



## The Jones Act is critical to national security

By Thomas K. Shannon

President Trump recently was asked to consider a Jones Act waiver to allow foreign ships to move liquefied natural gas (LNG) between U.S. ports. While some may view this action as harmless, waiving the Jones Act for any reason would take our nation down a path from which there is no plausible return. Once we as a nation give away any trade for any reason to foreign interests, we supplant American sovereignty while undermining the quintessentially American maritime industry and thousands of jobs. A Jones Act waiver for any reason other than a national emergency is a bad deal for the United States.

The Jones Act requires that all vessels operating between U.S. cities be built, owned and crewed by Americans. Congress put this law into place for good reason nearly a century ago, and has repeatedly reaffirmed its importance. Despite the tremendous commercial trade reliability that American maritime provides, foreign competitors and special interests regard the law as protectionist. But what opponents almost always fail to understand is the critical importance of the Jones Act for our national security

and economic stability.

The very first paragraph of the law states that it "is necessary for the national defense and the development of the domestic and foreign commerce of the United States to have a merchant marine owned and operated as vessels of the United States by citizens of the United States composed of the best-equipped, safest, and most suitable types of vessels constructed in the United States and manned with a trained and efficient citizen personnel."

As the former commander for the U.S. Navy Military Sealift Command, the importance of the Jones Act and the merchant marine that it supports is obvious. From the First and Second World Wars, to Iraq and Afghanistan, a robust U.S.-flagged maritime capability has been the cornerstone of our nation's military deployments. To borrow a sports analogy, our military is built for "away games," and before our Army can march to war, it must sail. In fact, when called into action, our military relies on ships to carry 95 percent of our combat capability to and from the war zone.

Unlike other countries, the United States does not subsidize its commercial shipbuilding capacity with taxpay-

er dollars. Instead, with the Jones Act, we enable a base maritime capability of U.S.-trained mariners, U.S.-flagged ships, a shipbuilding industrial base and a ship-repair capability. This "American made" capacity has been called our "4th arm of defense," and it enables our president and Congress to project our combat capabilities as part of the Department of Defense budget every year. The Jones Act ensures a level of maritime capability for America's defense that cannot and should not be yielded to foreign nations that may one day be our enemy in war.

While the economic and security benefits of the Jones Act are clear, the law is carefully balanced to ensure certainty of markets for financial investors. U.S.-flagged Jones Act carriers have made significant investments in vessels and terminal upgrades to serve the trade.

Undercutting these investments by repealing or waiving the Jones Act erodes stability, reliability and predictability among U.S. commercial operators and unnerves potential investors in new vessels, with adverse and cascading impacts on the entire industry, our wartime capacity and our national security.

A Jones Act waiver for proposed commercial efficiency is not a legitimate justification; it raises the question of whether Americans really want foreign-owned and foreign-operated ships transporting liquefied natural gas up and down our inland waterways and between our coastal cities. Liquefied natural gas is a hazardous cargo and must be transported in accordance with the highest safety standards possible. This task is best left in the hands of well-trained and highly qualified U.S. mariners on ships built to tough, stringent U.S. standards.

A waiver of the Jones Act may seem to some to be in the best interest of our nation. In fact, it's a shortsighted play that will put our nation at great disadvantage in the long game of a global economy and undermines nearly 650,000 hardworking men and women of American maritime who serve our nation, support our military, and put America first each and every day.

*Thomas K. Shannon is a retired rear admiral whose final assignment was as commander of the U.S. Navy Military Sealift Command, the premier provider of oceanic transportation to the Department of Defense.*

## Union membership remained fairly steady last year

The yearly report on union membership from the U.S. Bureau of Labor Statistics (BLS) showed little change in 2018. According to the agency's report, membership declined slightly from 2017 to 2018, to a total number of 14.7 million, a decrease in 73,000 members. Union density in 2018 was 10.5 percent of the entire U.S. workforce.

The report again reinforced that union members usually earn more money than their unrepresented counterparts. Data from the BLS report shows that in 2018, the median union worker earned \$1,051 per week, compared to \$860 for the median non-unionist.

The AFL-CIO issued a press statement in advance of the report that listed

some of the significant actions taken by workers standing together to improve workplaces and communities:

- Tens of thousands of teachers went on strike for better pay and stronger schools in red and blue states, including more than 30,000 in Los Angeles.
- Google workers worldwide walked out for an end to workplace sexual harassment and a voice on the job.
- UNITE HERE hotel workers took on Marriott, the most profitable hotel chain in the world, and won higher wages, a safe work environment and a say on how technology is deployed.
- Workers elected pro-worker candidates from coast to coast, including more than 950 union members.
- Private-sector union membership

went up, despite the fact that Taft-Hartley, a labor law rigged to embolden anti-worker employers, has been on the books for more than 70 years.

- Workers from Boeing to JetBlue to Harvard University won union recognition in 2018.
- 60 million workers – the population of New York and California combined – said they would vote to join a union today if given the chance.
- Public sector union membership essentially held steady, despite the Supreme Court's ruling in Janus v. AFSCME, the case pundits predicted would be the labor movement's death knell. In fact, some public sector unions saw membership growth in 2018. Shortly after Janus was de-

*Continued on page 2*

### Halls to close

**Memorial Day** — All MFOW hiring halls will be closed on Monday, May 27, 2019, in observance of Memorial Day, which is a contract holiday.

**Kamehameha Day** — The halls will also be closed on Tuesday, June 11, 2019, in observance of Kamehameha Day, which is a contract holiday aboard all Matson intercoastal and offshore vessels (except the *Kamokuiki*) and under the Matson Maintenance Agreement..



Training staff at TRLMI, San Diego: (from left to right) are Student Services Representative Gina Cannizzaro, CEO Dave Abrams, MFOW Training Coordinator Sandra Serrano, and Office Manager Tammy Poole.



MFOW President Anthony Poplawski (right) and San Francisco Business Agent Bobby Baca (center) discuss new reefer monitoring system installations with Matson Vessel Manager Brian Spillane aboard the *MV Kaimana Hila*.

# The Marine Fireman

Published Monthly By

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

ORGANIZED 1883

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

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

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

## Truck report plans for zero-emissions future in ports of LA and LB

To further reduce port truck pollution, the ports of Los Angeles and Long Beach are closely monitoring the development of new cleaner truck technologies and assessing the feasibility of the options available. A new study for the port, the 2018 Feasibility Assessment for Drayage Trucks, represents a snapshot of the state of heavy-duty truck engine technology at this time. Released in early April, the 134-page report evaluates the commercial availability, technical viability, operational feasibility, availability of fuel and fueling infrastructure, and costs of owning and operating near-zero and zero emissions port trucks.

The assessment provides the technical information needed to craft strategies to achieve the ports' ultimate goal of transitioning drayage trucks to a ze-

### Union membership remained fairly steady last year

Continued from page 1

ecided, the people of Missouri overturned "right to work" by 2-1, the first-ever state to repeal this anti-worker law by popular vote.

In the face of unprecedented attacks, the labor movement continues to show tremendous resilience. Public approval of unions is soaring. And new organizing campaigns in non-union workplaces are gaining steam.

The agency reported that a slight majority of union members were in the private sector, 7.57 million, compared to 7.17 million in the public sector. The public sector was more heavily unionized, with one of every three workers — state and local government workers, teachers, fire fighters, and federal workers — unionized, compared to one of every 16 (6.4 percent) in the private sector.

Union members were concentrated in the Northeast, the Great Lakes and the Pacific Coast states. The most union-dense states last year were Hawaii (23.1 percent), New York (22.3 percent), Washington (19.8 percent), Alaska (18.5 percent) and Rhode Island (17.5 percent).

The biggest union numbers BLS calculated were in California (2.4 million), New York (1.8 million), Illinois (786,000), Pennsylvania (701,000), Michigan (625,000), Ohio (639,000) and Washington (649,000).

ro-emissions fleet by 2035.

Eliminating all air pollution from drayage trucks is a tall order. But so was reining in emissions from all port-related sources — ships, trains, harbor craft and terminal equipment, in addition to trucks — when the ports of Los Angeles and Long Beach adopted their original Clean Air Action Plan in 2006. More than a decade of the joint clean air strategies led to dramatic results in slashing primary air pollutants from all sources, with an 87 percent reduction of diesel particulate matter, a 58 percent reduction of nitrogen oxides (NOx), and a 97 percent reduction of sulfur oxides since 2005. However, the ports have much more work to do in reducing greenhouse gases (GHG), which contribute to climate change. To tackle this challenge, the ports added new targets of reducing GHG 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050 in the 2017 CAAP Update.

No viable technology for emissions-free trucks is currently market-ready today. The technology that is furthest along is the ultra-low NOx natural gas-fueled truck, a near-zero emissions option that has just recently started to be deployed. These trucks offer the closest alternative in terms of operations to current diesel models, but additional fueling infrastructure is needed to support larger-scale deployments. All leading original equipment truck manufacturers offer Class 8 models with the near-zero emissions 12-liter Cummins Westport ISX12N engine. These trucks emit 90 percent less NOx than the current engine emissions standard established by the Environmental Protection Agency (EPA).

Another technology nearing — but not yet meeting — technical and commercial viability is the battery-electric engine. The feasibility study found zero emissions battery-electric trucks can outperform diesel trucks on power and torque, but still have range and weight limitations; sufficient fast-charging infrastructure is not widely available; and the cost of the battery-electric Class 8 truck far exceeds the diesel and natural gas models. Three more alternatives — zero emissions fuel cell, near-zero emissions hybrid-electric, and near-zero emissions diesel internal combustion engines — do not currently meet the basic criteria for technical viability and commercial readiness, nor do they appear to be on a market-ready path by 2021.

The results of the feasibility study pave the way the ports to take the next step under the Clean Trucks Program outlined in the 2017 CAAP Update: develop a Clean Truck Fund rate. Other key factors are an evaluation of economic considerations of imposing the rate, which will be included in the ports' Truck Rate Study to be released this summer, and progress by the California Air Resources Board (CARB) in establishing a near-zero emissions manufac-

turing standard and a definition of zero emissions trucks.

As envisioned, the rate would be paid by the beneficial cargo owners for all trucks hauling loaded containers in and out of the ports, with exemptions for trucks that meet zero or near-zero standards. Any money collected would support further progress on the Clean Trucks Program, including paying for initiatives that speed up fleet turnover to near-zero and zero emissions trucks.

The ports will begin discussions with stakeholders about the establishment of the Clean Truck Fund rate in the next few months to gather input on the potential structure and schedule for the rate. The rate is due to be proposed to the governing board of both ports later this year for implementation in 2020.

A similar financial incentive program expedited the turnover of older dirty trucks under the original CAAP, resulting in 100 percent of the fleet consisting of 2007 EPA-compliant trucks or newer by 2012, two full years before the state mandated the requirement. Back then, however, the ports did not conduct a feasibility study because the strategy focused on using trucks that met existing federal emission standards. Today, the ports are pursuing even cleaner technologies whose engine standards have yet to be adopted.

In addition to providing a snapshot of today's options, the new report offers a baseline for future feasibility assessments the ports will conduct at least every three years. Separately, the ports are evaluating the feasibility of near-zero and zero emissions technology for terminal equipment.

Another near-term strategy is requiring new trucks entering port service to meet cleanest available emissions performance by being model year 2014 or newer. The requirement, which took effect Oct. 1, 2018, applies only to new trucks joining the Port Drayage Truck Registry (PDTR). Under state law, by January 1, 2023, all trucks in the state must meet the 2010 EPA engine standards. Under the 2017 CAAP Update, the ports have proposed that new trucks entering the PDTR starting in 2023 will need to have near-zero emissions or cleaner engines.

Additionally, the ports are working with CARB to pilot a state heavy-duty truck smog check program to improve drayage truck performance and repair rates and retire noncompliant trucks with excessive emissions.

### Active MFOW members

Retain your Welfare Fund eligibility. **MAIL** or **TURN IN** all your Unfit for Duty slips to: **MFOW Welfare Fund, 240 Second Street San Francisco, CA 94105**

### Marine Firemen's Union Directory

[www.mfoww.org](http://www.mfoww.org)

#### HEADQUARTERS

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

#### Anthony Poplawski

President/Secretary-Treasurer  
Email: [mfow\\_president@yahoo.com](mailto:mfow_president@yahoo.com)

#### I. "Cajun" Callais

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

#### Robert Baca

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

#### Karen Mohr, Controller

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

#### Sandra Serrano, Secretary/Training

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

#### MFOW TRUST FUNDS

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

#### Esther Hernandez

Medical/Dental Coverage:  
Active Members  
Email: [EHernandez@mfoww.org](mailto:EHernandez@mfoww.org)

#### Amanda Salinas

Medical Claims:  
Dependents and Pensioners  
Email: [ASalinas@mfoww.org](mailto:ASalinas@mfoww.org)

#### Celia Chu

Optical/Death Benefits/Accounts Payable  
Email: [CChu@mfoww.org](mailto:CChu@mfoww.org)

#### Peggy Artau

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

#### WILMINGTON BRANCH

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

#### H. "Sonny" Gage, Port Agent

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

#### HONOLULU BRANCH

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

#### Mario Higa, Port Agent

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

#### PORT SERVICED — SEATTLE

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

#### Brendan Bohannon, Representative

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

Like us on  
facebook



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

## VICE PRESIDENT'S REPORT

**April** — Another busy month has come and gone. Last month, we held the 2019 annual Board of Trustees meeting here at Headquarters. Lots of recap on our past dispatching routines and finetuning of our dispatching process. Thanks to the volunteers who covered the ports while the port agents attended the meeting.

On May 22, there will be a celebration of National Maritime Day at Port View Park at the foot of 7th Street in Oakland. All mariners are invited to attend.

Congratulations to brother Keith Bitran, JM-5092, for advancement to "A" (full book) seniority and to brother Matthew Mitlo, JM-5211, for advancement from "C" to "B" seniority.

**Documentation** — Please check in with your dispatcher and update your file. New documents should be sent to your dispatcher, as it will be easier for you to receive them if you are aboard a vessel.

**Training/Advancements** — Applications for training or advancement in seniority cannot be executed while you are still aboard a vessel. Members should not purchase ANY flights before being relieved, as relief dates can change. You may lose your money unless you have purchased flight insurance.

### 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 2017 at Alameda RRF. Vessel will be leaving the fleet soon. The *Lihue* has been laid up at MHT since October 2018. There were three false starts this year for activation; none completed.

The *Kauai* has been laid up since April 21, 2019, at Alameda RRF. None of the above steamships are on Matson's short-term schedule.

*Matsonia* is on the Hon-Oak yoyo run; shipped two Watch Jr. reliefs, one CE for a one-trip off and one WJR for a one-trip off. *Manoa* is on the LAX-China run replacing the *Maunawili*, which is in drydock. The *Wili* shipped two special project standby Electricians for drydock period. The *Mahimahi* and *Kaimana Hila* are both on the Pacific Northwest triangle run and running smoothly; shipped a WJR for a voluntary quit on the *Kaimana Hila*. The *Daniel K. Inouye* is on the Pacific Southwest triangle run; shipped one REJ for a voluntary quit.

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

*Presidents Eisenhower* and *Cleveland* were in and out and running smoothly. *President Wilson* — shipped a rotary Wiper for a voluntary quit. *President Truman* — shipped a DJU for a voluntary quit and a rotary Wiper for time up.

*APL Guam* — We flew an ERJ and DJU to Yokohama for time ups. After coming out of the shipyard in China, the crew noticed the ship had a face lift of her bow. *APL Gulf Express* and *APL Saipan* are running smoothly with little to no problems.

Members on APL's EX1 run are required to have Chinese crew visas. These visas shall be reimbursed by the company. Open billets must be called at least one week early to allow members to obtain a visa.

Fraternally,  
"Cajun" Callais

## BUSINESS AGENT'S REPORT

For the month of April, we dispatched the following jobs:

**Patriot Contract Services:** *USNS Red Cloud* — one additional Electrician and one Oiler are awaiting flyout to Korea. *SLNC Pax* — one Pumpman was flown out to Japan. *USNS Sisler* — arrived at Bayonne shipyard for repairs and laid off the crew for RAV.

Five of the eight Watson-class vessels have been approved by the Military

Sealift Command to carry an additional QMED Electrician. These five billets are for crew augmentation and development of Watson-class experience. The new electricians shall work in tandem with a mentor electrician.

**Matson Navigation Company:** *Cape Hudson* — one Oiler was flown out to Guam.

Fraternally,  
Bobby Baca

## Marijuana use remains incompatible with sea service despite changes in state laws

Every year, dangerous drug use disrupts or destroys the careers of hundreds of professional mariners, threatening safety throughout the maritime transportation system at the same time. The ravages of addiction and accidental overdose make headlines daily, yet drug use among both the general population and safety-sensitive workforce continues to increase. Much of the rise is attributable to the growing use of marijuana, which has become at least partially legal in 35 states but remains criminal at the federal level under U.S. Code.

Along with criminal concerns, testing positive for marijuana or any other dangerous drug triggers serious consequences for mariners, including termination of employment, removal from safety sensitive duties and revocation of merchant mariner credentials. Even in circumstances where the Coast Guard settles marijuana use cases, mariners are still required to complete rehabilitation and show a year or more of negative drug tests before returning to service.

Despite growing state legalization and a cultural shift toward greater acceptance of marijuana use and consumption of marijuana-derived products such as Cannabidiol (CBD) oil, Coast Guard and U.S. Department of Transportation (DOT) chemical testing continues to identify as dangerous

drug users individuals with significant amounts of delta-9-tetrahydrocannabinol (THC), the primary psychoactive ingredient in marijuana, metabolized into their systems. While CBD itself will not cause a positive DOT test, CBD products commonly contain psychoactive THC in sufficient amounts to cause a positive drug test. Further, once THC is in a person's system, it may remain detectable in urine samples for weeks and hair samples for months after its use is discontinued.

Whether a mariner is a cadet carelessly indulging in recreational use of marijuana in a location where it is legal at the state level or a master aboard an oceangoing vessel that used legally-obtained CBD ointment to treat bodily aches and pains, the resulting positive drug test will lead to the same cascade of negative consequences that can be difficult to overcome. Unless and until the drug testing system changes, the best decision a mariner can make is to avoid using marijuana or any products derived from marijuana that may contain THC, such as CBD oil. The threat to maritime transportation and risk of career disaster are both too great to take the chance.

Submitted by the United States Coast Guard Suspension & Revocation National Center of Expertise Staff.

## Four projects worth \$16.2M for Saipan port

The Commonwealth Ports Authority has identified four projects worth \$16.2 million for the Port of Saipan, including the \$6.2 million dock improvements project that will provide additional berthing space for vessels, yachts, ferry, a floating hotel, and accommodate ferry services. According to the CPA's "Strategic Planning for CNMI Air and Seaports, the Delta Dock Improvements Project will involve extending the Delta Dock to create more berthing spaces, the construction of a roll-on/roll-off ramp, and the construction of a boat ramp.

CPA said the Delta Dock project would extend the dock west of its current location into the channel, structural repairs to cavities seaside, installation of new sheet piles, installation of new fenders and bollards, and installation of a boat ramp for the CPA police. A roll-on/roll-off ramp would accommodate ferry services between Saipan and Tinian, with the hope of expanding such a service to Rota and Guam. The Delta Dock would also be expanded for bus and vehicular access for any ferries that can transport vehicles. A new boat ramp will provide quick access for ports police boats and jet skis during emergencies and force protection for cruise ships and military vessels. The project duration for the Delta Dock Improvements is three years and it is anticipated to start in 2020. CPA is the funding source.

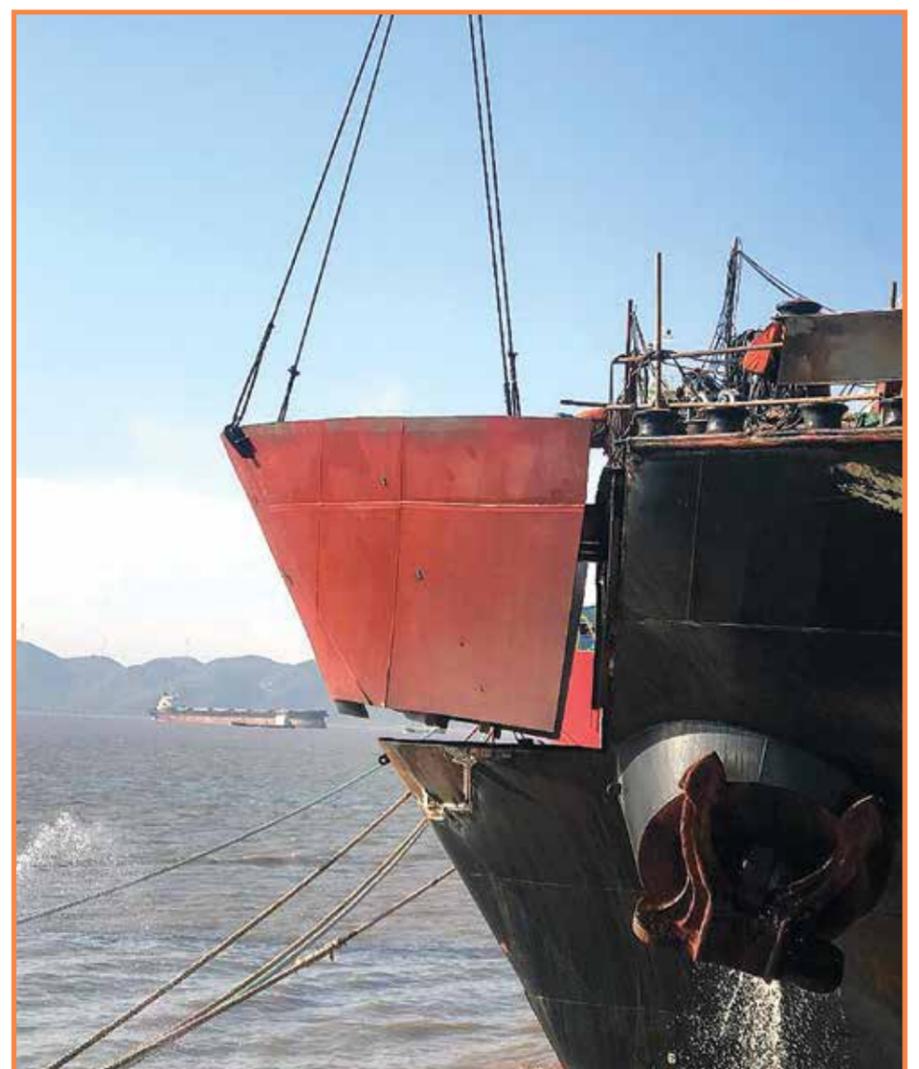
The other big CPA project for the Port of Saipan is the \$6-million im-

provement to the main access road at the port entrance. The only entrance and exit into the main port is in dire need of repair; in rainy season, the area floods into the Customs Division parking lot, Mobil office and security guard house. Vehicles and cargo truck pass through about six to eight inches of standing water. The project entails improving the drainage system, adding a ponding basin, and repaving the road. CPA underscored the need to repave the road as it is littered with potholes that causes safety concerns for cargoes entering and exiting the main port. The project duration is two years and its funding source is CPA/CNMI Grants Office.

The two other projects are the \$3 million north and south seaplane ramp-road paving and the \$1 million upgrade and replacement of the Ports Police harbor patrol 27-foot boat. On the seaplane ramp-road, CPA said it is partially paved and is a safety hazard to tourists that frequent the area and customers receiving and delivering cargo to inter-island shipping companies.

CPA said the only designated dry dock area also needs improvement. The project is anticipated in 2020, with CPA as the funding source.

CPA said it also needs to secure a new harbor patrol boat as the current one is over 10 years old and is inoperable. The boat is a critical asset of the CPA in terms of emergency response capabilities. The project duration is 12 months, with CPA as the funding source.



The *APL Guam* getting a nose job in China after collision in Tokyo Bay.

# MFOW Board of Trustees Meeting and Port Agents' Conference – April 25, 2019

## Marine Firemen's Union Annual Board of Trustees Meeting April 25, 2019

Trustees Present: Anthony Poplawski, President/Secretary-Treasurer  
Ivy "Cajun" Callais, Vice President  
Harold "Sonny" Gage, Wilmington Port Agent  
Mario Higa, Honolulu Port Agent

President Poplawski called the meeting to order at 9:00 a.m. on Thursday, April 25, 2019, in the Conference Room of the administrative offices at Headquarters. He pointed out that under Article III, Section VIII of the Constitution, regular meetings of the Board of Trustees shall be held once every year. Trustee Scanlon Henneberry sent his regrets that he was unable to attend as he was on a ship.

The Trustees reviewed all recommendations submitted by Headquarters and Branch agents. After extensive discussion, the following votes were taken:

1. Recommend that the MFOW Wilmington Branch, effective May 1, 2019, expand into the former MEBA offices for an increase in monthly rent of \$348.09.

2. Recommend that the MFOW employs Unilect Election Management Services of Danville, California to conduct the election for the 2020-2023 term of office.

3. Recommend that MFOW officials and Headquarters custodian receive an increase effective January 1, 2020, based on the 2019 average pay increase per billet under the commercial fleet and shore maintenance contracts.

The 2019 Annual Board of Trustees meeting was adjourned with a recommendation that the full report of the Trustees be submitted at the May Headquarters and Branch meetings for membership approval.

Respectfully submitted,

MFOW BOARD OF TRUSTEES  
/s/ Anthony Poplawski, President/Sec-Treasurer  
/s/ Ivy "Cajun" Callais, Vice President  
/s/ Harold "Sonny" Gage, Wilmington Port Agent  
/s/ Mario Higa, Honolulu Port Agent

sds  
opeiu29/afl-cio



The MFOW Annual Board of Trustees Meeting and Port Agents' Conference took place in San Francisco on April 25. From left to right are Vice President Cajun Callais, President/Secretary-Treasurer Anthony Poplawski, Wilmington Port Agent Sonny Gage and Honolulu Port Agent Mario Higa.

### MFOW Money Purchase Pension Plan

The MFOW Money Purchase Pension Plan (MPPP) statement of net assets available for benefits shows a total of \$38,765,127 as of January 31, 2019.

Ms. Peggy Artau is responsible for processing MPPP participant applications and forwarding them to the data processing office. Plan administration services have been performed by Benesys, Inc. since April 1, 2009.

### MFOW Supplementary Pension Plan

The MFOW Supplementary Pension Plan statement of net assets available for benefits shows a balance of \$2,388,817 as of January 31, 2019. The maximum monthly benefit under the MFOW Supplementary Pension Plan is \$560, which became effective August 1, 2006.

Wright Investors Services manages the plan investment portfolio. Zenith Administrators has been performing the administrative and accounting duties of the plan since November 2001 in coordination with Ms. Peggy Artau, our vacation and pension analyst here at Headquarters.

### MFOW Health and Welfare Fund

The MFOW Welfare Fund income and expense statement as of January 31, 2019, shows a total of \$8,104,353 in the Guaranteed Account, \$4,075,409 in Special Account #1, and \$1,942,005 in Special Account #2, for a grand total of \$14,121,767.

Our controller, Ms. Karen Mohr, continues to perform the accounting and administrative duties required to properly administer the plan under a reimbursement arrangement between the Welfare Fund and the Union. Ms. Kirsten Shaffer of Rael & Letson is the consultant for the MFOW Welfare Fund and reports quarterly on the status of our Welfare Fund contracts.

### MFU Training Plan

The financial statement for the MFU Training Plan shows a fund balance of \$626,727 as of February 28, 2019. Our training coordinator, Ms. Sandra Serrano, processes member applications, enrolls members in the various training courses, and arranges for tuition payments, transportation, lodging and subsistence reimbursements.

The following MFOW Training Plan training evolutions were completed in 2018:

STCW Basic Training .....	0
STCW Basic Training Refresher .....	8
STCW Basic Training Revalidation .....	39
STCW VPDS .....	0
STCW RFPEW .....	23
STCW Able Seafarer - Engine.....	14
Military Sealift Command.....	24
QMED-Fireman/Watertender and Oiler .....	13
QMED-Electrician/Refrigerating Engineer.....	24
QMED-Pumpman/Machinist.....	4
Reefer Container.....	7
High Voltage Safety.....	44
<b>Total .....</b>	<b>200</b>

### MFU Joint Employment Committee

Sandra Serrano has performed the routine administrative and accounting duties for the Joint Employment Committee (JEC) since 2001. Similar to the reimbursement arrangement for the welfare and training plans, the Union is reimbursed \$55 a month from the JEC.

### UNION MEMBERSHIP

According to the Treasurer's office records, as of December 31, 2018, we had a total of 437 active members (168 full book members and 269 junior members), 24 dues-paying pensioners and 125 non-dues paying regular pensioners.

## State of the Union

By Anthony Poplawski, President/Secretary-Treasurer

In this State of the Union report, I will discuss all phases of the financial structure of the Union, jobs under contract and membership totals. In your folder you will find an agenda for these meetings, a copy of my written report, financial statements of the Union and documents regarding the pension, welfare and training funds. All of this information will relate to our discussion on ways and means of bettering the Union and general recommendations.

### FINANCIAL STRUCTURE

In your folder are the treasurer's Financial Reports for 2018, which show in detail income and expenses for all funds over the last five years, as well as the income and expenses for 2018 related to the Headquarters property. The total combined financial assets of the Union, as of December 31, 2018, amounted to \$2,704,587.

Our primary sources of income are work assessments, hiring hall contributions, rental income and union dues. Our largest expenses are union official and staff salaries, followed by union official and staff fringe benefit costs, and ports serviced costs.

### General Treasury

The general treasury balance as of December 31, 2018 was \$1,123,206.

### Strike Fund

By action of the membership, the strike fund is maintained at the level of \$1,500,000. Dodge & Cox continues to manage investment monies of the strike fund and general treasury in a prudent and conservative manner. U.S. Bank has been the custodian of the strike fund and general treasury monies since 2012.

### Headquarters Property

In your folder is an annual income and expense report for the operation of the Headquarters property. For 2018, total income was \$153,528 and total expense was \$136,754. Pensioner Antone Varize is our part-time morning custodian.

### Annual Audit

The firm of Miller Kaplan Arase LLP will perform the annual audit of the Union. The Union audit for the year ending December 31, 2018, is in progress.

### TRUST FUNDS

#### SIU Pacific District Pension Plan

The SIU Pacific District Pension Plan statement of net assets available for benefits shows a total of \$102,201,406 at market value as of January 31, 2019. The maximum long-term pension payment is \$2,375 per month for participants who retired on or after July 1, 2018.

**Total Jobs Dispatched in 2018**

According to Headquarters and Branch shipping reports, the Union dispatched a total of 2,356 jobs in 2018. This total includes 557 seagoing billets, 54 shore mechanic jobs and 1,745 standby assignments. Records indicate that the 2,356 jobs resulted in 63,984 mandays of employment for MFOW members in 2018. The following is a breakdown of jobs dispatched:

Rating	Seagoing	Shore	Standby	Total
Electrician	52			52
Electrician/Reefer/Junior	75			75
Reefer/Electrician	19			19
Reefer/Electrician/Junior	62			62
Junior Engineer (Watch)	36			36
Junior Engineer (Day)	70			70
Pumpman/Machinist	7			7
Oiler	124			124
Wiper	112			112
Shore Mechanic		54		54
Standby Electrician/Reefer			627	627
Standby Junior Engineer			2	2
Standby Wiper			1,116	1,116
<b>Total</b>	<b>557</b>	<b>54</b>	<b>1,745</b>	<b>2,356</b>

**SHIPS UNDER CONTRACT**

In your folder is a Vessel and Job Report, which lists existing vessels and ratings under contract with the Union. We currently have a total of 22 ships and 105 master contract billets under the offshore and shore maintenance agreements with APL Marine Services (APLMS) and Matson Navigation Company. The Union is also a signatory to government vessel operating contracts with Patriot Contract Services and Matson Navigation Company.

**APLMS** — APLMS employs 27 MFOW members aboard 9 vessels, an additional 22 shore mechanics at the port of San Pedro, and standby shore support in the ports of Oakland and San Pedro.

The APLMS Maritime Security Program (MSP) fleet consists of nine U.S.-flag container vessels. The nine MSP ships are the motor vessels *APL Guam*, *APL Gulf Express*, *APL Saipan*, *President Cleveland*, *President Eisenhower*, *President Kennedy*, *President F.D. Roosevelt*, *President Truman* and *President Wilson*.

The duration for the master collective bargaining agreement with APLMS is October 1, 2018, through September 30, 2020. These agreements include the Offshore MSP Agreement and the Maintenance Agreement.

**Matson Navigation Company** — Matson potentially employs 51 MFOW members aboard 13 master contract vessels, an additional five shore mechanics at the ports of Oakland and Honolulu, and standby shore support in Honolulu, Long Beach, Oakland and Seattle. The duration of agreement for the master collective bargaining agreement with Matson Navigation Company is July 1, 2017, through June 30, 2021. This includes the Offshore Agreement and the Maintenance Agreement.

Matson also operates one CV700-class vessel, the *Kamokuiki*, under a Memorandum of Understanding covering the period July 5, 2017, through June 30, 2023. MFOW contractual manning aboard the *Kamokuiki* is one Electrician/Reefer/Oiler and one Oiler/Utility.

Matson also operates three Ready Reserve Force (RRF) vessels (*MV Cape Henry*, *MV Cape Horn* and *MV Cape Hudson*), which employ three MFOW members in reduced operating status and 15 MFOW members in full operating status (FOS).

**Patriot Contract Services** — Patriot Contract Services (PCS) operates seven RRF vessels (*GTS Admiral W.M. Callaghan*, *MV Cape Orlando*, *MV Cape Taylor*, *MV Cape Texas*, *MV Cape Trinity*, *MV Cape Victory* and *MV Cape Vincent*), which employ seven MFOW members in ROS and 35 MFOW members in FOS. If all options are exercised, the RRF contracts (Matson and PCS) will expire in January 2024.

The company operates one Military Sealift Command (MSC) shallow draft tanker, the *MT SLNC Pax*. This ship provides three MFOW billets in FOS. The ship is currently being operating under a 120-day interim charter. The Union worked with PCS to bid on a new five-year year charter. That bid is pending.

PCS operates eight *Watson*-class LMSR vessels (*USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins* and *USNS Watson*), which require a total of 40 FOS and eight ROS billets in the unlicensed engine department. The ship manager contract, set to expire on September 30, 2018, has been extended until March 2020.

**MEMBER TO JOB RATIOS**

As previously noted the Union has 22 ships and 105 billets under the master off-shore and shore maintenance agreements. The result is a ratio of 4.2 active members per master agreement job.

437 divided by 105 = 4.2 active members per master agreement job

Under normal circumstances, the Union dispatches mariners to the following commercial vessel, government vessel and shore mechanic jobs:

Nine-ship Matson fleet with Wipers on each ship	=	36 billets
<i>CV Kamokuiki</i>	=	3 billets
Nine-ship APLMS fleet with Wipers on eight ships	=	35 billets
APLMS shore mechanics	=	36 billets
Matson shore mechanics	=	5 billets
Ready Reserve Force vessels	=	10 billets
Military Sealift Command vessels	=	39 billets

**Total** = **164 billets**

The result is a ratio of 2.7 active members per job: 437 divided by 164 = 2.7 active members per job.

A scenario involving a full-scale breakout of all government vessels under contract would appear as follows:

Nine-ship Matson fleet with Wipers on each ship	=	36 billets
<i>CV Kamokuiki</i>	=	3 billets
Nine-ship APLMS fleet with Wipers on eight ships	=	35 billets
APLMS shore mechanics	=	36 billets
Matson shore mechanics	=	5 billets
Ready Reserve Force vessels	=	50 billets
Military Sealift Command vessels	=	43 billets

**Total** = **208 billets**

The result is a ratio of 2.1 active members per job: 437 divided by 208 = 2.1 active members per job.

**MFOW Vessel Report as of April 15, 2019**

Vessel	Operator	Type	Built	Route or Location
<i>MV Kaimana Hila</i>	MNC	Container	2019	En route Panama to Seattle
<i>MV Daniel K. Inouye</i>	MNC	Container	2018	Pacific Southwest Triangle
<i>MV President Truman</i>	APL	Container	2014	Eagle Express Service
<i>MV President Cleveland</i>	APL	Container	2012	Eagle Express Service
<i>MV President F.D. Roosevelt</i>	APL	Container	2010	Eagle Express Service
<i>MT SLNC Pax</i>	PCS	Tanker	2008	East China Sea
<i>MV Maunalei</i>	MNC	CV2500	2006	China – Long Beach Express
<i>MV Manulani</i>	MNC	CV2600	2005	China – Long Beach Express
<i>MV President Eisenhower</i>	APL	Container	2005	Eagle Express Service
<i>MV President Kennedy</i>	APL	Container	2005	Eagle Express Service
<i>MV Maunawili</i>	MNC	CV2600	2004	Shanghai, China
<i>MV Manukai</i>	MNC	CV2600	2003	China – Long Beach Express
<i>MV President Wilson</i>	APL	Container	2002	Eagle Express Service
<i>USNS Soderman</i>	PCS	LMSR	2002	Saipan
<i>MV APL Gulf Express</i>	APL	Container	2002	Jebel Ali – Middle East Express
<i>MV APL Saipan</i>	APL	Container	2002	Guam – Saipan Express
<i>MV APL Guam</i>	APL	Container	2001	Liuheng, China
<i>USNS Pomeroy</i>	PCS	LMSR	2001	Bayonne, New Jersey
<i>USNS Watkins</i>	PCS	LMSR	2001	Diego Garcia
<i>MV Kamokuiki</i>	MNC	CV700	2000	Honolulu– Marshall Islands
<i>USNS Charlton</i>	PCS	LMSR	2000	Busan, South Korea
<i>USNS Red Cloud</i>	PCS	LMSR	2000	Busan, South Korea
<i>USNS Dahl</i>	PCS	LMSR	1999	Saipan
<i>USNS Sisler</i>	PCS	LMSR	1998	Jacksonville, Florida
<i>USNS Watson</i>	PCS	LMSR	1998	Diego Garcia
<i>MV R.J. Pfeiffer</i>	MNC	Hawaii II	1992	China – Long Beach Express
<i>MV Cape Victory</i>	PCS	Ro/Ro	1984	Port Neches, Texas
<i>MV Cape Vincent</i>	PCS	Ro/Ro	1984	Port Neches, Texas
<i>MV Mahimahi</i>	MNC	C-9	1983	Pacific Northwest Triangle
<i>MV Mokihana</i>	MNC	C-9/Ro-Ro	1983	Long Beach – Honolulu
<i>MV Manoa</i>	MNC	C-9	1982	China – Long Beach Express
<i>MV Cape Orlando</i>	PCS	Ro/Ro	1981	Alameda, California
<i>SS Kauai</i>	MNC	071 Class	1980	Pacific Northwest Triangle
<i>MV Cape Henry</i>	MNC	Ro/Ro	1979	San Francisco, California
<i>MV Cape Horn</i>	MNC	Ro/Ro	1979	San Francisco, California
<i>MV Cape Hudson</i>	MNC	Ro/Ro	1979	Subic Bay, Philippines
<i>MV Cape Taylor</i>	PCS	Ro/Ro	1977	Beaumont, Texas
<i>MV Cape Texas</i>	PCS	Ro/Ro	1977	Beaumont, Texas
<i>MV Cape Trinity</i>	PCS	Ro/Ro	1977	Beaumont, Texas
<i>SS Matsonia</i>	MNC	Ro-Ro	1973	Oakland-Honolulu
<i>SS Lihue</i>	MNC	C-8	1971	Oakland, California
<i>GTS Callaghan</i>	PCS	Ro/Ro	1967	Alameda, California

APL = APL Marine Services – Rockville, Maryland  
MNC = Matson Navigation Company – Honolulu, Hawaii  
PCS = Patriot Contract Services – Concord, California

## Vice President's Report to Trustees

Trustees, ahoy! On behalf of the Headquarters officials and staff, I would like to extend a warm welcome to the 2019 Annual Trustees Meeting. That being said, I thank every one of you for your commitment, due diligence and sacrifices to our great organization. It has been a very busy, but productive, past 12 months as MFOW-contracted vessels fluctuated numerically somewhat. We were challenged with crewing de-flags, re-flags, breakouts, RRF activations, MARAD exercises, normal crew rotations, furnishing five additional *Watson*-class Electricians and a pair of brand new U.S.-built Jones Act vessels and guess what? We made it happen, and our employers are deeply satisfied with our performance. Needless to say, there has been plenty of work for members who are both ambitious and capable of becoming assets to our organization.

We should still be actively recruiting new applicants with ratings, endorsements and certifications, and should continue to do so if we intend to keep all contracted billets manned. As of this date, there are 136 members registered at all hiring halls. Please remember that these billets are very important to the Union's future!

I have attended the quarterly MFOW and SIU-PD trust fund meetings. The Union's finances are being properly managed and are presently in good shape. We pay good monies to our certified administrators for their expertise in managing our pension plans and trust funds. It is money well spent that protects our Union.

The MFOW is fortunate to have dedicated officials and trustees, as well as

## Honolulu's Report to Trustees

Revenue for the year 2018: dues \$21,325; initiations \$3,550; General Fund \$395; Political Action Fund \$1,145; miscellaneous (baseball caps, beanies and pins) \$15. Grand total collected \$26,430, which is a 12 percent increase from last year.

The Honolulu Branch dispatched a total of 693 jobs last year. I believe there were less than a handful of jobs that went open board. Of the jobs dispatched, 133 were steady jobs (shipboard and shore maintenance mechanic jobs) and 560 were standby jobs.

The breakdown by seniority ranking are 298 jobs were called for "A", 138 for "B", 167 for "C", and 90 jobs for applicants. The breakdown by billets: 19 ERJs, 13 REJs, 37 Day Juniors, one Watch Junior, 17 Oilers, one Pumpman, five Shore-side Mechanics, 11 relief Shore-side Mechanics, 25 Wipers, four APWs, 232 Standby Electrician/Reefers, two Standby Juniors and 326 Standby Wipers.

The Honolulu Branch still averages around 30 registrants and holds on to around 34 jobs. Our standby dispatches have increased substantially, around 42 percent over last year. Standby Electrician/Reefer jobs increased by 20 percent; but Standby Wiper jobs made a bigger difference, a 59 percent increase over last year. Honolulu took in five new applicants; four applicants got their chance and were dispatched to APW jobs. Four applicants became Junior Members. There are about a dozen more applicants waiting to start working standby work.

Shore Maintenance Mechanics have been working well on the job, maintaining the three neighbor island barges under our MFOW-Matson shoregang agreement. The barge *Columbia*, which Matson bought from Sause Brothers, has

an experienced office staff, which demonstrates a unity of effort and purpose. The attitudes that they work by are professionalism and familiarity. Ms. Celia Chu, our newest Welfare Plan staff member, has completed her first year aboard as of this February.

San Francisco Business Agent Bobby Baca and I remain as delegates to the Alameda County Central Labor Council, and I have attended most of the San Francisco Bay Area MTD Port Council meetings aboard the National Liberty Ship Memorial *SS Jeremiah O'Brien*.

On March 6, along with our President/Secretary-Treasurer, I represented the MFOW at the 2019 10th Annual Congressional Maritime Sail-In on Capitol Hill in Washington D.C. A considerable amount of American maritime labor union leaders, delegates for maritime associations and organizations, and U.S.-flag shipping companies were in attendance. In teams, we stormed the Hill to make these politicians aware of the state of our commercial shipping industry. I am still amazed to find that some Congressional members from all parties have no idea how important the Jones Act, the Maritime Security program, and cargo preference laws are to America's security and economy.

The MFOW Training Plan continues to furnish the dispatchers with qualified members in a timely fashion, thanks to the large influx of manday contributions from our contracted employers. Under the watchful eye of our Training Coordinator, the required training class schedules are arranged to maximize attendance for each course and to ensure that eligibility requirements are met.

The Matson Advancement Program

been renamed *Mauna Loa*. This is a large, flat top barge that doesn't have a barge crane but does have a small, under-deck space for a DG and ballasting pumps.

The Matson ship *Kamokuiki* is doing well, after the usual problems from buying and upgrading a used ship. All the MFOW members want to return, so this is a good sign. I've heard from Electrician Kevin Haymer that there are two more items to install, and then the ship can run with an unmanned engine room.

I attended the usual monthly Honolulu Port Council meetings and the AFL-CIO executive board meetings. I enjoy my time with the port council; they are a good group of board members with a wealth of news about the maritime industry. Sadly, ILWU Local 142 Treasurer Guy Fujimura came down with health problems and has since retired from his many positions. Guy is a very intelligent and knowledgeable union man who is well liked by everyone. He will be sorely missed.

Member Gil Acosta and I participated in the 27th annual National Association of Letter Carriers food drive with the AFL-CIO and many other union members. The U.S. postal carriers pick up donated canned goods from around the state and deliver them to the Hawaii Food Bank, where about 400 volunteers (mostly union members) receive, sort, box and store the food, more than 400,000 pounds of it.

Also last year, I got to participate in the election year sign-waving from May to August. I must have sign-waved for at least five different candidates, and I believe one got elected. Maybe next election year nobody will be asking me to sign wave for them.

Fraternally yours,  
Mario Higa, Port Agent

Wiper program appears to be working well. Matson employs APWs or regular Wipers on all of its master contract U.S.-flag vessels. APL Marine Services is utilizing Wipers on all of its U.S.-flag vessels. Patriot Contract Services uses Wipers on the *Watson*-class vessels.

Here are some Headquarters activity statistics for the first quarter 2019: registration list totaled 176, averaging 44 registrants per month; and jobs dispatched totaled 268 (including Standby Wipers and Standby Reefers), averaging

## Wilmington's Report to Trustees

### Shipping for 2018

The Wilmington Branch members and applicants filled 878 total billets as follows: 36 Reefer Mechanics at GGS, 61 Electricians, 31 Reefers, 27 Day Junior Engineers, 461 Standby Wipers, 34 Oilers, four Watch Junior Engineers, 35 Wipers, 182 Standby Reefers, three APW's, and three members took a Pumpman job. Of these billets, 204 were filled by "A" cards, 239 by "B" cards, 344 by "C" cards, five non-registrants and 86 by non-seniority applicants.

### Financial Review

Total monies collected in 2018 were \$64,730.72 broken down as follows: dues, \$55,200; initiation fees, \$8,800; General Fund donations, \$205; Union logo merchandise, \$30; Political Action Fund donations, \$475.00; replacements books, \$20; and a \$0.72 bank error in our favor.

Expenditures paid out by the Wilmington Branch for 2018: Los Angeles County Federation of Labor dues, \$312; Maritime Trades Department dues, \$400; Los Angeles/Long Beach Labor Coalition Donation (Parade Committee), \$600; American Merchant Marine Veterans Memorial Committee (table of ten and a 1/2-page ad in the program), \$675; Merchant Marine Memorial Day wreath, \$202.05; AT&T service, \$1269.68; office supplies (paper, toner, ink cartridges, and stamps), \$600.50; for total of \$4274.33. Headquarters paid the rent and fax line as well as the bottled water.

### 2018

Registered members here were busy all year. Some had to adjust to the new requirements for employment and relied on the Training Plan for Basic Training and other extra requirements for the various contracted companies. I encourage all members to take advantage of the training offered by the plan as posted in *The Marine Fireman*. Training not listed, or outside of the dates scheduled in our paper may be pre-approved on a case-by-case basis by the training coordinator. Carrier, Daikin, Thermo-King and Star Cool refrigeration classes are examples of what is acceptable. During 2018 we have had a few electrical classes conducted by Wilmington Instrument Corporation, and these are available if any members would like to enroll in them.

### Labor Day

Branch members attended our 39th Annual Labor March in the heart of Wilmington, marching up to Banning Park and ending the day at our hall for food and relaxation. The *SS Lane Victory* lifeboat was our float this year collectively representing all union mariners. 2019 will be a banner year as it is the 40th year for this event.

### SS Lane Victory

The *SS Lane Victory* is still taking volunteers and is still coming along. A few fundraisers have not been very profitable for the ship. Boiler work has been finished in the port boiler and, at this writing, has still not been approved for lighting off. MFOW members have been

61 jobs per month.

The standby jobs requested by the employers are subject to performance of the manpower dispatched. Repeat underperformers affect the bottom line.

Lastly, I want to personally thank the Trustees (present or not), officials and staff, Branch fill-in dispatchers, and volunteer members for being proactive and instrumental, leading to a successful Board of Trustees meeting.

Respectfully,  
Cajun Callais, Vice President

working on the ship all year and the engine room reflects it. The crewmen on the *SS Lane Victory* would like to thank all the MFOW volunteers for the efforts put forth, and look forward to steaming her in the near future, along with members from the MFOW.

### Matson

The fleet has been supplemented by two of the Philadelphia new builds hitting the water in 2018. Crews like the new ships, but the ships are still being shaken down and hopefully will be dialed in quickly. 2019 will also bring the arrival of two ro-ro ships to replace the *MV Mokihana* and *SS Matsonia*. These billets will be shipped out of Wilmington initially and then will migrate to San Francisco or Honolulu after the first dispatch and rotation of MFOW crew dispatched out of here.

### APL

MFOW crews signed off the C-11 ships and took over some reflags from CMA-CGM in the middle of 2018. While these ships are larger and newer than the C-11 ships, they have been taking some getting used to. The turnover was planned smoothly but there are always a few items that are not on time or in spec and the company has been making an effort to alleviate any concerns that have come up. Max reefer capacity of these ships is 700 plus.

### GGS

MFOW Reefer Mechanics at FENIX Marine are still working under Foreman Ken Justice, #3678, and Leadermen George Sims, #3699, Mike Robles, #3855, and Frank Marinovich, #3663, with 36 men on the gang and three shifts in operation. Yard improvements have definitely upped the TEUs handled at the yard, but there are many concerns brought up within the gang regarding the present ops and how the site has become more dangerous than it was previously.

### PCS

No change at PCS for the most part. MFOW crews rotated on and off regularly, also adding an additional electrician to the *Watson*-class ships. A few MARAD ships went out with full crews and they came home happy with a few stories. The *USAV Worthy* contract was not renewed this year regretfully. The ports-of-call will be missed by our guys.

### Public Affairs

As your Port Agent, I have made the local MTD meetings, all the LA/LB Labor Coalition meetings, American Merchant Marine Memorial Committee meetings and the Los Angeles County Federation of Labor meetings when I can get up to Burbank. We supported all sanctions and strike actions.

### Aloha

Much thanks go out to Pasquale Gazillo, #3699, and Deyne Umphress, #3899, for relieving me during this last year, as well as to all the staff at Headquarters and the Branches. This concludes my report from the Wilmington Branch for 2018.

Respectfully,  
Harold "Sonny" Gage, Port Agent

## MARINE FIREMEN'S UNION TRAINING PROGRAM — 2019

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

Eligible participants are MFOW members who:

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

Medical Center and are fit for duty.

Non-seniority applicants:

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.

June 24-28      July 22-26      August 12-16

#### 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.*

June 24-28      July 15-19      August 26-30

#### 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.*

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

##### 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.*

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.*

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.

TRLMI, San Diego, CA (one day): May 31; June 14; June 28; July 12; August 2; August 23

California Maritime Academy, Vallejo, CA: June 17-18

El Camino College, Hawthorne, CA (one day): June 29

MITAGS-PMI, Seattle, WA: June 22-23; July 13-14; August 16-17

Maritime License Center, Honolulu, HI: as needed

##### Basic Training Refresher (three days)

The BT Refresher course (24 hours) is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

TRLMI, San Diego, CA: June 5-7; July 24-26; August 14-16

California Maritime Academy, Vallejo, CA: July 15-17

Compass Courses, Edmonds, WA: June 25-27; July 30-August 1; August 27-29

El Camino College, Hawthorne, CA: June 13-15

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.



QMED Electrician/Refrigerating Engineer class in session with instructor Ed Angeles: MFOW members pictured are Anthony Hicks, JM-5269; Moki Akeo, JM-5252; Lauren Zander, JM-5287; TRL instructor Ed Angeles; Rafael Trigo, JM-5298. (Back row): Duane Keegan, JM-5291; MFOW Training Coordinator Sandra Serrano

# SEATTLE NOTES

During the month of April, Seattle shipped one Reefer/Electrician relief, two Patriot Oilers, one Patriot Wiper, two Patriot Electricians (one regular and one additional), and four Standby Electrician/Reefers. Seattle currently has six A-seniority members, eight B-seniority members, and five C-seniority members registered for shipping.

I wish to thank the Seattle Mayor's office, Seattle Fire Fighters Union (IAFF Local 27), and the many others who offered their generous support in welcoming *MV Kaimana Hila* with a fireboat salute on her approach to the inaugu-

ral reception at Terminal 5. All those involved were overjoyed to see such a proactively "green" and efficient Jones Act vessel arrive here and look forward to any future innovations Matson will bring to the local waterfront.

Members, please check your documents to be sure they are valid! Patriot seamen: remember your STCW Basic Training certificate may have a different expiration date than your Merchant Mariner's Credential and must be valid for six months from your sign-on date.

Fraternally,

**Brendan Bohannon**, Representative



New gantry cranes arrived at Matson's Sand Island Terminal in Honolulu aboard the heavy transport vessel *BigLift Baffin*.

## MFOW member pensioned

Name	Pension Type	Sea Time	Effective
Evaristo Ginez	SIU PD Basic	20.200	5/1/2019

## HOWZ SHIPPING?

April 2019

### San Francisco

Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Watch).....	5
Junior Engineer (Day).....	2
Oiler.....	3
Pumpman/Machinist.....	1
Wiper.....	2
Standby Electrician/Reefer.....	15
Standby Wiper.....	25
<b>TOTAL.....</b>	<b>58</b>

### Seattle

Electrician.....	2
Reefer/Electrician.....	1
Oiler.....	2
Standby Electrician/Reefer.....	4
<b>TOTAL.....</b>	<b>9</b>

### Wilmington

Electrician.....	4
Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day).....	2
Wiper.....	6
Shore Mechanic.....	3
Standby Electrician/Reefer.....	18
Standby Wiper.....	39
<b>TOTAL.....</b>	<b>79</b>

### Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Junior Engineer (Day).....	2
Wiper.....	1
Standby Electrician/Reefer.....	21
Standby Junior Engineer.....	2
Standby Wiper.....	28
<b>TOTAL.....</b>	<b>57</b>

# WILMINGTON NOTES

The Wilmington Branch dispatched 79 jobs in April: six APL, six Matson, and seven PCS shipboard billets were shipped along with three Shore Mechanic jobs. Nine applicants were also dispatched to standby jobs. The registration list numbers 19 A-, 13 B-, and 24 C-seniority members.

All of the ships that called here were on schedule with few clarifications, although food was still a topic of discussion on some.

Dayne Umphress, #3899, covered the hall for a week and was very much appreciated while I made it up to San Francisco for the annual Trustees Meeting and Port Agents' Conference.

The LA/LB Labor Coalition meeting was held at our hall and the MTD meeting was held at the SIU hall.

The *SS Lane Victory* is still waiting on Coast Guard inspection and approval to light off. As always, there is still work

to be done and volunteers are very much appreciated. Volunteers should report to Chief Engineer Jim Gillen in the engine room if you are available. Turn-to time onboard is Wednesday and Saturday at 0900 for maintenance work.

On May 15, at 1200, the "First Blood" memorial services will be held at John Gibson Memorial Park in San Pedro to honor our brothers who lost their lives on the waterfront. On Wednesday, May 22, at 1030, we will gather at Harbor Boulevard and 6th Street in San Pedro to pay respects to seafaring Brothers lost and hear the stories of some who survived. Our service in honor of National Maritime Day will be followed by a luncheon at the Doubletree Hotel in San Pedro.

May 27 is Memorial Day. This is a contracted holiday. If you work it, work safely. If you don't work it, be safe.

Aloha,

**Sonny Gage**, Port Agent

# HONOLULU NOTES

The Honolulu hall dispatched 57 jobs in the month of April. There were six steady jobs and one relief job, 21 Standby Electrician/Reefers, two Standby Junior Engineers and 28 Standby Wipers. On our registration list we have 14 A-seniority members, eight B-seniority members and nine C-seniority members.

Our annual MFOW Board of Trustees Meeting and Port Agents' Conference was held at Headquarters in April. Many thanks to all those who take care

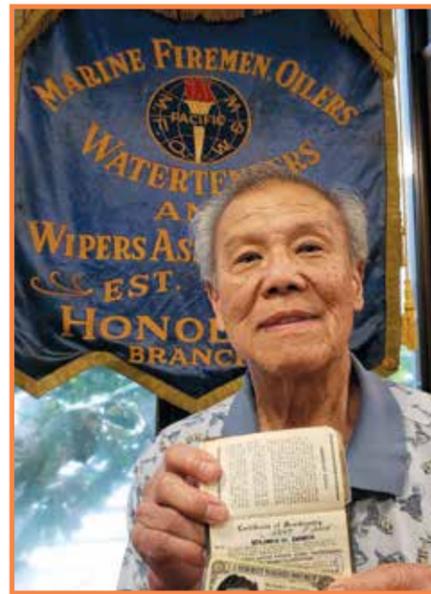
of the financial end of running this Union and also those who take care of our welfare, too. The Honolulu members really appreciate all of your hard work.

Mahalo,

**Mario Higa**, Port Agent

## Benefits paid during April

<b>Death Benefits</b>	None
<b>Burial Benefits</b>	None
<b>Excess Medical</b>	\$2,491.47
<b>Glasses and Examinations</b>	\$979.97



**Pensioner Ben Enomoto (#2787/P-2004) visited the Honolulu Branch last month. He last shipped out as Second Electrician aboard the *SS Santa Mariana*, a Prudential Lines ship.**

## Regular membership meeting dates 2019

June	5	S.F. Headquarters
	12	Branches
July	3	S.F. Headquarters
	10	Branches
August	7	S.F. Headquarters
	14	Branches
Sept.	4	S.F. Headquarters
	11	Branches
October	2	S.F. Headquarters
	9	Branches
Nov.	6	S.F. Headquarters
	13	Branches
Dec.	4	S.F. Headquarters
	11	Branches

## MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) \_\_\_\_\_ PENSION or BOOK NO. \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Check box:  U.S. & POSSESSIONS  OVERSEAS

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

Voluntary Political Action Fund Donation  \$ \_\_\_\_\_

Please make checks payable to:

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

**FINISHED WITH ENGINES**



**Thomas D. Capley, P-991.** Born April 20, 1929, Searles, AL. Joined MFOW March 4, 1949. Pensioned August 1, 1969. Died April 17, 2019, Oklahoma City, OK.

**James A. Soto, P-1756.** Born December 22, 1923, El Paso, TX. Joined MFOW May 18, 1954. Pensioned June 1, 1976. Died April 14, 2019, San Pedro, CA.

## HONOR ROLL

**Voluntary donations to General Treasury — April 2019:**  
Brandon White, #3903.....\$50.00

## POLITICAL ACTION FUND

**Voluntary donations for April 2019:**  
Sony Arandia, JM-5250.....\$30.00  
Dadrian Caravello, N/A.....\$5.00  
Gregory Dziubinski, P-2675.....\$25.00  
Beau Gouig, JM-4876.....\$50.00  
Rolando Gumanas, N/A.....\$50.00  
Frank Portanier, N/A.....\$25.00  
Jacob Sperling, P-2640.....\$10.00  
Brandon White, #3903.....\$50.00