights and loud noises at odd hours – and, inevitably, litigation.
- Small boats and kayakers will dock recreational boats adjacent to the new stadium, disrupting the operations of maritime businesses that depend on clear waterways to move cargo.

### Our Mission

We're making the case to the A's and other local leaders to build a world-class ballpark at the current Coliseum site — keeping the team in Oakland for years to come and preserving the industrial economic base that has sustained Oakland's economy for generations.

## VICE PRESIDENT'S REPORT

As previously stated, February ended with very cold temperatures and much rain throughout the Golden State, resulting in devastating mud slides, severe flooding and mandatory emergency evacuations. March has started off with another atmospheric river, which will bring more of the same situations to victims already in distress/despair.

Congratulations to the newly elected officials and incumbents of the Sailors' Union of the Pacific on their election to office for the 2019-2021 term. I would like to wish smooth sailing and following seas to outgoing SUP President Gunnar Lundeborg.

February was a short month with many jobs. Out of the 62 dispatches, 35 of them were shipboard billets. Anyone who wants to work should report to the hall, and you will find work in a timely manner.

Shout-outs to the following members for their advancement in seniority: Jason Babbitt, JM-5238; Bryon Coby, JM-5263; and Lauren Zander, JM-5287.

### VESSEL RUNDOWN

**Matson:** All vessels are calling for two-plus Standby Wipers and/or Standby Electrician/Reefers.

The *Maui* has been laid up at Pier 3, Alameda RRF since 12/8/2017. The *Lihue* was flat-towed from Berth 61, MHT, to Howard Terminal and then moved back to Berth 63, MHT, for an activation,

which was cancelled on March 1 (another false start).

The *Matsonia* is at Berth 63, MHT, awaiting new orders for fuel tank repairs. The *Kauai*, which has been laid up since November 2018 at Pier 3, RRF fleet, Alameda, was moved to Berth 62, MHT, for emergency activation to replace the *Matsonia*. We shipped a full crew and another Chief Electrician for a voluntary quit before sailing. She is now scheduled for the SEA-HON yo-yo run upon next mainland arrival.

The *Daniel K. Inouye* was in twice; shipped a Chief Electrician for a voluntary quit. The vessel is now fully automated; two Watch Jrs. were laid off.

The *Manoa* and *Mahimahi* are on the Pacific Northwest triangle run. The *Mahi* bypassed Oakland due to terminal congestion; flew one REJ to Honolulu for a time up.

**APLMS:** All vessels are calling for two to three Standby Wipers for one or two days, depending on the base schedule. The *Presidents Eisenhower*, *Kennedy* and *Roosevelt* were in and out clean. The President Truman is still experiencing potable water problems; company is addressing same.

Shuttle vessels *APL Saipan*, *APL Gulf Express* and *APL Guam* are running smoothly.

Fraternally,  
"Cajun" Callais

## BUSINESS AGENT'S REPORT

For the month of February, we dispatched the following jobs to Patriot Contract Services:

**Patriot Contract Services:** *USNS Watson* — one Oiler flown out to Diego Garcia. *USNS Dahl* — one Oiler awaiting flyout to Saipan.

*MV Cape Orlando* — filled a one-year Electrician job and dispatched three Oilers and one Wiper for vessel activation.

Fraternally,  
Bobby Baca

## Matson announces fourth quarter and full year 2018 results

Matson, Inc. reported net income of \$20.6 million for the quarter ended December 31, 2018. Net income for the quarter ended December 31, 2017 was \$166.9 million. Net income and earnings per share in the fourth quarter of 2017 was benefitted by \$155 million. This was due to a one-time, non-cash tax adjustment arising from the enactment of the Tax Cuts and Jobs Act of 2017. Consolidated revenue for the fourth quarter 2018 was \$564.9 million compared with \$516.1 million for the fourth quarter 2017.

For the full year 2018, Matson reported net income of \$109 million compared with \$232 million in 2017. Consolidated revenue for the full year 2018 was \$2,222.8 million, compared with \$2,046.9 million in the prior year.

Matt Cox, Matson's Chairman and Chief Executive Officer, commented, "Our operating performance in the fourth quarter was in-line with expectations, with strong demand in our China service and strong execution across all service lines in Logistics. For the year, we performed well with exceptional performance in our China service and significant contributions from Logistics and SSAT, all of which helped propel the Company's annual cash flow from operations to a new high."

Mr. Cox added, "For the full year 2019, we expect steady financial performance with Logistics to approximate the level achieved in 2018 and a higher contribution from Alaska, offset by lower contributions from our China service and at SSAT, both of which are coming off exceptionally strong years. While we expect net income in 2019 to decline year-over-year, we expect EBITDA in 2019 to approximate the level achieved in 2018 after taking into account a full year impact in 2018 of the vessel sale and leaseback transaction."

The company's container volume in the Hawaii service in the fourth quarter 2018 was flat year-over-year despite modest growth in the Hawaii economy supported primarily by healthy tourism activity and low unemployment. The company expects volume in 2019 to approximate the level achieved in 2018, reflecting modest economic growth in Hawaii and stable market share.

In China, container volume in the fourth quarter 2018 was 3.8 percent higher year-over-year as the company experienced elevated demand for its service late in the quarter during a period that is traditionally not as strong. The company continued to realize a sizeable rate premium in the fourth quarter 2018 and achieved average freight rates higher than the fourth quarter 2017. For 2019, they expect a lower contribution from its China trade lane following an exceptionally strong performance in 2018 with lower average freight rates and modestly lower volume than the levels achieved in 2018.

In Guam, container volume in the

fourth quarter 2018 was 10.6 percent higher year-over-year primarily due to typhoon relief volume. For 2019, the company expects modestly lower volume as the highly competitive environment remains.

In Alaska, container volume for the fourth quarter 2018 was 4.2 percent higher year-over-year due to higher northbound volume. For 2019, the company expects volume to be modestly higher than the level achieved in 2018 with higher northbound volume supported by improving economic conditions in Alaska and higher southbound volume due to stronger seafood harvest levels than in 2018.

The contribution in the fourth quarter 2018 from the SSAT terminal joint venture investment was \$0.9 million lower than the fourth quarter 2017 due primarily to higher operating costs, partially offset by higher revenue resulting from higher lift volume. For 2019, the company expects the contribution from SSAT to be lower as a result of lower lift volume coming off an exceptionally strong lift volume level in 2018.

The company expects full year 2019 ocean transportation operating income to approximate the \$131.1 million achieved in 2018 after taking into account a full year net operating expense impact of \$7.2 million associated with the sale and leaseback of the *MV Maunalei*.

## HONOR ROLL

### Voluntary donations to

**General Treasury — February 2019:**  
Bruce Botai, #3737 ..... \$5.00  
Richard Domanski, #3793 ..... \$20.00  
William Keller, P-1996 ..... \$24.00  
Patrick Morrison, P-2748 ..... \$50.00  
Theo Price-Moku, JM-5299 ..... \$75.00  
Benjamin O'Donnell, #3652 ..... \$50.00

### Regular membership meeting dates 2019

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

## Turncoat senator introduces anti-Jones Act legislation

Senator Mike Lee (R-Utah) introduced the Open America's Water Act of 2019 on March 7, a bill which would repeal the Jones Act and allow all qualified vessels to engage in domestic trade between U.S. ports. The turncoat senator said, "Restricting trade between U.S. ports is a huge loss for American consumers and producers. It is long past time to repeal the Jones Act entirely so that Alaskans, Hawaiians, and Puerto Ricans aren't forced to pay higher prices for imported goods — and so they rapidly receive the help they need in the wake of natural disasters."

In 1920, Congress passed the Merchant Marine Act (widely known as the Jones Act), which requires all goods transported by water between U.S. ports to be carried on a vessel constructed in the U.S., registered in the U.S., owned by U.S. citizens, and crewed primarily by U.S. citizens. The law serves as a backbone for the United States' national, homeland and economic security.

The proposed legislation is virtually unchanged from previously failed bills introduced in both 2010 and 2017.

"...this legislation would do harm to the U.S. by outsourcing hundreds of thousands of American jobs, opening our coastal borders and undermining American national and homeland security. U.S. military and Customs and Border Protection officials have consistently made clear the importance of the Jones Act to the safeguarding of our nation. We would welcome the opportunity to meet with Sen. Lee to discuss why the Jones Act remains important to America and to his home state of Utah," said Matt Woodruff, President of the American Maritime Partnership.

"Take away the Jones Act, you have taken away the majority of jobs for our U.S. mariners in peacetime that we need in wartime. Getting rid of the Jones Act does not think through all of the ramifications it has on our war fighting ability — and to sustain the Navy and to sustain the Marine Corps. That is why our flag says in peace and war," said Mark H. Buzby, U.S. Maritime Administrator.

"I can stand before any group as a military leader and say without the contribution that the Jones Act brings to the support of our maritime industry there is a direct threat to national defense," said General Paul Selva, former Vice Chairman of the Joint Chiefs of Staff.

"We are fortunate to have a wide variety of mechanisms like the Maritime Security Program, Jones Act, Cargo Preference, and Voluntary Intermodal Sealift Agreement or VISA. These programs all provide operations to project power on behalf of the nation," said Lt. Gen. John J. Broadmeadow, TRANSCOM Deputy Commander.

The Jones Act is not only a vital anchor for America's national security strategy but a pillar of economic strength and job creation for the nation. Specifically, this law states that the transportation of merchandise between U.S. points is reserved for U.S. — built, owned, crewed and documented vessels.

"It is bewildering to me that a U.S. senator would propose to jettison a law responsible for the employment of nearly 650,000 Americans and adds \$154 billion to the nation's economic growth annually," said Anthony Poplawski, President of the San Francisco-based Marine Firemen's Union.

# 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](http://mfoww.org) or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential, including current endorsements and RFPEW certification.

Eligible participants are MFOW members who:

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

Medical Center and are fit for duty.

Non-seniority applicants:

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

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

## Training Resources 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.

April 15-19

May 20-24

June 24-28

### 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.

April 22-26

May 20-24

June 24-28

July 15-19

### 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.

May 6-31

July 8-August 2

#### 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.

April 15-May 24

July 8-August 16

#### STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. **Prerequisites:** Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days' or more of MFOW-contracted sea time while qualified as RFPEW.

April 15-19

May 28-31

June 17-21

#### 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.

May 6-June 14

August 12-September 20

#### 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): April 5; April 26; May 10; May 31; June 14; June 28; July 12

MITAGS-PMA, Seattle, WA: April 22-23; May 16-1

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: March 27-29; April 17-19; May 22-24; June 5-7; July 24-26

Compass Courses, Edmonds, WA: March 26-28; April 30-May 2; May 21-23; June 25-27

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.



The following MFOW members recently completed the QMED Electrician/Refrigerating Engineer Course at TRMI in San Diego: Christopher James, JM-5065; Laura Ramirez, JM-5256; Andrew Mayorga, JM-5281; Jeffrey Ramirez, JM-5297; Victor Armenta, JM-5301 and Gil Acosta, JM-5245.

## 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

# Country's security depends on maritime resources

By Roger Wicker

The United States has a distinguished history of using our abundant maritime resources to expand commerce and protect our country. Going back to the American Revolution, our independence can be tied to the success of a strong maritime industry. General Washington authorized private colonial ships and merchant seamen to prevent British ships from delivering arms and ammunition.

Today maritime freight transportation drives about \$4.6 trillion in annual economic activity, and the maritime industry supports 650,000 American jobs. According to the Transportation Institute, more than 13,000 jobs in Mississippi are dependent on various elements of the American maritime industry.

As chairman of the Senate Commerce Committee, I recently convened a hearing to explore the state of this vital industry. Austin Golding, President of Golding Barge Line in Vicksburg, was among the witnesses who shared the importance of this industry and the need for infrastructure improvements on our waterways.

Golding Barge Line is a family-owned small business with 225 employees. The company has partnered with Hinds Community College to recruit

and train new employees with the skills needed for a career in the maritime industry. These high-paying jobs involve hard work and expertise in dangerous and demanding conditions.

Improving our maritime infrastructure is one way to support these jobs and a growing economy. During his opening statement Golding said that investments in new locks and dams are among the best investments in commerce the U.S. could make.

Over 1.3 billion metric tons of waterborne merchandise are imported to and exported from the United States each year. Nearly as much cargo is carried on our country's 25,000 miles of inland waterways. Moving freight along these "marine highways" is cost-effective, safe, and reduces congestion on our roads. Dilapidated locks and dams cause shipping delays, which increase the final cost of a product.

Maintaining the "Merchant Marine Act of 1920," better known as the "Jones Act," is another critical tool to support America's ships and maritime jobs. The law requires that vessels transporting goods between two U.S. points be American-built, owned, crewed, and flagged. In doing so, the "Jones Act" ensures a vibrant maritime and shipbuilding base, which also supports our national security. The Department of

Defense depends heavily on U.S.-flagged commercial vessels and civilian mariners to meet its sealift transportation requirements.

The U.S. Maritime Administration estimates a shortfall of 1,800 qualified mariners needed to sustain a prolonged military sealift mobilization. The Trump Administration took action this week to bridge this gap and help military veterans to fill these high-skilled and high-paying jobs. The President issued a declaration to waive government-issued licensing fees and give credit for military training toward merchant mar-

iner certification. These actions not only streamline the process but also could save veterans tens of thousands of dollars in fees and class tuition.

The economic and national security interests of our country depend on our maritime industry. In fact, a strong merchant marine, shipbuilding, and maritime industrial base are the marks of a great world power. I will continue to work with my colleagues to ensure America's maritime industry has a vibrant future.

*Roger Wicker is a U.S. Senator (R-Mississippi).*

## HOWZ SHIPPING

February 2019

San Francisco	Wilmington
Electrician..... 4	Electrician/Reefer/Jr. Engineer..... 2
Reefer/Electrician/Jr. Engineer..... 1	Reefer/Electrician/Jr. Engineer..... 3
Reefer/Electrician..... 2	Junior Engineer (Day) ..... 2
Junior Engineer (Watch)..... 4	Oiler ..... 2
Junior Engineer (Day)..... 1	Wiper ..... 3
Oiler ..... 5	Shore Mechanic..... 2
Wiper ..... 3	Standby Electrician/Reefer ..... 18
Standby Electrician/Reefer ..... 15	Standby Wiper ..... 43
Standby Wiper ..... 27	<b>TOTAL ..... 75</b>
<b>TOTAL ..... 62</b>	
Seattle	Honolulu
Reefer/Electrician/Jr. Engineer..... 2	Electrician/Reefer/Jr. Engineer..... 1
Oiler ..... 3	Reefer/Electrician/Jr. Engineer..... 1
Standby Electrician/Reefer ..... 6	Junior Engineer (Day) ..... 3
Wiper ..... 2	Oiler ..... 1
<b>TOTAL ..... 13</b>	Wiper ..... 5
	Shore Mechanic..... 1
	Standby Electrician/Reefer ..... 21
	Standby Wiper ..... 31
	<b>TOTAL ..... 64</b>

## Southeast ports expands reefer capacity

Beneficial cargo owners (BCOs) in Virginia will benefit from a pair of recently completed improvements at the Port of Virginia to increase terminal capacity and expand its refrigerated cargo capabilities for importers and exporters, lowering transportation costs and shortening transit times. The port authority recently announced that the 13 new stacks at the Virginia International Gateway (VIG) terminal are fully operational doubling the terminal's annual handling capacity and increasing its refrigerated cargo capabilities by 66 percent. The development comes shortly after the port passed through the U.S. Department of Agriculture's Southeast In-Transit Cold Treatment Pilot program.

Prior to the start of the program in 2013, perishables were sent to ports in the Northeast and transported on refrigerated trucks to the Southeast. The pilot enabled refrigerated containers to enter a participating U.S. Southeast port after a two-week cold treatment to protect against fruit flies and other pests. Cold treatment is a process by which perishable fruit imports have their pulp brought to a certain temperature for a period of time to fulfill USDA quarantine requirements.

Ports across the Southeast have been increasing their efforts to create more terminal capacity and expand their refrigerated cargo profiles. The Port of Savannah recently unveiled expansion plans that will allow it to handle up to six 14,000-TEU vessels simultaneously by 2024, while also creating new container stacks this year to complement the approximately 40 existing stacks going back nearly two miles in its mammoth Garden City Terminal. Months after the Port of Virginia cuts the ribbon on its expanded VIG rail yard in the spring, Savannah will bring the Norfolk Southern portion of its Mason Mega

Rail project online, which port authority executive director Griff Lynch believes will save shippers between 24 and 48 hours on transit times by building 10,000-foot train sets on site.

The Port of Charleston is transitioning from manual pickers to more than 60 rail-mounted gantry cranes, which will enable stacks to be placed closer together and increase capacity to 700,000 TEU annually at the Wando Welch terminal. The conversion should be complete before the end of 2019.

In refrigerated cargo, these peers to the south have also taken strides similar to Virginia. The ports of Charleston, Everglades, Savannah, Miami, and Wilmington, North Carolina, previously graduated from the USDA program and have ambitious goals to grow imports and exports of fruits, vegetables, and flowers.

The Port of New York and New Jersey dominates the refrigerated import market on the East Coast with a 15 percent share of refrigerated imports in the US. By comparison, Savannah owns a three percent share, Norfolk two percent, and Charleston one percent. Savannah, Norfolk, and Charleston's market share has been relatively constant between 2016 and now — shifting less than a percentage point. In 2017, Savannah imported 43,358 refrigerated TEU, Norfolk had 32,065 TEU, and Charleston had 13,102 TEU. New York-New Jersey handled 225,008 TEU, Wilmington, Delaware, processed 163,520 TEU, Philadelphia handled 140,935 TEU, and Port Everglades imported 97,252 TEU.

Refrigerated imports to the U.S. consist primarily of fruits from South America, including blueberries, mangos, citrus, grapes, avocados, bananas, apples, and pears. On the export side, shipments are largely vegetables, chicken, pork, and beef.

### National Maritime Center

Serving Our Nation's Mariners



#### Merchant Mariner Examination Working Group 2019 Schedule

Section 315 of the 2015 Coast Guard Authorization Act requires the United States Coast Guard to commission a working group to review existing and new examination questions for accuracy and availability of examination references. Examination question review is an opportunity to help the National Maritime Center (NMC) and your fellow mariners make long-term improvements to the knowledge examination system. We need your expertise. Let your voice be heard.

The Examinations page of the NMC website has been updated to provide an outline of the process for requesting membership in the working group, and includes the required forms and e-mail address for submittal. Once on the Examinations page, click "Working Group" to access this information. Requests may be submitted at any time.

#### 2019 Schedule

Date	Type	Location
April 16-18	Deck	NMC (Martinsburg, WV)
June 4-6	Engine	NMC (Martinsburg, WV)
July 30-August 1	Deck	TBD
September 10-12	Engine	TBD
October 22-24	Deck	TBD

**Note:** Date and location are subject to change based on the number of attendees.

The above schedule will be posted on the Examinations page. If you would like to participate in these or any future session, please follow the application instructions. Once we review your request, we will contact you to discuss further details and confirm the session(s) you wish to attend. Continue to check the website for updates.

Should you have any questions, please use the e-mail address provided on the Examinations page, or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Sincerely,  
/K. R. Martin/  
Captain, U.S. Coast Guard Commanding Officer

2/25/2019

## WILMINGTON NOTES

Wilmington dispatched 76 jobs in the month of February: three APL, five Matson and four PCS billets, and two Shore Mechanics. Two applicants worked standby jobs and two made a regular billet. Registrants here number 22 A-, 22 B- and 26 C-seniority members.

All ships have been on schedule this past month although the winter season has made the transit a little bumpy for some. Members on all contracted company ships have been reporting back with few problems.

At Global Gateway South, the gang of 36 Shore Mechanics under the supervision of Foreman Ken Justice, #3678, and Leadermen George Sims, #3669, Mike Robles, #3855, and Frank Marinovich, #3663, have been keeping the reefers and auxiliaries in service. Four new post-Panamax cranes have been delivered and are in the process of being put in service. Associated support equipment has also been delivered and put in service to increase productivity in the yard. Construction is still ongoing and looks good so far. Approximately four or more ships are calling the terminal weekly.

LA/LB Labor Coalition meetings are being held at our hall monthly in preparation for the 40th Annual March this coming September. Members on the beach are encouraged to attend all meetings in the future. The next meeting is scheduled for April 18 at 1830.

I also attended the local MTD and

AMMMC meetings this past month. President Poplawski attended the MTD National Executive Board Meeting this month on behalf of the members and a report is detailed in this issue.

Planning for our annual Maritime Day services held at the Merchant Marine Memorial on Harbor Blvd. in San Pedro has been finalized and we will be prepping the memorial about two weeks ahead for the planned date.

Congratulations to the incumbent and incoming SUP officials who took office March 1, 2019. I look forward to working with all of you in the near future.

Over on the *SS Lane Victory*, the Coast Guard is still looking over the plant before permission is granted to fire the port boiler up; a few more items are on the check off list before this will be allowed. I encourage any members and applicants to report to Chief Engineer Jim Gillen in the engine room to volunteer if you are available. Turn-to onboard Wednesdays and Saturdays at 0900 for maintenance work. Volunteers as always are appreciated.

In closing, I would like to thank all the members who assisted around the hall while the UTLA teachers were on strike as we provided support for the striking members. That is about all from here. Please work safely and I will see you when you get home.

Aloha,

**Sonny Gage**, Port Agent

## 5G smart port system trialed at Qingdao

According to *The Maritime Executive*, Ericsson and China Unicom, the world's fourth-largest mobile service provider by subscriber base, are developing a 5G smart port system at the Port of Qingdao, China and have just completed successful technical solution verification at the port. During the trial, the partners, in collaboration with ZPMC, demonstrated an automated ship-to-shore crane lifting a container over a 5G connection operated from the control center.

The 5G connection included data traffic from more than 30 high-definition cameras as well as control data for a programmable logic controller. These operations required millisecond-level latency control signals, as well as stable, remote and real-time control, requirements which only key 5G technologies

can deliver.

The Port of Qingdao is among the top 10 busiest ports in the world, processing approximately 19.3 million containers every year. The port has been operating Asia's first fully-automated harbor since 2017.

The trial demonstrated that up to 70 percent of labor costs can be eliminated when a port uses the 5G automation upgrade, compared to traditional harbors with a fully automated port.

A senior executive at Ericsson said, "In the Qingdao 5G smart harbor project, we successfully showcased various 5G network capabilities, such as millisecond level end-to-end latency at Gbps level speed. This 5G smart harbor solution is not only applicable to the Port of Qingdao but can be replicated with many other harbors and industries."

The field trial confirmed the feasibility and potential of 5G applications for the development of smart harbors, and as a result, Ericsson, China Unicom and other partners have agreed to jointly explore commercial 5G networks and solutions for both automated and traditional ports.

## POLITICAL ACTION FUND

### Voluntary donations for February 2019:

Richard Domanski, #3793 .....\$80.00  
 Aaron Jones, JM-5226 .....\$200.00  
 William Keller, P-1996 .....\$20.00  
 Theo Price-Moku, JM-5299.....\$100.00  
 Benjamin O'Donnell, #3642 .....\$20.00  
 Joe Rubio, P-2757 .....\$100.00  
 Wendelyn Sugui, #3863 .....\$25.00  
 William Waters, JM-4936 .....\$100.00  
 Cuyler Yogi, JM-5319.....\$50.00



Standby Wipers Kris Mahalath, JM-5170; Frank Silva, JM-5305; and Lopaka Mene, JM-5207, waiting to commence bunkering aboard the *Kamokuiki*.

## HONOLULU NOTES

Honolulu dispatched a total of 64 jobs in the month of February. There were six steady jobs, six relief jobs, 21 Standby Electrician/Reefer jobs and 31 Standby Wiper jobs. Presently registered are 14 "A" seniority members, 8 "B" seniority members and 10 "C" seniority members.

We are having a baby boom out here in Hawaii. Congratulations to the following MFOW members: Frank Silva for having his first child, a baby girl, and Bruce Chow for having his second girl. Lopaka Mene is expecting his first child, and Joshua Braithwaite and Kris Mahalath are both expecting their second child. We'll have to begin building our MFOW child daycare and recruitment center.

Did you know that, if you want to ship on a full operating status Patriot job, you have to have over a year left on your passport? You need six months more remaining on your passport after the six-month assignment is over to be able to take the job.

Aloha,

**Mario Higa**  
Port Agent

### Benefits paid during February

Death Benefits	
John L. Cagle, P-2572	\$1,500.36
Burial Benefits	
John L. Cagle, P-2572	\$1,000.00
Gim J. Wong, P-2567	\$1,000.00
Excess Medical	\$6,173.82
Glasses and Examinations	\$920.01

## SEATTLE NOTES

During the month of February, we shipped two Matson Reefer/Electrician/Juniors, one Patriot Contract Services Oiler, six Standby Electrician/Reefers and four Standby Wipers. Seattle currently has nine A-, five B-, and five C-seniority members registered for shipping.

A few false starts shipped to the Matson steamship shuffle. Thanks to those who went the extra mile to fill the jobs without notice.

Fraternally,

**Brendan Bohannon**,  
Representative

### 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

### Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

1. Current contact and beneficiary information
2. Insurance Enrollment Card
3. Medical Coverage selection

#### Contact:

MFOW Welfare Fund  
240 Second St.  
San Francisco, CA 94105  
(415) 986-1028/(415) 986-5720  
Email: welfare@mfoww.org