



Matson takes delivery of the *Kaimana Hila*

On April 1, Matson Navigation Company took delivery of the *MV Kaimana Hila*, the second of two 3,600 TEU, *Aloha*-class containerships ordered by Matson from Philly Shipyard, Inc. The first vessel, *MV Daniel K. Inouye*, was delivered by Philly Shipyard in October 2018 and is currently in service for Matson. The two ships were built at a total cost of approximately \$418, and are the first of four new vessels that Matson will put into its Hawaii service during the next 18 months.

Kaimana Hila is the 30th vessel built at Philly Shipyard in the company's 20 year history.

Measuring 850 feet long, it is built with dual fuel engines that can be adapted to use liquefied natural gas and is designed to operate at speeds in excess of 23 knots. *Kaimana Hila* is the Hawaiian transliteration for Diamond Head, the name of Hawaii's iconic landmark crater near Waikiki Beach.

Philly Shipyard and Matson previ-

ously partnered on the construction of four containerships that were delivered between 2003 and 2006. All four of those vessels are currently servicing Matson's trans-Pacific trade.

"Today's delivery marks the successful conclusion of the construction of the two largest container vessels ever built in the United States," remarked Steinar Nerbovik, Philly Shipyard President and CEO. "Matson is a first-class customer and on behalf of all of the men and women of the shipyard, we thank them for their trust and confidence in us. By all measures, *Kaimana Hila* will be another wonderful addition to Matson's fleet, servicing the containership trade between the U.S. West Coast and Hawaii."

The *Kaimana Hila* was officially christened during a ceremony on March 9 in Philadelphia by U.S. Congresswoman Tulsi Gabbard (D-Hawaii), who broke a ceremonial bottle of champagne against the ship's navigation bridge



Matson's newest vessel, the *Kaimana Hila*, pictured here in Philadelphia.

superstructure.

After leaving the shipyard and transiting to the west coast of the United

States, *Kaimana Hila* will join Matson's existing fleet in transporting goods to Hawaii from the U.S. West Coast.

Cape Orlando delivers for U.S. Army

The U.S. Army's 599th Transportation Brigade assisted port operations on the *MV Cape Orlando* in Pearl Harbor, Hawaii last month. The nighttime discharge of cargo for the 25th Infantry Division's 25th Combat Aviation Brigade began before dark, but dusk had settled by the time the first helicopter was offloaded, and the remainder of the helicopters was offloaded in the dark under lighting at the port.

The *Cape Orlando* had gotten the call to sail from its homeport of Alameda, California, less than a month before it landed in Hawaii, said vessel master, Andrew Hetz.

"We are part of Military Sealift Command's reserve fleet, and as such we have to be able to get our crew and be ready to go a few days after we are called up," he said. "There was a problem with the original ship that was slated to do this mission in the ice up in Alaska. We were on the west coast, and our ship was built to deal with ice in the Baltic Sea— it was built in Sweden in 1981 —

so we were the logical choice."

Ice isn't the only problem transporters deal with in Alaska. According to a traffic management specialist, there was a 19-foot variance in tides when they loaded the ship.

During offload, while one tug is powerful enough to push Chinook helicopters through the ship to the ramp, and one is able to offload lighter helicopters by itself, tug engines are not powerful enough to defy gravity, particularly when pushing, on the stern ramp. Two are needed in tandem to offload Chinooks. The second tug had to chain up to the first tug attached to the helicopter to lower it down the ramp.

The offload was also delayed because of the configuration of the helicopters. Steel plates were needed to make less of an angle from the ramp to dock. Once the steel plates were in place, workers at Pearl Harbor also had to bring in boards to buttress them, so they could take the weight of the Chinooks. The mission was completed in a safe and timely manner.



Soldiers offload helicopters from *Cape Orlando* during port operations at Pearl Harbor.

Garamendi to reintroduce Energizing American Shipbuilding Act

Representative John Garamendi (D-California) is planning to reintroduce his "Energizing American Shipbuilding Act," with Senator Roger Wicker (R-Mississippi) this month. The revised bill incorporates changes to H.R.5893 from the last Congress. The changes are the result of feedback received from stakeholders and suggestions from House Legislative Counsel. The major changes to the bill since last Congress are as follows:

- Moved all the reference dates in the bill forward one year.
- Created new requirement that two percent of LNG from 2020-2024 and one percent of crude exports from 2020-2023 be on U.S.-flagged vessels, to provide job/training opportunities for licensed marines until the U.S.-built requirement kicks in (2025 for LNG and 2024 for oil). Note that any retrofitting work for the re-flagging or LNG/crude export is required to be in U.S. shipyards

with U.S. components.

- Created exception so that bill's requirements can be waived, on case-by-case basis, if USTR determines that the U.S. built/flagged requirement export to a specific country would violate an existing trade agreement to which the USA is party (e.g. KORUS or CAFTA).
- Replaced "the Secretary of Energy" with "the Commission," per Legislative Counsel guidance to comport with Natural Gas Act. Note that the Federal Power Commission was disbanded in 1977, but remains in the statute. In practice, the Secretary of Energy exercises most of the Commission's former authority.
- Added "rotating electrical equipment, including electrical alternators and motors" to U.S.-made component requirement list, at request of stakeholder.
- Corrected additional drafting errors and vagueness in prior bill.



MFOW crew aboard the *Cape Orlando* on a recent mission hauling military cargo from Anchorage to Pearl Harbor. Pictured left to right are Electrician Gary Fortin, #3703; Wiper Craig Veilleux, non-seniority; and Oilers Chris James, JM-5065; Theo Price-Moku, JM-5299; and Dewey Hodge, JM-5168. The *Cape Orlando* is a U.S. Maritime Administration Ready Reserve Force (RRF) program ship based in Alameda, California.

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Study confirms Port of Long Beach's nationwide impact

According to a recently released Port of Long Beach economic impact study, trade, construction in the harbor district, and other business activity related to moving cargo through the port supports one in five jobs in the city. For each of the 51,090 local jobs, the effect of cargo moving through Long Beach multiplies to another 50 jobs nationwide, for a total of nearly 2.6 million jobs across the country. All these jobs generate more than \$126.8 billion in wages. And all this activity pours an additional \$374 billion in spending into the national economy.

The numbers come from a report that offers the most up-to-date insights into the economic importance of the nation's second-busiest container port. The study analyzes the value of wages and spending from three sources of economic activity supported by the business of the port: on-site cargo operations; producers and shippers of parts and finished goods who use the port to reach global markets; and construction and tourism. Combined, this spending stimulates virtually every sector of the U.S. economy: agriculture, construction, education and health services, financial and other professional services, government, manufacturing, media and information, postal and warehousing, retail and wholesale, transportation, and utilities.

Quantifying the economic significance tells people why the port matters and explains the link between the port's success and their quality of life. The connections are crucial: the economic impacts are one in five jobs, more than \$3 billion in wages, and \$9 billion in spend-

ing. The business of the port affects the local community on a daily basis.

The Long Beach Board of Harbor Commissioners, which oversees the Port of Long Beach, ordered the study in 2017, seeking to update the data on the port's impact.

Beyond the city, the report examines the impact of port activity on jobs, wages and spending within Los Angeles County, across five counties in Southern California, statewide and at the national level. As the geographical region expands, so do the economic benefits.

Mapping the port's reach also illustrates its significance to the nation. California, Minnesota, Illinois, Texas and Wisconsin are the top five states exporting goods to global consumers through the port. New Jersey, New York, Texas and Illinois join California as the top five importers of goods and parts, fueling business, jobs and wages in their states. Regardless of how an individual state ranks, every U.S. congressional district has business ties to the Port of Long Beach stemming from companies that import, export or ship in both directions. Districts linked to trade valued at more \$50 million include those in Tennessee, Oklahoma, Washington, Nebraska, Iowa and Florida.

Port activity is also a major contributor to the tax base. For calendar year 2017, spending and jobs associated with cargo moving through the port generated more than \$46.6 billion in local, state and federal taxes from businesses and households. Understanding these benefits is essential for lawmakers charged with managing taxpayer dollars for the

greater good, Cordero said.

The value of goods shipped through the port has increased 66 percent since 2001, the last year for which the port did an economic impact analysis. That growth is "directly related to the growth in manufacturing and retail trade industries in the U.S. and overseas that depend on the Port as a gateway for intermediate and final goods distribution," the report says.

Leading imports are machinery, electronics, fuel and oil, vehicles and apparel. Leading exports are aircraft, machinery, vehicles, plastics and cotton. For 2017, the total value of these and other goods moving through the port is more than \$194.1 billion. The total value increases to \$206.2 billion after the unfinished goods and parts in the mix become products.

Not surprisingly, the lion's share of economic activity comes from "Port users" — cargo owners who spend hundreds of billions of dollars to move goods through the Port. Producers and shippers of parts and finished goods that rely on the Port to reach global markets generate about 97 percent of the nation's jobs, wages and business sales associated with Port operations.

"These data points highlight the Port's role as a service provider," Cordero said. "We're a critical gateway that links cargo from one mode to another to connect producers and consumers worldwide."

How the study works

Conducted by the EDR Group in association with Tioga Group, Inc., the study uses a traditional input/output model to evaluate wages and spending associated with Port activity. Jobs, wages and spending are estimated based on the direct, indirect and induced effects of Port activity. Spending on goods, labor and materials for Port operations are direct impacts; the purchase of goods and services by suppliers to meet the demands of Port operations are indirect impacts; and induced impacts result from money funneled back into the economy by those who earn a living from Port-related economic activity.

"Economists call it the multiplier effect," said Director of Master Planning Matt Plezia, who oversaw preparation of the new study. "Dollars from Port-related wages and spending fuel the larger economy."

The economic impact report comes with a new feature: a modeling tool that allows the Port to update the study in-house. The software also makes it possible for the Port to estimate the impacts of future variables such as changes in cargo throughput, facilities improvements, proposed projects subject to the environmental review process, and possible disruptions, whether natural or man-made.

"This model improves our ability to forecast and plan based on more complete information," Plezia said.

Ports of Los Angeles, Long Beach issue final clean trucks assessment

The ports of Los Angeles and Long Beach have released a final report on the feasibility of deploying clean truck technology to begin meeting the ambitious zero-emissions goals set by the Clean Air Action Plan (CAAP). The ports released a draft assessment in December. It examined the current state of technology, operational characteristics, economic considerations, infrastructure availability and commercial readiness relating to cleaner drayage trucks. The final document incorporates public comment.

The CAAP has established goals of zero-emissions terminal equipment by 2030 and zero-emissions trucks by 2035. As part of this strategy, the ports committed to developing feasibility assessments every three years for terminal equipment and drayage trucks to determine a path toward meeting those goals. A draft cargo-handling equipment feasibility assessment is expected to be released this spring.

Originally approved in 2006, the CAAP was last updated in 2017. The 2017 CAAP update contains a compre-

hensive strategy to accelerate progress toward a zero-emissions future while protecting and strengthening the ports' competitive position in the global economy. Since 2005, port-related air pollution emissions in San Pedro Bay have dropped 87 percent for diesel particulate matter, 58 percent for nitrogen oxides and 97 percent for sulfur oxides. Targets for reducing greenhouse gases (GHGs) from port-related sources were introduced as part of the update. The document calls for the ports to reduce GHGs to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

The Port of Los Angeles and Port of Long Beach are the two largest container ports in the nation, first and second respectively, and combined are the ninth-largest port complex in the world. The two ports handle nearly 40 percent of the nation's total containerized import traffic and 25 percent of its total exports. Trade that flows through the San Pedro Bay ports complex generates more than three million jobs nationwide.

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APL launches new China service

Container shipping line APL announced this month the introduction of a new Central China — Loop 3 (CC3) service and the enhancement of its South China — Loop 3 (SC3) service, both serving the Asia-North America trade lane. Adding to its portfolio of trans-Pacific services, the new CC3 service will provide direct connectivity from the Chinese ports of Lianyungang, Ningbo and Shanghai to the U.S. west coast ports of Long Beach and Seattle. CC3 will be the only service in the

market that provides a direct Lianyungang-Long Beach and Seattle connection, APL said.

APL's weekly South China — Loop 3 (SC3) service will start calling at the additional ports of Haiphong and Oakland as part of its service rotation. The refined SC3 will commence sailing from Haiphong with a port rotation of Haiphong — Nansha — Hong Kong — Yantian — Long Beach — Oakland — Yantian — Haiphong.

APL partners with The Ocean Cleanup on mission to rid oceans of plastics

On March 26, APL announced that it is providing free shipping to The Ocean Cleanup, a non-government, non-profit organization working to develop advanced technologies to rid the world's oceans of plastic. As an official partner of The Ocean Cleanup, APL has committed to transport containers of components and equipment for the extraction of plastic pollution from the oceans from 2019 to 2020.

In these two years, APL will deliver equipment and components for research programs and clean-up operations globally. In support of its clean-up operations and to create a better understanding of the problem, The Ocean Cleanup performs global measurement campaigns to determine the sources and composition of floating plastic in the oceans.

APL has been demonstrating care for the environment and supporting efforts in ocean biodiversity protection. Operationally, the carrier protects the marine environment from the transfer of harmful aquatic organisms in ballast water carried by its ships.

Commercially, APL prohibits the carriage of endangered species products including shark fin, dolphins and whales among others onboard its vessels. APL is also a signatory of the United for Wildlife Transport Taskforce, joining the fight against illegal wildlife trade.

Globally, APL employees also embrace marine conservation, involving in coastal and waterway clean-up for litter-free seas and rivers, as well as raising funds for marine charities.

Electronic information exchange now mandatory for ports

A mandatory requirement for national governments to introduce electronic information exchange between ships and ports came into effect on April 8, 2019. The requirement, mandatory under IMO's Convention on Facilitation of International Maritime Traffic (FAL Convention), is part of a package of amendments under the revised Annex to the FAL Convention, adopted in 2016.

The Facilitation Convention encourages use of a "single window" for data, to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal, without duplication.

The requirement for electronic data exchange comes into effect as IMO's Facilitation Committee met for its 43rd session. Alongside other agenda items, the Committee will continue its ongoing work on harmonization and standardization of electronic messages.

Phase one of the review of the IMO Compendium on Facilitation and Electronic business, including the data elements of the FAL Convention is expected to be completed and the revised Guidelines for setting up a single window system in maritime transport are set to be approved. The Committee will also receive an update on a successful IMO maritime single window project,

implemented in Antigua and Barbuda, with Norway's support. The source code developed for the system established in Antigua and Barbuda will be made available to other interested Member States.

The FAL Convention was adopted in 1965 and has 121 Contracting Governments. The Facilitation Convention lists the documents which public authorities can demand of a ship and recommends the maximum information and number of copies which should be required. The IMO has developed Standardized Forms for seven of these documents. They are the:

- IMO General Declaration
- Cargo Declaration
- Ship's Stores Declaration
- Crew's Effects Declaration
- Crew List
- Passenger List
- Dangerous Goods

Five other documents are required, on security, on wastes from ships, on advance electronic cargo information for customs risk assessment purposes, and two additional ones under the Universal Postal Convention and the International Health Regulations.

Under the requirement for electronic data exchange, all national authorities should now have provision for electronic exchange of this information.

Jones Act support grows around the country

Support for the Jones Act continues to come from around the country and on Capitol Hill.

On April 9, Maritime Trades Department, AFL-CIO Executive Secretary-Treasurer Daniel Duncan and Executive Board Member Brett McCoy took part in the annual AFL-CIO Metal Trades Department lobby day in Washington. Approximately 50 union members (including some from MTD-affiliated Boilermakers, Electrical Workers, Operating Engineers, Iron Workers, Machinists, SMART and United Association) met with U.S. Senators, Representatives and their staff regarding the Jones Act, the Philadelphia Shipyard, and federal workers' pay and pensions.

Speaking at a press conference prior to the lobbying effort, Metal Trades President James Hart declared support for the Jones Act is vital in the fight to keep the unionized Philadelphia Shipyard open. The facility employs less than 150 people, after having as many as 1,200 at one time building new U.S.-flag vessels.

A week before, U.S. Coast Guard Commandant Adm. Karl Schultz told the House Appropriations Homeland Security Subcommittee, "The Jones Act is important to the security of the nation, the merchant fleet here, and our ability to move military supplies and military out loads. "The Jones Act has been in place here for about 100 years, and it serves a very important — continually important — service," Schultz added. "I think before there's any meddling with the Jones Act, people should really step back and have an informed conversation about all the puts and takes and the impacts to national security."

Late last month, industry and labor created the Florida Maritime Partnership, which announced the findings of PricewaterhouseCoopers research showing the Sunshine State ranks second in the nation for domestic maritime jobs, employing nearly 66,000 people while generating \$3.7 billion in worker income. Florida Congressional members from both parties expressed their support.

- State Representative John Rutherford (R-Florida): "Our vessel operating companies, shipyards and maritime professionals create thousands

of jobs each year and propel our economy forward. In Congress, I am proud to support pro-maritime policy such as protecting the Jones Act and investing in our seaports."

- State Representative Al Lawson (D-Florida): "Our hardworking men and women who crew the vessels work in this critical sector to ensure our national security, stimulate trade and promote economic prosperity."

- State Representative Charlie Crist (D-Florida): "The importance of the maritime industry to both Florida and the United States cannot be overstated. A robust maritime industry means a strong economy, good jobs, and enhanced national security."

- State Representative Vern Buchanan (R-Florida): "Florida has an incredible opportunity to grow its maritime industry to help diversify the economy, create jobs, and move goods and services."

Following the formation of the Florida Maritime Partnership, a Jacksonville, Florida, newspaper ran an editorial entitled "Support Local Shipping Jobs." Posted on March 30, the *Florida Times-Union* wrote, "Kudos to Rep. John Rutherford for supporting the continuation of the Jones Act. Jacksonville, the primary port for service to Puerto Rico, is a major beneficiary of the Jones Act. But there is a bigger issue than just jobs. Without the act, the U.S. can start losing its shipbuilding industry, and that has national security implications."

The editorial concluded, "It would be foolhardy for the U.S. to lose its shipbuilding industry. That is why the continuation of the Jones Act is needed."

The Jones Act, part of the 1920 Merchant Marine Act, states that cargo moved from one domestic port to another domestic port must be carried by U.S.-crewed, U.S.-built, U.S.-owned and U.S.-flag vessels. It is the nation's freight cabotage law. A study conducted by the London-based Seafarers' Rights International and released last year by the International Transport Workers' Federation revealed 91 countries have some type of cabotage laws on their books.

Work starts on Singapore's autonomous tug

Keppel Offshore & Marine subsidiary Keppel Singmarine has commenced the development of an autonomous tug to be operated by Keppel Smit Towage in Singapore. The vessel is expected to be one of Singapore's first autonomous vessels when the project is completed in the fourth quarter of 2020.

The project will involve modifying a 65 MT tug by retrofitting advanced systems such as position maneuvering, digital pilot vision, as well as collision detection and avoidance. An onshore command center will be set up to remotely control the tug.

Keppel O&M has secured a grant of up to \$2 million Singapore dollars from the Maritime and Port Authority of Singapore (MPA) under its Maritime Innovation and Technology Fund for the project. This follows the memorandum of understanding signed by Keppel O&M, MPA and the Technology Centre for Offshore and Marine, Singapore,

in April 2018 to jointly develop autonomous vessels for a variety of applications including harbor operations, berthing, mooring and towing.

Keppel O&M's technology arm Keppel Marine and Deepwater Technology will develop various technologies and be the system integrator for the autonomous solutions. These technologies include a digital twin of the tug to simulate vessel behavior in multiple scenarios and optimize vessel operations, as well as data analytics tools to improve the control and response of the tug. ABS will provide the approval in principle for the novel features such as remote navigation control and autonomous control system.

Keppel O&M is also partnering M1, another member of the Keppel Group, to leverage its ultra-low latency 4.5G network connectivity for the ship to shore communication needed to support mission-critical internet of things systems.

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MARITIME SAIL-IN

As reported in the March issue of *The Marine Fireman*, on March 6, along with MFOW Vice President Cajun Callais, I participated in the 10th Annual Congressional Maritime Sail-In on Capitol Hill in Washington D.C. Over 150 representatives from U.S.-flag shipping companies, American maritime labor unions, and related maritime organizations and associations 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. The participants met for breakfast at the Democratic Club, then ventured to either the House or Senate offices for their respective scheduled meetings.

I was assigned to Group 27. Also in the group were APL Director Legislative Affairs Tim Perry, Council of American Master Mariners National President Jeff Cowan, and SIU-AGLIW Vice President West Coast Nick Marrone. Our group met with staff from the following offices:

- Representative Debbie Lesko (D-Arizona)
- Representative Luis Correa (D-California)
- Delegate Stacey Plaskett (D-Virgin Islands)
- Representative Katie Hill (D-California)
- Representative Alan Lowenthal (D-California)

At each visit we discussed the importance of the Maritime Security Program, the Jones Act and the cargo preference laws. Each Congressional office was asked to sign the fiscal year 2020 MSP appropriations letter and to cosponsor H.R. 550 – a bill to award a Congressional gold medal to the class of WWII merchant mariners.

The day concluded with a mixer held on the rooftop at MEBA headquarters.

MOKU PAHU

On March 17, the Union was informed by Tim Gill of Patriot Contract Services/American Ship Management that the *ITB SLNC Moku Pahu* would be sold to a foreign company on March 19. On March 19, the vessel was sold to a Liberian company and placed under foreign flag.

The American Ship Management agreement with Schuyler Line Navigation Company to manage the *SLNC Moku Pahu* was therefore terminated, as was the applicable memorandum of understanding between American Ship Management and the SIU Pacific District unions. The U.S.-flag crew was laid off and repatriated from Co-

142 ships broken in South Asia in three months

There were a total of 181 ships scrapped in the first quarter of 2019, including 142 ships broken up in South Asia using the controversial beaching method, according to the latest figures released by the NGO Shipbreaking Platform. According to an article from Ships & Ports (www.shipsandports.com.ng), between January and March, the group counted three worker deaths and four severely injured at yards in Bangladesh. There were no severe accidents reported in India and Pakistan.

The Platform said that while information on accidents in Alang, India remains difficult to obtain, there has been a significant decrease in shipbreaking activities in Gadani, Pakistan, where a decrease in activity has no doubt contributed to a quarter with no recorded accidents there. Pakistani officials last October halted all shipbreaking at Gadani following a string of accidents, and the Platform said 70 percent of workers have lost their jobs over the last

six months.

The report is the first since the January 2019 introduction of the EU Ship Recycling Regulation, which requires all end-of-life ships flying an EU Member State flag have to be recycled at an approved shipyard included on an EU list of approved recycling facilities. The list now contains 26 shipyards, including 23 facilities located in the European Union, two facilities in Turkey and one in the United States.

During the first quarter, the NGO Shipbreaking Platform recorded at least five ships scrapped in accordance with the new requirements, but at least seven ships had swapped their European flag to that of a non-EU registry prior to the last voyage to the shipbreaking yard as a way to circumvent the legislation.

Among the 181 ships dismantled worldwide so far in 2019, there were also 20 scrapped in Turkey, one in China, eight in Europe, and ten in the rest of the world — not including South Asia.

CMA CGM recognized in Singapore

The International Maritime Centre (Corporate) Award has been given to shipping group CMA CGM at the Singapore International Maritime Awards held this month in the city state. Since 2016, CMA CGM has set its regional hub in Singapore where the company's subsidiary, APL, is also headquartered.

The group said it has also entered into several strategic partnerships aimed at boosting its presence and developing Singapore as an international maritime center, as a testimony to its

local commitment. Two of the partnerships include CMA CGM's Zebox and PSA unboxEd, which respectively seek to incubate and accelerate innovative start-ups, and drive digitalization and innovation in the supply chain.

A terminal joint venture has also been formed between the group and port operator PSA International, called the CMA CGM-PSA Lion Terminal. The terminal has a total operating capacity of four million TEU.

lombo, Sri Lanka.

It is believed, not confirmed, that the *SLNC Moku Pahu* will be sold for scrap.

MARAD BRIEFING

On March 19, I participated via teleconference in a U.S. Maritime Administration (MARAD) briefing regarding the status of the MARAD fiscal year 2020 budget request following the Trump Administration budget request. The Administration's \$4.75 trillion budget recommendation requested full funding for the Maritime Security Program (\$300 million) for the first time following his first two budget requests, which recommended \$210 million in 2018 and \$214 million in 2019. The 2020 request notes that the President "restored the Maritime Security Program fleet to the full authorized 60 ship level" and stated that "restoring the MSP fleet to full authorized levels strengthens national security and allows MARAD and the U.S. Merchant Marine to meet its Department of Defense mission requirement."

The budget request also included \$352 million for the Ready Reserve Force, up \$41 million from the previous fiscal year, but zeroed out a series of popular food aid programs that provide cargoes for U.S.-flag shipping, including the USAID-administered PL-480 Food for Peace program. The proposal also zeroes out assistance to small shipyards as well as Title XI ship financing.

A President's budget request is only the first step in a months-long process of passing a budget for the federal government. Congress does not have to follow the President's budget request, though the White House recommendation traditionally has significant influence on the process. Congress now takes the lead as they begin to work on detailed federal agency funding bills.

TRUST FUNDS

The trustees of the various MFOW plans met on March 20 at MFOW Headquarters. The trustees of the various SIU Pacific District plans met on March 21 at the plan offices on Harrison Street in San Francisco. These were routine meetings with no reportable issues.

MV APL GUAM

On March 21, the Union was informed by APL Marine Services Director Labor Relations (Maritime) John Dragone that the *MV APL Guam* was involved in a triple collision while underway in Tokyo Bay. The collision occurred at approximately 2330 on March 21 while the *APL Guam* was making way to a berth in Yokohama with the pilot on board. The Antigua-flagged *Marcliff*, bound for Nagoya, had just left Nonmoku Terminal when it collided with the *APL Guam*. After separating from the *APL Guam*, the *Marcliff* collided with the Liberian-flagged *Hansa Steinburg*. There were no reported personnel injuries.

On March 27, the Union was notified that the *APL Guam* was alongside the dock in Yokohama and all cargo had been offloaded. Temporary repairs were estimated to be completed on or about April 3. The vessel is then scheduled to proceed to a shipyard in Shanghai.

Port of Houston to accelerate widening of ship channel

The Houston Port Authority is working with the U.S. Army Corps of Engineers and other representatives of the federal government, as well as Port of Houston and Houston Ship Channel stakeholders, to obtain authorization, and accelerated funding and completion, of a deepened and widened ship channel. This project will be the eleventh significant widening and deepening of the channel since its conception.

The commission was briefed on measures to make sure widening of the entire Galveston Bay reach of the ship channel is part of the next Houston Ship Channel dredging project. The commission also directed staff to bring it proposals for Port Authority and industry funding to support this accelerated effort. In addition, after careful consideration of interim measures to address growing traffic, the commission adopted a resolution to further maximize current two-way traffic transiting the Houston Ship Channel.

The Houston Ship Channel is experiencing tremendous growth.

Houston, the country's No. 1 export city, is home to the largest petrochemical manufacturing complex in the Americas. Energy production and the export of crude oil, and the increasing global demand for chemicals produced in the region, are major drivers of this success. Expansion of the Panama Canal, the growth of vessel sizes, and the region's population growth have also resulted in record container demand, both for imported consumer goods and exported manufactured products, further driving the need for improvements to the channel.

In order to ensure continued safe, unimpeded traffic of neo-Panamax container vessels and other ships, under the

terms of this new business rule, only one vessel that imposes "one-way traffic" on all deep-water ships transiting the Houston Ship Channel within Galveston Bay to call facilities within the Port of Houston may call on a Port Authority terminal in a given week, an interim solution intended to ensure unencumbered access to upper channel reaches.

The commission also budgeted \$500,000 to support a traffic efficiency group for the channel. This newly-formed advisory committee representing multiple channel stakeholders will meet regularly and work in partnership with the U.S. Coast Guard Houston Area Vessel Traffic Service, the Lone Star Harbor Safety Committee, the Houston Pilots, and others. The goal of the group will be to share data and insights and help optimize traffic flow on the channel, in response to continued requests for larger vessels to serve the fast-growing demand of containerized consumer imports, resin and agriculture exports, and the needs of the energy industry.

The Houston Ship Channel is the 52-mile federal waterway that is home to the greater Port of Houston's more than 200 private and eight public terminals. Its success is a partnership of the U.S. Coast Guard, the Houston Pilots Association, the Port of Houston Authority, those private terminals, and the vessels that transit it every day.

In 2018, the Houston Ship Channel generated \$801 billion in U.S. economic value, supported 3.2 million jobs, and provided \$38 billion in tax revenue. In the state of Texas, it generated \$339 billion in economic value, sustained 1.3 million jobs, and generated \$5.6 billion in state and local tax revenue.

Supplement to 2015-2018 Agreement between Marine Firemen's Union and APL Marine Services, Limited

Due to the short term of contract 2018-2020, the Union will not be publishing new contract books.

MFOW members: remove this insert and add to your existing 2015-2018 agreement book to reference the 2018-2020 contract changes.

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING (this "MOU") is made as of October 1, 2018, between the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, PACIFIC DISTRICT, comprised of the SAILORS' UNION OF THE PACIFIC ("SUP"), the MARINE FIREMEN'S UNION ("MFOW") and the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC, GULF, LAKES AND INLAND WATERS ("SIU-AGLIW") (the "Union"), and APL MARINE SERVICES, LTD. (the "Company").

WHEREAS, the parties hereto have a collective bargaining agreement covering ocean-going U.S.-flag vessels, effective October 1, 2015, as amended and supplemented from time to time by agreement and/or arbitration awards (the "Offshore Agreement"), of which the expiration date is September 30, 2018;

WHEREAS, the SUP and MFOW have separate collective bargaining agreements covering maintenance operations, effective October 1, 2015, as amended and supplemented from time to time by agreement and/or arbitration awards (the "Maintenance Agreements"), of which the expiration dates are September 30, 2018; and

WHEREAS, the parties desire to enter into new agreements in order to provide job security to the Union and uninterrupted operations to the Company;

NOW, THEREFORE, the parties hereto agree as follows:

1. TERM OF AGREEMENT

The Offshore Agreement, except as specifically amended herein, together with the additional provisions hereinafter set forth, shall be deemed an amended Offshore Agreement (the "Amended Offshore Agreement") to continue in full force and effect until midnight, September 30, 2020, and shall continue from year to year thereafter unless either party hereto shall give written notice to the other of its desire to amend said Amended Offshore Agreement or notice of its desire to terminate said Amended Offshore Agreement, either of which shall be given at least sixty (60) days but not sooner than ninety (90) days prior to the expiration of the Amended Offshore Agreement. Unless otherwise specifically provided herein; the Amended Offshore Agreement with respect to all of its provisions shall become effective as of 12:01 a.m., October 1, 2018.

2. NON-DISCRIMINATION

Section 4 of the General Rules shall be amended, to read:

The Company agrees not to discriminate against any employee for Union activity. **The Company and the Union are committed to and support equal employment opportunities for all employment without regard to race, color, religion, gender, sexual orientation, gender identity, national origin, age, disability, genetic information, marital status, amnesty or status as a covered veteran in accordance with applicable federal, state and local laws.** Words in this Agreement indicating gender shall be construed to include males and females wherever appropriate.

3. SAFE GEAR AND SAFE WORKING CONDITIONS

(a) The heading of Section 9 shall be amended, to read:

Working Gear and Safe Working Conditions

(b) Section 9 (h) of the General Rules shall be deleted and replaced by the following:

NON-SMOKING POLICY

This following APL Non-Smoking Policy is in force on board all APL vessels. The policy also applies to shore personnel, visitors and passengers.

This is to provide a group policy concerning smoking on board APL vessels, to take care about occupational health and safety of employees and to comply with the national and international rules related to smoking in public places. It also prohibits smoking within places where there is a high risk of explosion and/or fire.

The Master is responsible for the implementation of this policy which is in accordance with the national and international requirements. The Master will also prohibit smoking within places where there is a high risk of explosion and/or fire.

Smoking is allowed on the decks outside the accommodation when operations permit it and in special smoking room or individual cabins if an air extracting system is in place. All other locations are non-smoking zones.

Any crew member must avoid smoking in front of other persons on board if this is likely to be considered as an offence or a breach of the local rules.

When smoking, some precautions must be taken:

- Matches and lighters must be used with care.
- Lit cigarettes should not be left unattended in ashtrays.
- Cigarettes, cigars and pipe tobacco must be fully extinguished after smoking.
- E-cigarettes and vaping are considered smoking devices under this policy.

Moreover, during risk assessments for onboard operations, additional hazards which may be caused by the presence of matches and lighters have to be considered. If necessary, the banning of such items is to be included in specific job procedures. This is to be included in the Permit to work system.

(c) Section 9 shall be amended by adding a new subsection (i) as follows:

(i) Unlicensed crew members shall adhere to the Personal Protective Equipment procedures and matrix in the APL Maritime Ltd. Safety Management System's Safety Manual. When working gear or Personal Protective Equipment is required, it shall be provided by the Company.

(d) The Company agrees to delete the second paragraph of 06.01.051 Personal Protection Equipment, Section 1, of the APL Maritime Ltd. Safety Management System Safety Manual, as follows:

~~The wearing of company supplied Personal Protective Equipment is considered by APL Maritime as a condition of employment.~~

4. QUARTERS AND EQUIPMENT FOR QUARTERS

(a) Section 11 (s) of the General Rules shall be amended, to read:

(s) All vessels shall be equipped with an automatic ice cube machine. Ice cubes shall be for use of all vessel personnel. As replacements are needed, ice cubers with a total minimum capacity of **350** pounds per day shall be provided.

(b) Section 11 (v) shall be deleted.

5. PROVISIONING, STORING AND FEEDING

Section 13 (h) and (i) of the General Rules shall be deleted and replaced with the following:

(h) The Company shall utilize the culinary staff at the Harry Lundeberg School of Seamanship to evaluate the menus and food selections and the nutritional needs of the unlicensed crew members aboard the Company's vessels for the purpose of obtaining their recommendations for more healthful meals aboard the vessels. A subcommittee will be formed by the Company and the Union to consider recommendations of the culinary staff and to recommend changes in provisioning, storing and feeding.

6. EXPLOSIVES

Section 22 (b) of the General Rules shall be amended, to read:

(b) The term "explosives" in accordance with the regulations used in this Section are defined to mean Class 1 explosives according to the Pipeline Hazardous Materials Administration of the Department of Transportation. The Class 1 explosives are inclusive as follows:

- 1.1 Explosives (with mass explosion hazard).
- 1.2 Explosives (with a projection hazard).

The above shall not apply to ship's ammunition or signaling devices carried for the protection of the ship.

7. PENSIONS

The following subsection (g) shall be added to Section 30 of the General Rules:

(g) Effective October 1, 2018, the Company agrees to increase the SIU Pacific District Pension Fund contribution rate from \$10.00 per manday, by an additional \$10.00 per manday, for a total contribution rate of \$20.00 per manday.

8. TERM OF AGREEMENT

Section 36 of the General Rules shall be amended, to read:

(a) This agreement (hereinafter this "Agreement") shall continue in full force and effect until midnight, **September 30, 2020**, and shall continue from year to year thereafter unless either party hereto shall give written notice to the other of its desire to amend the Agreement or notice of its desire to terminate the Agreement, either of which shall be given at least sixty (60) days but not sooner than ninety (90) days prior to the expiration of the Agreement. Unless otherwise specifically provided herein, the Agreement with respect to all of its provisions shall become effective as of 12:01 a.m., **October 1, 2018**.

(b) Effective October 1, 2019, all wages and wage related items shall be increased by three percent (3.0%).

Each Union shall have the right to allocate the periodic increases (above) in the form of wages and/or among the various benefit plans in each of the years in which an increase is granted.

9. TRAINING

The following shall be added to Section 38 of the General Rules:

The Company agrees to increase its contributions to the SUP, MFOW and SIU-AGLIW Training Funds \$0.25 per manday effective October 1, 2018; and \$0.25 per manday effective October 1, 2019.

10. OTHER TERMS AND CONDITIONS

(a) Appendix B – Transportation Fares of the General Rules shall be deleted and replaced with Attachment 4 to this MOU.

(b) Further terms and conditions specific to each union shall be as specified in the following attachments to this MOU, all of which shall be incorporated by reference herein:

Attachment 1 (applicable to the SUP only), Attachment 2 (applicable to the MFOW only), and Attachment 3 (applicable to the SIU-AGLIW only).

(c) Except as specifically modified herein, the terms of the Offshore Agreement and the Maintenance Agreement shall continue and remain in full force and effect.

11. RATIFICATION

This MOU shall be deemed to have become final and binding upon the parties hereto only upon the fulfillment of the following conditions:

- (i) Ratification of the MOU by the Union membership; and
- (ii) Written notification of such ratification given by the Union to the Company.

APL Marine Services, Ltd.
/s/ John Dragone
Title: Director Labor Relations
Date: March 19, 2019

Seafarers' International Union of North America, AGLIW
/s/ Nick Marrone
Title: Vice President West Coast
Date: March 25, 2019

Seafarers' International Union of North America, Pacific District

Sailors' Union of the Pacific
/s/ Dave Connolly
Title: President/Secretary-Treasurer
Date: April 5, 2019

Marine Firemen's Union
/s/ Anthony Poplawski
Title: President/Secretary-Treasurer
Date: March 25, 2019

* * * * *

Changes to Appendix A — Manning

APPENDIX A — MANNING

The following Appendix is intended to set forth the types of vessels and the manning for such vessels as are now in the APL Marine Services Maritime Security Program fleet. It shall be amended from time to time as changes occur in the composition of said fleet.

It is intended to cover vessels by type or by department, as the case may be, not including "ships of a radically different design or characteristics" referred to Section 3 (b).

The manning scales deleted from the 1969 through 2018 Agreements shall apply if a vessel falling in these categories is placed into operation.

MARITIME SECURITY PROGRAM FLEET

- MV APL GUAM
- MV APL GULF EXPRESS
- MV APL SAIPAN
- MV PRESIDENT CLEVELAND
- MV PRESIDENT EISENHOWER
- MV PRESIDENT KENNEDY
- MV PRESIDENT F.D. ROOSEVELT
- MV PRESIDENT TRUMAN
- MV PRESIDENT WILSON

Engine Department	Offshore Trade
Electrician/Refrigerating Engineer/Junior Engineer (ERJ)	1
Refrigerating Engineer/Electrician/Junior Engineer (REJ)	1
Day Junior Engineer/Utility (DJU)	1
Total	3

If the vessels operate with licensed engineer watchstanders, the unlicensed engine department shall also operate with watchstanders. If the vessels operate without licensed engineer watchstanders, the unlicensed engine department shall also operate without watchstanders.

The Electrician/Refrigerating Engineer/Junior Engineer (ERJ) and the Re-

frigerating Engineer/Electrician/Junior Engineer (REJ) shall receive a USCG Certificate of Discharge to Merchant Mariner as QMED — Electrician/Refrigerating Engineer.

The Day Junior Engineer/Utility shall receive a USCG Certificate of Discharge to Merchant Mariner as QMED — Junior Engineer.

* * * * *

Changes to Appendix B — Transportation

APPENDIX B — TRANSPORTATION FARES

SAN FRANCISCO TO:

BART — West Oakland Station

	BART	Taxi	Total
OICT	\$3.75	\$10.00	\$13.75

WILMINGTON TO:

	Taxi	Total
Global Gateway South	\$25.00	\$25.00

SEATTLE TO:

	Greyhound	Taxi	Total
Tacoma	\$12.00	\$15.00	\$27.00

In the event a member joins a vessel at an outlying berth or port not listed above, he shall be paid the current fare based on the combined cost of public transportation (bus) and taxi.

Those rates that are not listed in the various areas shall be adjusted according to any future rate increases.

* * * * *

ATTACHMENT 2

to
MEMORANDUM OF UNDERSTANDING
between
APL MARINE SERVICES, LTD. and SIU-PACIFIC DISTRICT UNIONS
(Applicable to MFOW only)

1. SHIPBOARD WAGES AND WAGE-RELATED ITEMS

(A) Effective October 1, 2018, wages and wage-related items (which includes base wages, supplemental benefit base wages, and overtime and penalty rates), shall be as set forth in the attached Annex 2A hereto.

(B) Wages and wage-related items increases shall be as follows:

- i. Effective October 1, 2019, all rates of pay and wage related items will be increased by three percent (3.0%).

2. WELFARE PLAN CONTRIBUTIONS FOR OFFSHORE PERSONNEL

(A) Notwithstanding any other provision of this Amended Offshore Agreement, the Company will pay into the MFOW Welfare Fund a defined contribution for all man days of covered employment. That contribution shall be increased from \$114.33 to \$116.16 per man day, effective October 1, 2018. The full amount of such increase shall be dedicated solely to the "Regular Account" of the MFOW Welfare Plan, subject to the Union's right to reallocate such contributions as provided below.

(B) Effective October 1, 2018, and on each subsequent October 1st anniversary date of this Amended Offshore Agreement, the \$116.16 rate of contribution to the MFOW Welfare Plan set forth above shall be increased by the percentage increase in the medical care services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers), or its agreed upon successor, during the most recent previous twelve month period for which such index has been calculated by the Bureau of Labor Statistics of the U.S. Department of Labor.

The MFOW Welfare Fund contribution rates set forth in this Section 2 shall not be subject to the increases set forth in Section 1(B) of this Attachment 2.

If increases in the funding for the Regular or Special Accounts of the MFOW Welfare Plan are required at any time during the term of this Amended Offshore Agreement, on October 1 of each year reallocations to such Accounts from wages, fringe benefits and/or benefit plan contributions may be made as determined by the MFOW, with the understanding that the Company shall not be obligated to pay in excess of any billet's Total Labor Cost ("TLC") at any time and that the reallocation(s) shall not increase the TLC of the Amended Offshore Agreement.

Total Labor Cost ("TLC") is defined as the daily wage, fringe benefit and benefit plan contributions for each rating for each contract year.

3. MANNING

Appendix A to the General Rules shall be amended and restated as set forth in the attached Annex 2B hereto.

4. TRAINING PLAN CONTRIBUTION INCREASES - OFFSHORE PERSONNEL

Effective October 1, 2018, the Company shall make contributions to the MFOW's

training plan in the amount of \$6.89 per man day. Effective October 1, 2019, that contribution shall be increased to \$7.04 per man day.

5. MFOW WORK RULES CHANGES

The MFOW Work Rules shall be amended as set forth in the attached Annex 2C hereto.

6. MFOW SHIPPING RULES CHANGES

The MFOW Shipping Rules shall be amended as set forth in the attached Annex 2D hereto.

7. MAINTENANCE AGREEMENT, WAGES AND WAGE RELATED ITEMS

(A) The MFOW-APL Maintenance Agreement, except as specifically amended herein, together with the additional provisions hereinafter set forth, shall be deemed to be an Amended Maintenance Agreement to continue in full force and effect until midnight, September 30, 2020, and shall continue from year to year thereafter unless either party hereto shall give written notice to the other of its desire to amend said Amended Maintenance Agreement or notice of its desire to terminate said Amended Maintenance Agreement, either of which shall be given at least sixty (60) days but not sooner than ninety (90) days prior to the expiration of the Agreement. Unless otherwise specifically provided herein, the Amended Maintenance Agreement with respect to all of its provisions shall become effective as of 12:01 a.m., October 1, 2015.

(B) Effective October 1, 2018, wages and wage related items under the Maintenance Agreement (which includes base wages, supplemental benefit base wages, and overtime and penalty rates) shall be as set forth in the attached Annex 2E hereto.

(C) Wages and wage related items increases under the Amended Maintenance Agreements shall be as follows:

(i) Effective October 1, 2019, wages and wage related items shall be increased by three percent (3.0%).

8. WELFARE PLAN CONTRIBUTIONS FOR SHORESIDE AND MAINTENANCE PERSONNEL

(A) Notwithstanding any other provision of this Amended Offshore Agreement or the Amended Maintenance Agreement, the Company will pay into the MFOW Welfare Fund a defined contribution for all man days of covered employment for shoreside and maintenance personnel. That total welfare contribution shall be increased, effective October 1, 2018, to the following rates:

(i) MFOW Shoreside (Maintenance Agreement): the total welfare contribution shall be increased from \$91.47 to \$92.93.

(ii) MFOW Standby Wipers: the total welfare contribution shall be increased from \$36.57 to \$37.16.

The full amount of such increase shall be dedicated solely to the "Regular Account" of the MFOW Welfare Plan, subject to the Union's right to reallocate such contributions as provided below.

(B) Effective October 1, 2019, and on each subsequent October 1st anniversary date of this Amended Maintenance Agreement, the rates of contribution to the MFOW Welfare Plan set forth above shall be increased by the percentage increase in the medical care services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers), or its agreed upon successor, during the most recent previous twelve month period for which such index has been calculated by the Bureau of Labor Statistics of the U.S. Department of Labor.

(C) The MFOW Welfare Fund contribution rates set forth in this Section 8 shall not be subject to the increases set forth in Section 7(C) of this Attachment 2.

(D) If increases in the funding for the Regular or Special Accounts of the MFOW Welfare Plan are required at any time during the term of this Amended Maintenance Agreement, on October 1 of each year reallocations to such Accounts from wages, fringe benefits and/or benefit plan contributions may be made as determined by the MFOW, with the understanding that the Company shall not be obligated to pay in excess of any billet's Total Labor Cost ("TLC") at any time and that the reallocation(s) shall not increase the TLC of the Amended Maintenance Agreement.

Total Labor Cost ("TLC") is defined as the daily wage, fringe benefit and benefit plan contributions for each rating for each contract year.

9. MFOW MAINTENANCE AGREEMENT CHANGES

The MFOW Maintenance Agreement shall be amended and restated as set forth in the attached Annex 2F hereto.

APL Marine Services, Ltd.	Marine Firemen's Union
/s/ John Dragone	/s/ Anthony Poplawski
Title: Director Labor Relations	Title: President/Secretary-Treasurer
Date: March 19, 2019	Date: March 25, 2019

Changes to Work Rules

Amend **Section 2. Recruitment and Training**, to read:

The parties reaffirm an agreement for a training program for the purpose of promptly training Union members to **meet the qualifications required by the**

Company, as provided in Section 34 of the Shipping Rules, to learn and utilize new skills that may be required by the introduction of new equipment, to upgrade existing skills, and to train personnel entering the industry as may be agreed upon.

No less than \$100,000 a year, if available in the Training Fund, will be expended to provide training for critical ratings.

Amend **Section 7. Watch Forecastles**, to read **Section 7. Reserved**

Update **Section 12. Wages and Overtime Rates**

Update **Section 15. Standby and Special Project Shipyard Personnel Rates**

Delete **Section 15 (i)** and amend **Section 15 (f) through (h)**, to read:

(f) Standby personnel shall be provided lunch in the mess hall in U.S. ports. Standby personnel working after 5:00 p.m. shall be provided supper in the mess hall in U.S. ports.

(g) The daily fringe benefit contribution rates for all ratings shall be as follows:

SIU Pacific District Pension Plan	\$20.00
SIU Pacific District Medical Center	\$1.00
MFOW Money Purchase Pension Plan	\$30.00
MFOW Welfare Plan	\$37.16
MFOW Training Plan	\$0.00
MFOW Joint Employment Committee	\$5.00

(h) Special Project Shipyard Personnel: The Company may request to hire Union personnel for special projects during overseas and domestic shipyard periods, and shall determine the positions, number of jobs and length of employment of any special project shipyard personnel requested.

(1) The wages and benefits for special project shipyard personnel shall be equivalent to the wages and benefits listed in (a) and (f) of this Section.

(2) Shipyard Point-Of-Contact Watch. Special project shipyard personnel who voluntarily accept the duties as Point-Of-Contact (POC) watch in the shipyard shall be paid the licensed officers' fixed rate for those duties.

(3) The Company shall provide transportation, lodging and subsistence to special project shipyard personnel assigned to vessels in overseas shipyards or domestic shipyards located in excess of 100 miles from an MFOW hiring hall.

(4) Special project shipyard personnel shall be mutually selected by the Union and the Company. The Company shall have the right to select special project shipyard personnel, including the right to accept or reject any personnel suggested by the Union for any reason not prohibited by law.

(5) Special project shipyard personnel dispatched under this Section shall perform the customary duties of their rating(s) as directed. In foreign shipyards these duties shall include the monitoring, operating, maintenance and repair of domestic reefer and air conditioning plants.

Add **(f) to Section 27. Boiler Suits, Boots and Special Clothing and Equipment**, to read:

(f) Unlicensed engine department employees shall adhere to the Personal Protective Equipment procedures and matrix in the APL Maritime, Ltd. Safety Management System's Safety Manual.

Amend **Section 30. Wiper**, subsection **(a)**, to read:

(a) General Duties: The Wiper shall do general cleaning, painting and polishing work in the engine department and take on stores, including assisting in fuel oil, **lube oil, and slops transfers.**

* * * * *

Changes to Shipping Rules

Add the following to **Section 7 – Shoreside Jobs**:

Effective October 1, 2018, for personnel dispatched under the MFOW-APLMS Maintenance Agreement, the maximum period of employment date shall not be extended for any reason, including time lost due to workplace injury or any other unfit-for-duty status.

Amend **Section 16 – Nondiscrimination**, to read:

The Company and the Union are committed to and support equal employment opportunities for all employment without regard to race, color, religion, gender, sexual orientation, gender identity, national origin, age, disability, genetic information, marital status, amnesty or status as a covered veteran in accordance with applicable federal, state and local laws.

Amend **Section 34 – Evidence of Competence Required for Dispatch**, to read:

Section 34 – Evidence of Certification Required for Dispatch

In dispatching seamen in accordance with the Joint Shipping Rules, the person doing the dispatching shall accept as conclusive evidence of **certification** and quali-

fications the U.S. Government Merchant Mariner's Credential of the registrant, and the Union does not warrant the fitness of any dispatched registrant or assume any liability for any act or failure to act by any person so dispatched; provided, however, that this provision shall not be construed to release the Union from responsibility for securing compliance with and preventing violations of the Agreement.

Qualifications Requirements for MFOW ratings

Offshore – All Ratings

1. Transportation Worker Identification Credential (TWIC)
2. United States Passport (or foreign Passport for up to 25 percent of unlicensed crew)
3. SIU-PD Medical Center Annual Physical "Q" Card
4. SIU-PD Medical Center Sign-On Physical (not required if "Q" card is less than 30 days' old)
5. DOT-approved drug screen
6. Merchant Mariner's Credential (MMC) with following endorsements:
 - a. STCW Basic Training
 - b. STCW Vessel Personnel with Designated Security Duties (VPDSD) and Security Awareness (SA)
7. USCG Medical Certificate (STCW Two-Year Expiration Date and National Five-Year Expiration Date)

Offshore – Electrician/Reefer/Junior and Reefer/Electrician/Junior

1. MMC National endorsements of QMED-Electrician/Refrigerating Engineer, QMED-Junior Engineer and QMED-Oiler
2. MMC STCW endorsements of Rating Forming Part of an Engineering Watch (RFPEW) and Able-Seafarer-Engine (AS-E)
3. EPA Universal Ozone Depletion Certificate
4. High Voltage Safety Training (USCG-approved)

Offshore – Day Junior/Utility

1. MMC National endorsements of QMED-Junior Engineer and QMED-Oiler
2. MMC STCW endorsements of Rating Forming Part of an Engineering Watch (RFPEW) and Able-Seafarer-Engine (AS-E)

Offshore – Wiper

1. MMC National endorsement of Wiper

Shore Mechanic – Global Gateway South

1. Transportation Worker Identification Credential (TWIC)
2. SIU-PD Medical Center Annual Physical "Q" Card
3. Merchant Mariner's Credential (MMC) with National endorsements of QMED-Electrician/Refrigerating Engineer and QMED-Junior Engineer
4. EPA Universal Ozone Depletion Certificate
5. Driver's License

Standby Electrician/Reefer

1. Transportation Worker Identification Credential (TWIC)
2. SIU-PD Medical Center Annual Physical "Q" Card
3. MMC National endorsement of QMED-Electrician/Refrigerating Engineer
4. EPA Universal Ozone Depletion Certificate

Standby Junior Engineer

1. Transportation Worker Identification Credential (TWIC)
2. SIU-PD Medical Center Annual Physical "Q" Card
3. MMC National endorsement of QMED-Junior Engineer

Standby Wiper

1. Transportation Worker Identification Credential (TWIC)
 2. SIU-PD Medical Center Annual Physical "Q" Card
- These qualifications may be amended from time to time by the parties.

Add the following to Section 35:

All crew members must hold a valid USCG-issued STCW Medical Certificate to be signed on to a Company vessel. The above term "valid" shall mean the STCW Medical Certificate does not expire during the crew member's assignment.

Add Section 61 – Trip Off Procedure and Relief Rules:

The parties agree a regular crew member with Class "A" seniority shall be allowed to take a trip off without pay during the four months of employment aboard vessel, provided:

- (a) The crew member has been employed aboard the vessel for a period of at least 30 days, or one trip, whichever is the longest.
- (b) The crew member has not less than 30 days employment left on the original dispatch.
- (c) Relief jobs filled under these rules shall be called "temporary relief" by the dispatcher.
- (d) No transportation shall be paid by the company for the crew member taking a trip off or for the replacement crew member.

(e) The regular crew member and the temporary relief shall not both receive pay for the same day of employment so as to create an overlapping of payrolls. The temporary relief shall receive the days' pay. The regular crew member shall remain on the job until properly relieved by the temporary relief.

(f) A trip off shall be granted where qualified replacements are available at any port in which the Union operates a hiring hall.

(g) The crew member granted a trip off shall rejoin the vessel in the same port at which the temporary relief joined the vessel.

(h) The crew member taking a trip off must return to the vessel only at the same rating.

(i) The crew member requesting a trip off shall notify in writing the engine delegate and the Chief Engineer five days' prior to the ship's arrival.

(j) The temporary relief shall lose their shipping card.

(k) The crew member having a trip off shall register within 72 hours after getting off the vessel. A crew member who fails to do so will forfeit the right to re-ship assignment.

(l) When a crew member on a trip off does not pick up the reassignment slip, the permanent opening shall be shipped a day after arrival, unless the vessel is scheduled to be in port less than 24 hours.

(m) A crew member on a trip off who does not take the job back can only re-register on the regular shipping list.

(n) The trip off rule shall not apply to vessels on overseas shuttle service.

* * * * *

Changes to Maintenance Agreement

Amend Subsection 1.3 Alternate Facilities, to read:

In the event the Employer establishes any other facility in the Los Angeles and Long Beach Harbor Area to perform work covered by this Agreement in a location as a substitute for, or supplement to, the existing GGS facility, the terms of this Agreement shall be applicable to the work performed at such substitute or supplemental facility.

Add the following to Subsection 1.9 Definition of Work:

(e) pre-trip inspections of reefer containers and motor-generator sets, as directed.

Update Section 4 – Wages and add the following:

4.3 Wage Increases

(a) Effective October 1, 2019, wages and wage related items shall be increased by three percent (3.0%).

Add the following to Subsection 21.2 Training:

Mechanics employed under this Agreement who are directed by the Employer required to attend training to keep up with new technology associated with reefer container equipment, shall be allowed time off from work with pay to attend such training.

* * * * *

October 1, 2018

Bob Stephens
Vice President Labor Relations
APL, Ltd.

LETTER OF UNDERSTANDING Global Gateway South — Second Shift Reefer Mechanic Hours of Work

Mr. Stephens:

During the course of bargaining in 2018 between APL Marine Services and the Marine Firemen's Union, the Parties discussed a Company proposal to change Global Gateway South reefer mechanic hours of work on the second shift.

The Parties agreed to investigate changes in negotiated work schedules that could assist in increasing terminal cargo throughput and productivity, and increase terminal growth.

The Parties also agreed to meet in the future for the purpose of discussing and/or negotiating proposed changes to work schedules.

Sincerely,
Anthony Poplawski
President/Secretary-Treasurer

VICE PRESIDENT'S REPORT

In the movie classic *Jeremiah Johnson*, to quote Will Geer, "March is the mean and muddy month down below; farmers like it mostly." March has produced rainfall exceeding 100 plus percent for the greater Bay Area and new snowpack for the Sierra and Trinity mountain watersheds. Needless to say, for early April, there are at least five low-pressure systems that are lined up like redfish targeting northern California.

The 2019 Sail-In (10th annual) took place in Washington, DC, on March 6. My team consisted of MM&P Business Agent Jeremy Hope, SIU-AGLIW Assistant Vice President Nick Celona, former SUP President Gunnar Lundeberg and MEBA's new director of government affairs Erick Siahann (team leader). We visited primarily with the following East Coast congressional members or their legislative staff to enlighten them about the importance of maintaining a strong maritime policy (see President's report): Rep. Cedric Richmond (D-LA), Rep. Grace Napolitano (D-CA), Rep. Matt Cartwright (D-PA), Rep. Brian Higgins (D-NY), Rep. Billy Pascrell (D-NY), Rep. Brian Fitzpatrick (R-PA), Rep. Jim Clyburn (D-SC).

The following day, I made a pilgrimage to APL Marine Services headquarters in White Rock, Maryland. I met almost all of the office staff, including some whom I had not seen in about 25 years, since I sailed in the APL navy. That evening, I invited APL crew specialists Sean Doherty and Karen Willis to the "evening meal." On my return flight Friday to San Francisco, the plane had to be de-iced before take-off!

Last month I also attended the SIU PD and MFOW Welfare Trust Fund meetings. All plans and funds appear to be in fine shape.

Shout-outs to all members who stepped up to fill the numerous activa-

tions and run jobs. Congratulations also to those members advancing in seniority: Rafael Trigo, JM-5298, and Jeffrey Hansen, JM-5164.

NOTICE TO MEMBERS: PCS sailors must renew their MSC training if they came aboard after October 2013!

VESSEL RUNDOWN

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

The *Maui* has been laid up since December 8, 2017 and is now at Alameda RRF. The *Lihue* has been laid since October 30, 2017; we had another false activation, the third one this year! The *Kauai* is making her last Pacific Northwest triangle run before lay-up on approximately April 20 at OAK.

The *Daniel K. Inouye* is still on the OAK-HON yo-yo run and running smoothly. The *Mahimahi* is running smoothly on the Pacific Northwest triangle run. The *Manoa* is making a China run to replace the *Maunawili*, which is going into drydock in Shanghai on or about April 15. Shipping two special project Standby E/Rs to do their magic.

APLMS: All vessels are calling for two or more Standby Wipers.

Presidents Cleveland and *Roosevelt* were in and out and running smoothly. *President Kennedy* — shipped one REJ; *President Truman* — shipped one DJU; *President Wilson* — shipped one Wiper, all rotary jobs.

APL Saipan — Headquarters shipped one ERJ and Seattle shipped one REJ. On March 21, the *APL Guam* was in a three-vessel collision in Tokyo Bay (see President's report). The DJU did not get relieved due to vessel en route to drydock in Shanghai. *APL Gulf Express* — ongoing beef regarding reefer cargo watches.

Fraternally,
"Cajun" Callais

Shanghai still world's busiest container port, but Singapore is climbing back

The port of Shanghai has maintained its position as the world's largest container port.

However, new data from *Alphaliner* shows its lead over second-place Singapore narrowed last year. Shanghai posted a 2018 throughput of 42.01 million TEU, 4.4 percent growth on 2017, while Singapore handled 36.6 million TEU, representing growth of 8.7 percent. The 5.41 million TEU differential between them was less than the 6.56 million TEU differential this time last year.

Together the world's largest 120 box ports handled 654 million TEU last year, an increase of 4.9 percent on 2017, which was broadly in line with analysts' consensus. Of those, 104 ports saw volumes grow, while 16 saw declines — and there were some high-losers among them.

Hong Kong saw the largest decline in volumes, down 1.1 million TEU over the year, dropping from fifth to seventh place in the top 120 as it posted a 56.7 percent fall to finish the year with 19.6 million TEU throughput, prompting its

major terminal operators to form an alliance to try and arrest further declines. DP World's flagship Dubai facility also saw volumes decline, by 2.7 percent, and with an annual throughput of 14.95 million TEU, it fell out of the top 10 to eleventh place — overtaken by the northern Chinese port of Tianjin.

Other ports which saw large losses included other high-profile trans-shipment hubs: Panama's Pacific hub of Balboa continued to see fall-out from the Panama Canal expansion as larger vessels now able to transit the canal bypassed it as volumes declined 29.3 percent; Oman's Salalah lost 14.2 percent of its previous year's volumes; Dubai rival Khor Fakkan dropped 13.8 percent; while Gioia Tauro lost 4.9 percent of its volume. The two largest gateway ports to see volume declines were the Iranian hub of Bandar Abbas and the UK's Felixstowe. Three ports, Beirut, Puerto Limon and Dandong, fell out of the top 120 last year, and were replaced by Buenaventura, Lome and Jinzhou.

BUSINESS AGENT'S REPORT

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

Patriot Contract Services: *USNS Dahl* — one Electrician is awaiting flyout to Saipan. *USNS Watson* — two Electricians are awaiting flyout to Diego Garcia.

Several vessels were activated last month: *Cape Taylor*, *Cape Texas* and *Cape Victory*. Thanks to all who got this done!

The *Cape Orlando* returned to home

port after a 30-day run of shuttling cargo to and from Alaska and Hawaii.

On March 19, the *ITB SLNC Moku Pahu* laid off the crew in Colombo, Sri Lanka. The vessel was then sold off.

USNS Red Cloud had a stack fire with temperatures upwards of one thousand degrees, which was caused by the number 4 generator turbo charger exploding. Repairs to be made in Korea.

Fraternally,
Bobby Baca

"Magic pipe" MARPOL violations can be spotted from space

Environmental monitoring organization SkyTruth watches for illegal activity using satellite data, and over the past several years, they have made it clear that "magic pipe" bilge water disposal can no longer be hidden at sea. Bypassing the ship's oily water separator to dump bilge waste is an illegal but relatively common practice. In the United States, it is one of the most frequently prosecuted maritime crimes, thanks to generous whistleblower awards, the ease of finding physical evidence and an enthusiasm for MARPOL enforcement. To make matters easier for the courts, suspect chief engineers and masters often attempt to deceive the authorities by falsifying the ship's oil record book, which is itself a crime.

However, oily water discharge rules are less commonly prosecuted elsewhere, in part because the crime happens under way and far from shore. With no one present to sight an oily sheen, and no monetary incentive for the crew to report wrongdoing, it has historically been easy to hide.

Radar satellite imagery and satellite-gathered AIS data may be able to change that equation. SkyTruth has pioneered the use of radar satellite data to spot the distinctive slicks of bilge discharge on the water, with a tiny dot of a ship clearly visible at the head of the line. By time-matching the imagery with AIS data, the group's researchers can make a good estimate of the identity of the ship.

First Great Lakes bulk carrier in 35 years to be built in U.S.

A U.S.-flag Great Lakes bulk carrier will be built domestically for the first time in more than 35 years as a result of a contract signed between The Interlake Steamship Company and Fincantieri Bay Shipbuilding. The 639-foot vessel will be constructed in Sturgeon Bay, Wisconsin. Interlake, headquartered in Middleburg Heights, Ohio, is the largest privately held U.S.-flag fleet on the Great Lakes, with nine vessels carrying bulk cargoes and a rich history dating more than 100 years.

The Interlake Steamship Company, Fincantieri Bay Shipbuilding and Bay Engineering are jointly designing the bulk carrier, complete with advanced vessel and unloading systems automation. Scheduled for completion in mid-2022, the carrier will be built by 700 skilled trade workers. Major partners for the project include the American Bureau of Shipping (ABS), Bay Engineering, EMD Engines, Caterpillar, EMS-Tech, Inc., Lufkin and MacGregor. Features will include:

- A unique cargo hold arrangement

In February, SkyTruth tracked an oil slick in the Strait of Malacca, just a few miles off the northwest tip of Sumatra. The tapered end of the 18 kilometer slick pointed to a small white dot. By studying the AIS broadcasts in the vicinity of the slick using exact Earth's ShipView service, SkyTruth determined that the Indonesian cement carrier *Perkasa* was at the location of the white dot when the Sentinel-1 radar image was acquired. The *Perkasa's* AIS-derived location closely matched the vessel's position in the Sentinel-1 image — and no other vessels broadcasting AIS in the area were likely candidates for a match.

In another example, SkyTruth obtained imagery in January showing a similar linear slick off Indonesia's Bangka Belitung Islands. This slick had a sharp bend in the middle, which lined up well with the AIS trackline of an Indonesian oil tanker, the *Gamsunoro*. About eight hours before the image was taken, the tanker had passed about 5 kilometers upwind of the slick and parallel to it, and her track closely approximated the same bend.

The evidence in the case of the *Gamsunoro* was less concrete: the slick did not directly overlap with her trackline, nor did it point right to her AIS position at the time of the image. However, it clearly demonstrated that suspect vessels can be identified by satellite data and selected for inspection upon arrival at the next port of call.

and cargo hatch covers designed for maximum cubic space and the ability to handle difficult cargoes.

- A flap rudder and bow and stern thrusters for high-level maneuverability.
- The hull has been optimized for efficiency and all systems have been designed to ensure low energy consumption.
- The vessel is designed for 7,800 shaft horsepower produced by two 16-cylinder EMD engines that are EPA Tier 4 and IMO Tier III certified and is expected to have a top speed in excess of 15 knots.
- The vessel will be propelled by a single-screw, 18-foot diameter Kongsberg controllable pitch propeller.
- For its electrical power requirements, the vessel is provided with one 940 kilowatt ship service diesel generator, two 2500 kilowatt shaft generators and one 274 kilowatt emergency generator.

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND, Attention: Esther Hernandez

240 Second Street, San Francisco, CA 94105

(415) 986-1028 / (415) 986-5720 Email: EHernandez@mfovw.org

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:

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.

May 20-24 June 24-28 July 22-26

HIGH VOLTAGE SAFETY

This five-day course is open to members who have electrical equipment background and training. Each student should:

- Have the requisite skills (knowledge and techniques) to distinguish exposed energized electrical conductors and circuit parts from other parts of electrical equipment, capability to determine nominal system voltages;
- Have the ability and be capable of providing first aid, including resuscitation, CPR and AED (where provided);
- Be capable of determining the proper use of personnel protective equipment to protect against shock and arc flash.

Prerequisites: Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.

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.

June 3-7 August 5-9

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.

July 8-August 16 August 16-September 27

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.

May 28-31 June 17-21 August 19-23

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): May 3 (new); May 10; May 31; June 14; June 28; July 12

MITAGS-PMA, Seattle, WA: May 16-17 (reimbursement basis)

Maritime License Center, Honolulu, HI: May 9-10

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: May 22-24; June 5-7; July 24-26

California Maritime Academy, Vallejo, CA: May 13-15

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

El Camino College, Hawthorne, CA: May 17-19 (reimbursement basis)

Maritime License Center, Honolulu, HI: 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.

Port of Savannah adds routes, facilities for chilled produce

The Port of Savannah, Georgia, has added East-West routes to its chilled produce business, with new services to Europe and Asia. The port serves as a gateway for perishable products after joining the U.S. Department of Agriculture's Southeast In-Transit Cold Treatment Pilot Program, according to a news release. Before, the port received produce from Chile, Peru, Uruguay and Argentina that had been cold treated. Now the port serves all of South America, with the ability to import from Spain, Morocco and Italy.

Proximity to large cities like Atlanta and Memphis sets the port up as a hub for refrigerated produce. Ships call on the port 35 times a week.

Earlier this year, Americold Re-

alty Trust, which owns and operates temperature-controlled facilities and infrastructure, acquired PortFresh Holdings, which serves the fresh produce industry primarily through the Port of Savannah. Savannah can handle time-sensitive items like asparagus, previously shipped as air cargo, but now delivered in containers to the port, according to the release. A variety of fruit comes through the port, including blueberries, mangoes, apples, pineapples, grapes, bananas and avocados, according to the release. PortFresh has 100,000 square feet for chilled produce storage, and Americold plans to add an additional facility with 37,000 pallet positions, according to the release.

Military Sealift Command opens new training facility

The U.S. Navy's Military Sealift Command hosted a ribbon cutting ceremony to signify the opening of its new Center for Excellence located on Joint Base Langley-Eustis, March 25. The Center for Excellence provides MSC-centric basic training for newly employed civil service mariners (CIVMAR).

"Ultimately, the new Military Sealift Command Center for Excellence is replacing the MSC training center in Earl, New Jersey," said Military Sealift Command Total Force Management Director Mike Morris, who co-officiated the ribbon cutting ceremony. "Over the next year, all of the newly hired MSC civil service mariner training is transitioning from Earl to Joint Base Langley-Eustis.

"Shifting our basic training to our new facility will mean that our new CIVMARs won't have to be transported to the old training facility, thus saving money while being more convenient and less stressful for our new teammates," Morris added.

All newly hired civil service mariners must complete the MSC-centric, basic training curriculum to be qualified to sail in MSC's fleet.

"The new training facility is ultimately going to be MSC's 'boot camp.'

This is where all of our new CIVMARs will receive the required basic training to be able to sail with MSC," said Bill Korczyk, Military Sealift Command's Afloat Training Team Director.

"Right now the facility is providing in-seat training such as trip hazard aboard ships and first aid. In the near future, we will provide hands-on laboratory training simulators to meet the practical requirements of MSC's training pipe-line," added Korczyk. "Also in the near future, current CIVMARs will be able to return to the new training facility to obtain required re-qualifications and re-certifications."

In the near future, all laboratory training requirements, such as fire-fighting and damage control simulators, will be located at the MSC Center for Excellence.

Military Sealift Command is responsible for the safe and efficient operation of 125 civilian-crewed ships that provide underway replenishment-at-sea for U.S. Navy and allies ships, conduct specialized missions, preposition combat cargo at sea around the world, provide a variety of support services and move military equipment and supplies to deployed U.S. Forces.

Summary Annual Report for SIU Pacific District Seafarers' Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2018. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(108,229) as of June 30, 2018, compared to \$(80,274) as of July 1, 2017. During the plan year the plan experienced a decrease in its net assets of \$27,955. During the plan year, the plan had total income of \$704,068, including employer contributions of \$702,442, earnings from investments of \$89, and other income of \$1,537.

Plan expenses were \$732,023. These expenses included \$218,366 in administrative expenses, and \$513,657 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers'

Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107,

telephone (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

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

Alaska looking to sell two ferries

Alaska plans to sell two of its fast ferries as part of cost-saving measures. The *Juneau Empire* recently reported that the Alaska Department of Transportation and Public Facilities intends to sell the *Fairweather* and the *Chenega* in the coming months. A department official says ferry staff will be reassigned without any expected job losses, although they will technically be laid off this month in

accordance with union contracts.

Officials say the state will begin operating at least one new ship this year, the *Tazlina*, and expect to save about \$400,000 in fuel costs by retiring the 15-year-old *Fairweather*. The newspaper reports the Alaska Marine Highway System would have shut down last year without an emergency funding bill passed by the Legislature.

HOWZ SHIPPING?

March 2019

San Francisco	Wilmington
Electrician..... 4	Electrician..... 1
Electrician/Reefer/Jr. Engineer..... 1	Electrician/Reefer/Jr. Engineer..... 3
Reefer/Electrician..... 1	Reefer/Electrician/Jr. Engineer..... 3
Reefer/Electrician/Jr. Engineer..... 1	Junior Engineer (Day) 3
Junior Engineer (Watch)..... 4	Oiler 6
Junior Engineer (Day)..... 1	Wiper 6
Oiler..... 2	Shore Mechanic..... 2
Wiper 2	Standby Electrician/Reefer 20
Standby Electrician/Reefer 20	Standby Wiper 53
Standby Wiper 33	TOTAL 97
TOTAL 69	
	Honolulu
	Electrician/Reefer/Jr. Engineer..... 2
	Reefer/Electrician/Jr. Engineer..... 3
	Junior Engineer (Day) 6
	Wiper 6
	Shore Mechanic..... 1
	Standby Electrician/Reefer 26
	Standby Wiper 35
	TOTAL 79
Seattle	
Electrician..... 2	
Reefer/Electrician/Jr. Engineer..... 2	
Junior Engineer (Watch)..... 1	
Oiler 5	
Standby Electrician/Reefer 3	
Standby Wiper 6	
TOTAL 19	

Summary Annual Report for SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2018. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,198,443 as of July 31, 2018, compared to \$839,931 as of August 1, 2017. During the plan year the plan experienced an increase in its net assets of \$358,512. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$14,185,579, including employer contributions of \$14,153,683, realized losses of \$938 from the sale of assets, earnings from investments of \$31,146 and other income of \$1,688.

Plan expenses were \$13,827,067. These expenses included \$348,196 in administrative expenses and \$13,478,871 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$5.50 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 97 jobs in March. There were seven APL, five Matson, and 10 PCS shipboard billets dispatched, along with two shore mechanic jobs. Five applicants were dispatched and three of them made ships. There are 15 A-, 19 B-, and 24 C-seniority members registered for work.

Shipping here was like the weather, a little unpredictable. A couple of ships were late again this month for different reasons, but most of the gangs onboard made it home on time. A few problems came up and were resolved, with food topping the list, followed by wages, linens, callouts and minimums. I would like to thank all our delegates for keeping everything on an even keel.

LA/LB Labor Coalition meetings are at our hall monthly, then bi-weekly. The next meeting is scheduled for April 18 at 1830 and all members are welcome. I also made the MTD meeting and went over the recent developments in the LA/LB Harbor Area.

On May 22 at 1030 maritime unions will gather at Harbor Boulevard and 6th Street in San Pedro to pay respects to our lost seafaring brothers, and hear the stories of those who survived. Our service in honor of National Maritime Day will be followed by a luncheon at the Doubletree Hotel in San Pedro. All are welcome.

The *SS Lane Victory* engine room and deck areas were inspected by the Coast Guard and are awaiting a decision on how to proceed, if she receives the approval. Two Firemen and two Watertenders will be required to fire the plant up. Oilers might be required in the future as determined by Coast Guard. 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 Wednesday and Saturday at 0900 for maintenance work. Volunteers as always are appreciated.

Work smart and safely.

Aloha,
Sonny Gage, Port Agent

SEATTLE NOTES

During the month of March, Seattle shipped the following: one REJ, one Watch Junior Engineer, five Patriot Oilers (three activations), one Patriot Wiper, one 2nd Electrician, five Standby Reefers and eight Standby Wipers. Seattle currently has seven A-, nine B-, and three C-seniority members registered for shipping.

Members, please check your documents to be sure they are valid! Patriot Contract Services mariners, remember your Basic Training certificate may

have a different expiration date from your MMC and must be valid for six months from your sign-on date. Don't go on your own to training and expect to be reimbursed, because you need to be pre-approved for all training that the MFOW provides. Before you start blowing up Sandra's email at HQ, come in to the hall and make sure you really need what you are applying for.

Fraternally,
Brendan Bohannon,
Representative

South Korea falls to second place in global shipbuilding orders

China has moved past South Korea to take the lead in the global shipbuilding market. A U.K.-based research firm said that South Korea accounted for 28 percent or 1.62 million compen-

sated gross tons of global shipbuilding orders in the first quarter of this year. China took the top spot with 45 percent or 2.58 million compensated gross tons. Italy was third with 14 percent and Japan fourth with eight percent.

Chinese shipyards benefited from Chinese companies' tendency to favor domestic builders, with 10 new such orders for container vessels of 15,000 TEU. South Korean shipbuilders were hit by a decline in orders for LNG tankers, which fell to 13 from 19 in the same period of last year.

Regular membership meeting dates 2019

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



Joseph Costa, #2059/P-1934.
Born February 21, 1922, Hawaii.
Joined MFOW March 6, 1948.
Pensioned February 1, 1979. Died March 26, 2019, Upland, CA.

MFOW members pensioned

Name	Pension Type	Sea Time	Effective
Franz Petritz, #3720	SIU-PD Basic	25.155	4/1/2019
Jesus Herrera, JM-4671	SIU-PD Def Vested	6.000	4/1/2019

HONOLULU NOTES

There were 79 total dispatches for Honolulu in March — 18 of them steady jobs, thanks mostly to Matson's new containership *Kaimana Hila* with six dispatches. We also didn't expect the *APL Saipan* and *Matsonia Wiper* jobs to come our way. Other steady jobs that were shipped were the *Manoa Wiper*, *APL Gulf Express Wiper*, Shore Maintenance Mechanic, *Pfeiffer Reefer* and Junior, *Mahimahi Junior* and the *Mokihana Reefer*. Also dispatched were 26 Standby Electrician/Reefers and 35 Standby Wipers. Registered here in Honolulu are 10 "A" seniority, 9 "B" seniority and 6 "C" seniority members.

Most ships have been running smoothly and the shoregang is doing well, too. We have a couple of small beefs/clarifications on the *APL Gulf Express* and the *DKI* that should be cleared up soon. All in all, shipping has been good here in Honolulu.

I took some time off in March and want to thank my reliefs for a job well done. Thank you, Russell Felicilda and Kris Mahalath. This was Kris's first time sitting in as port agent. It wasn't the easiest of weeks, but he handled it well.

Aloha,
Mario Higa
Port Agent

HONOR ROLL

Voluntary donations to General Treasury — March 2019:

Rogelio Rivera, JM-5171.....\$ 25.00 Emilio Siguenza, JM-5212 \$100.00

Dues Paying Pensioners — End of 1st Quarter 2019:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2718)	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 O'Brien, #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
Charles Stahl, #3821 (P-2726)	Pensioned 12/1/11	Seattle
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

POLITICAL ACTION FUND

Voluntary donations for March 2019:

Edward Auzin, P-1703.....\$50.00
Dale Cunningham, #3597.....\$90.00
Henry Disley, P-2617.....\$100.00
Joel E. McCrum, P-2536.....\$100.00
Rodel Marquez, #3877.....\$100.00
Harrison Quinanola, JM-5148.....\$25.00
Rogelio Rivera, JM-5171.....\$25.00
Emilio Siguenza, JM-5212.....\$200.00

Benefits paid during March

Death Benefits	
Gim J. Wong, P-2567	\$750.36
Craig A. Luoto, P-2733	\$1,500.51
Burial Benefits	
Edward G. Barden, P-2599	\$1,000.00
Excess Medical	\$2,595.40
Glasses and Examinations	\$1,000.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

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