



Chao receives prestigious Admiral of the Ocean Sea Award

The United Seamen's Service has awarded its prestigious 2019 Admiral of the Ocean Sea Award (AOTOS) to U.S. Secretary of Transportation Elaine L. Chao in recognition of her career-long commitment to the maritime industry. The award was presented at the 50th annual AOTOS gala on November 1 in New York City.

Born in Taiwan, she immigrated with her family to Queens, New York at the age of eight, later earning her MBA from Harvard Business School, and subsequently specialized in transportation financing in the private sector. She began her executive career in public service working on transportation issues at the White House, serving as Deputy Maritime Administrator, U.S. Department of Transportation; Chairman of the Federal Maritime Commission; and Deputy Secretary of the U.S. Department of Transportation.

Secretary Chao assumed her current office on January 31, 2017. She was previously Secretary of Labor under President George W. Bush. She has also served as Director of the Peace Corps, and later as President and CEO of the United Way of America. Chao is married to Senate Majority Leader Mitch McConnell (R-Kentucky).

"Secretary Elaine L. Chao has worked hard to advance the U.S. maritime industry," said Rear Admiral Mark H. Buzby, the Administrator of the Maritime Administration. "Secretary Chao has been a staunch defender of the

U. S. flag merchant marine fleet. She has defended the budget of the Maritime Administration, and many of its policies in the interagency process. Today, we congratulate Secretary Chao on receiving the Admiral of the Ocean Sea Award which is recognized as one of the most prestigious awards in the maritime industry."

As Secretary of Transportation, Chao helped secure funding for the National Security Multi-Mission Vessels, the first new purpose-built training ships for the United States in nearly 50 years. In December 2018, DOT's Better Utilizing Investments to Leverage Development (BUILD) grants directed over \$230 million for projects to benefit America's ports. In 2019, Secretary Chao announced nearly \$20 million in Small Shipyards Grants for 28 U.S. small shipyards and announced nine new Marine Highway Projects that were eligible to apply for \$7 million of Marine Highway grants.

"I am honored to have my work over the years recognized by such a distinguished organization and audience. I understand very well the sacrifices that merchant mariners experience. The men and women in this industry are heroes; I am proud of them and work hard to support them," said U.S. Secretary of Transportation Elaine L. Chao.

The AOTOS Award commenced in 1970 and has honored more than 80 industry leaders.



Pictured (left to right) are SIU Executive VP Augie Tellez, Secretary Chao, SIU President Michael Sacco and SIU Secretary-Treasurer David Heindel.

Photo by Seafarers' International Union

Halls to close — Holiday Schedule

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

Thanksgiving Day — Thursday, November 28

Christmas Eve* — Tuesday, December 24

Christmas Day — Wednesday, December 25

New Year's Eve* — Tuesday, December 31

New Year's Day — Wednesday, January 1, 2020

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

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

Tariffs have negative impact on Los Angeles volume

The Port of Los Angeles moved 770,189 twenty-foot equivalent units (TEU) in October, a 19.1 percent decrease compared to 2018's record-breaking October. After 10 months of 2019, total volumes have increased 1.8 percent compared to last year, which was the busiest year ever at America's top port.

"With 25 percent fewer ship calls, 12 consecutive months of declining exports and now decreasing imports, we're beginning to feel the far-reaching effects of the U.S.-China trade war on American exporters and manufacturers," said a Port of Los Angeles executive. "We expect soft volumes in the months ahead and with the holiday season upon us, less cargo means fewer jobs for American workers. We need a negotiated settlement and the tariffs lifted."

In October 2018, cargo owners were importing cargo at a record pace to get ahead of expected tariffs. This October, imports decreased 19.1 percent to 392,768 TEU compared to the previous year. Exports declined 19.3 percent to 140,332 TEU, the 12th consecutive monthly decline of exports. Empty containers also declined 19 percent to 237,088 TEU. Combined, October volumes were 770,189 TEU.

The table below shows container counts (TEU) for the latest recorded month. Statistics for the prior month are released on or around the 15th day of the following month.

October	2019	2018	Change (TEU)	Change (%)
Loaded Imports	392,768.60	485,823.55	(93,054.95)	- 19.15
Loaded Exports	140,331.50	173,823.90	(33,492.40)	- 19.27
Total Loaded	533,100.10	659,647.45	(126,547.35)	- 19.18
Total Empty	237,088.40	292,906.30	(55,817.90)	- 19.06
Total	770,188.50	952,553.75	(182,365.25)	- 19.14
Calendar Year	7,861,964.75	7,723,159.45	138,805.30	+ 1.80
Fiscal Year	3,323,326.20	3,414,024.15	(90,697.95)	- 2.66

Port of Alaska wins \$25 million grant for critical repairs

The U.S. Department of Transportation has awarded a \$25 million grant to the Port of Alaska (Anchorage) under the Better Utilizing Investment to Leverage Development (BUILD) program. The funds will go towards the first phase of the port's modernization program: in particular, the renovation of its cement and petroleum dock, which is falling into disrepair.

The port says that the dock's concrete pilings are cracking and might not survive in the event of an extreme earthquake; a real threat, as more than half of the quakes in the United States occurs in Alaska. The project aims to rebuild the pier to withstand extreme seismic events like the infamous 1964 quake, and it will give the facility a new 75-year lease on life.

Local officials expressed their gratitude for the grant, which will help fill part of an \$80 million funding gap in the project's first phase. The BUILD funds are "a critical piece of the missing money problem and gives us a high de-

gree of confidence that we will complete the new terminal in 2021," said an Anchorage municipal manager.

The remaining amount will likely come from a port tariff increase, subject to approval by the local assembly. The tariff is a controversial proposal, as it would raise the price of consumer goods for many residents across the state; however, as the port could be forced to start closing down unsafe facilities if repairs are not made within 10 years' time,

"The Port of Alaska — which provides the vast majority of the food, construction materials, fuel, and other vital goods that Alaskans rely on — is in danger from crumbling infrastructure," wrote Alaska's congressional delegation in announcing the grant. "Alaskans have been sounding the alarm about the critical state of Alaska's primary import terminal for years and, thankfully, the Trump administration and Transportation Secretary Elaine Chao have listened and are taking action to help us."



The MFOW crew aboard the GTS Admiral W.M. Callaghan during the U.S. Transportation Command's recent TURBO Activation (TA-19 Plus): Oiler Toetaua Gago, JM-5108; Oiler Nick Ertl, JM-5277; Electrician Mario Bolanos, Book #3893; Oiler Den Thach, JM-5268, Wiper Lorenzo Otis, non-seniority.

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Matson maintains full year 2019 operating income outlook

For the nine months ended September 30, 2019, Matson reported net income of \$67.1 million compared with \$88.4 million in 2018. Consolidated revenue for the nine month period ended September 30, 2019 was \$1,662.4 million, compared with \$1,657.9 million in 2018.

A Matson executive said, "Our results in the quarter came in as expected. Within ocean transportation, our China trade lane service performed well, but we saw continued weakness in our Hawaii market and experienced softer-than-expected volume in our Alaska service. Within our logistics segment, we continued to perform well with positive contributions to operating income from nearly all of the service lines."

"Given the performance year-to-date and our expectations for our businesses in the final quarter of the year, we maintain our 2019 consolidated operating income outlook. As we near the end of this transition year with *Lurline* expected to enter service this quarter, we take a significant step towards realizing our previously-mentioned approximately \$30 million in financial benefits in 2020, when compared to 2019, driven primarily from the reduction in Hawaii fleet deployment to nine vessels."

Ocean Transportation — Container volume in the Hawaii service in the third quarter 2019 was 2.1 percent lower year-over-year primarily due to negative container market growth. Hawaii's GDP continues on a slowing growth trajectory despite resilience in key economic factors, such as construction activity and visitor traffic. However, the containerized freight market volume has not been keeping pace with GDP growth. The company expects volume in 2019 to be lower compared to the level achieved in 2018, reflecting less con-

tainerized freight volume in Hawaii and stable market share.

In China, container volume in the third quarter 2019 was 3.4 percent lower year-over-year primarily due to the timing of an additional sailing in the year ago period. Matson continued to realize a sizeable rate premium in the third quarter 2019 and achieved average freight rates that approximated the level achieved in the third quarter 2018. For 2019, the company expects volume to approximate the prior year level. In the fourth quarter of 2018, the company experienced unusually strong performance as a result of the U.S.-China trade situation. For the full year 2019, the company expects average freight rates to approach the levels achieved in 2018.

In Guam, container volume in the third quarter 2019 was 2.1 percent lower on a year-over-year basis. For 2019, the company expects volume to approximate the level achieved last year and expects the highly competitive environment to remain.

In Alaska, container volume for the third quarter 2019 was flat year-over-year. The company experienced slightly lower northbound volume including the impact from the timing of an additional northbound sailing in the year ago period. Southbound volume was modestly higher year-over-year. For 2019, the company expects volume to be modestly higher than the level achieved in 2018 with higher northbound volume and approximately flat southbound volume compared to the levels achieved in 2018.

The contribution in the third quarter 2019 from the company's SSAT joint venture investment was \$0.8 million lower than the third quarter 2018. For 2019, the company expects the contribution from SSAT to be lower primarily

due to higher terminal operating costs, partially offset by higher lift volume.

As a result of the performance in the first nine months and the outlook trends noted above, the company expects full year 2019 ocean transportation operating income to be approximately 25 percent lower than the \$131.1 million achieved in 2018 after taking into account a full year net operating expense impact of \$7.2 million associated with the sale and leaseback of *MV Maunalei*.

Logistics — In the third quarter 2019, operating income for the logistics segment was \$1.4 million higher compared to the operating income achieved in the third quarter 2018 with positive contributions from nearly all of the service lines. For 2019, the company is maintaining its outlook and expects logistics operating income to be approximately 15 to 20 percent higher than the level achieved in 2018 of \$32.7 million.

Depreciation and Amortization — For the full year 2019, the company expects depreciation and amortization expense to be approximately \$135 million, inclusive of dry-docking amortization of approximately \$35 million.

Other Income (Expense) — The company expects full year 2019 other income (expense) to be approximately \$1 million in income, which is attributable to other component costs related to the company's pension and post-retirement plans.

Interest Expense — The company expects interest expense for the full year 2019 to be approximately \$25 million.

Income Taxes — In the third quarter 2019, the effective tax rate was 25.4 percent. For the full year 2019, the company expects its effective tax rate to be approximately 26.0 percent, which excludes a positive non-cash adjustment of \$2.9 million in the first quarter of 2019 related to the reversal of an expense adjustment in 2018 arising from the enactment of the Tax Cuts and Jobs Act of 2017.

Net Income and EBITDA — The company expects net income in 2019 to decline year-over-year and expects EBITDA in 2019 to be approximately \$270 million.

Capital and Vessel Dry-docking Expenditures — For the third quarter 2019, the company made other capital expenditure payments of \$24.3 million, capitalized vessel construction expenditures of \$78.1 million, and dry-docking payments of \$11.0 million. For the full year 2019, the company expects to make other capital expenditure payments, including maintenance capital expenditures, of approximately \$90 million, vessel construction expenditures (including capitalized interest and owner's items) of approximately \$215 million, and dry-docking payments of approximately \$20 million.



MFOW members Daniel Kushiyama, JM-5341, and Laveai Vili, JM-5342, are pictured working at the Matson barge maintenance shop at Sand Island in Honolulu.

Marine Firemen's Union Directory

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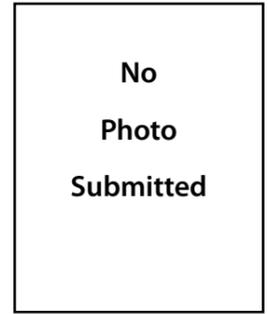
Vice President

I. "Cajun" Callais Deyne Umphress



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Robert "Bobby" Baca Ira Bing



Wilmington Port Agent

Harold "Sonny" Gage



Honolulu Port Agent

Mario Higa



SIUNA Convention Delegate

I. "Cajun" Callais Harold "Sonny" Gage



BOARD OF TRUSTEES

Robert "Bobby" Baca



I. "Cajun" Callais



Harold "Sonny" Gage



Mario Higa



Deyne Umphress



CANDIDATE STATEMENT — H. SONNY GAGE

I would like to thank the membership for your continued support during my tenure as Wilmington Branch Port Agent. I will continue to work to my best ability for the membership. Remember, the Union is only as strong as each member. Work smartly and safely.

CANDIDATE STATEMENT — DEYNE UMPHRESS

The Marine Firemen's Union has given me the opportunity for a great quality of life with experiences to match. I feel that it's time to give back. It would be both an honor and privilege to serve as an MFOW official. If elected, I promise you my best effort and will work to exceed the expectations placed upon me.

To all Officials and Elected Employees of the Marine Firemen's Union Notice Regarding Election

Pursuant to the provisions of Article III, Section VIII, sub-paragraph D of the Constitution, which provides:

"The Board of Trustees shall issue such regulations for the conduct of elections as may be required to comply with any Federal law not otherwise provided for in any lawful provision of this Constitution and By-Laws."

The Board of Trustees hereby issues the following regulations to be applicable to all officials of this Union.

No official of this Union shall on Union time, campaign, distribute literature, or hold meetings of supporters. Further, whether on Union or not on Union time, no official of this Union shall use Union facilities to further his own candidacy. This shall be interpreted to preclude the use of a Union automobile to visit vessels or potential voters and solicit their support for or on behalf of any candidate and shall also preclude the use of the official offices of the Union not accessible to any and all candidates to campaign or hold meetings of supporters. The use of the Union telephone for the purpose of furthering the candidacy of any official is similarly prohibited.

The above regulations shall not be interpreted to preclude a candidate, whether an official or not, from campaigning on his own time, either on vacations, non-work days, after working hours or on unpaid official leave of absence, provided a Union automobile is not used. Nor shall the above regulations be interpreted to preclude an incumbent official while not on Union time from meeting with his supporters in public portions of Union buildings where the same opportunities are available to any

candidate, whether an official or not. Further, the above regulations shall not be interpreted to preclude any official candidate from answering any inquiry initiated by any member as to his position on the election substantially as follows:

"I am not permitted by the Landrum-Griffin law to engage in political activities on Union time or with Union facilities. I may wish to talk to you or you may contact any of my supporters for my position on any matter, but if you wish to contact me you should contact me during non-working hours."

Any member who has knowledge of a violation of the above rules and regulations should promptly communicate the same to Headquarters so that corrective action may be taken.

The above rules and regulations should be posted in each Branch so that they may be read by all members.

No candidate shall be permitted to use the Union for campaign purposes. This shall not preclude factual notices on matters of interest to the membership not relating to the election or the candidacy of any person. These regulations are effective immediately.

The regulations are required by the Landrum-Griffin law and their issuance is prompted by a desire to avoid any challenges to a conducted election and to comply with the provisions of the Constitution regulating campaigning by Union officials.

MFOW BOARD OF TRUSTEES

Annual Funding Notice For SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2018 and ending July 31, 2019 (the "2018 Plan Year").

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the 2018 Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2018 Plan Year	2017 Plan Year	2016 Plan Year
Valuation Date	August 1, 2018	August 1, 2017	August 1, 2016
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$105,673,021	\$104,556,811	\$104,135,946
Value of Liabilities	\$97,021,217	\$90,405,432	\$91,445,010

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of each plan year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2019 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2018 annual report filed with the Department of Labor in May 2020.

	July 31, 2019	July 31, 2018	July 31, 2017
Fair Market Value of Assets	\$104,089,292	\$105,757,360	\$104,354,750

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

The Plan was not in endangered, critical, or critical and declining status in the 2018 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,180. Of this number, 854 were current employees, 1,006 were retired and receiving benefits, and 320 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan, and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code ("Code"). The Plan's funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan's investments, seeking to achieve positive investment results over the long term.

Under the Plan's investment policy, the Plan's assets were allocated among the

following categories of investments, as of the end of the 2018 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	4.1%
2. U.S. Government securities	0.9%
3. Corporate debt instruments	0.3%
4. Corporate stocks (other than employer securities):	19.1%
5. Real estate (other than employer real property):	9.0%
6. Value of interest in registered investment companies (e.g., mutual funds)	62.2%
7. Other	4.4%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N- 1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2016 Plan Year and earlier plan years are available now. The annual report for the 2017 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2019. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

This Plan is **not** insolvent and is over 100% funded.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at www.pb.gc.gov/prac/multiemployer. Please contact your employer or fund administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information about Your Plan," below.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or "EIN" is 94-6061923.

MFOW PRESIDENT'S REPORT

CREDENTIALS COMMITTEE

Nominations to elect officers of the Marine Firemen's Union for the 2020-2022 term of office opened on September 1 and concluded on September 30. Nomination lists were forwarded to all halls for posting.

The Credentials Committee convened after the 1000 job call on Thursday, October 10, 2019, to receive candidate acceptances from the neutral depository. The committee then determined the eligibility of all candidates. The report of the Credentials Committee was published in the October issue of *The Marine Fireman* and read at the November 6 Headquarters meeting. Balloting will commence on Saturday, December 7, 2019, and conclude on Friday, February 7, 2020.

As per past practice, candidates for office are entitled to submit a photograph and a statement of 100 words or less for publication in the November, December and January issues of *The Marine Fireman*. The photographs and statements should be sent to Editor, *The Marine Fireman*, 240 2nd Street, San Francisco, CA 94105, prior to November 15, for inclusion in the November issue. Candidates are also allowed to post campaign literature on bulletin boards at each Branch.

No photos of candidates or statements, other than described above, will be published in the November, December and January issues of *The Marine Fireman*.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for the month of October:

MV Mahimahi arrived 18 hours late on October 1 — delegate REJ Nick Barroll, no beefs.

SS Lihue — delegate RE Ken Padack; ship laid up in Tacoma, WA.

SS Matsonia — delegate RE Richard Domanski reported there is a new chief steward and cook; vessel received a safety bonus, no beefs. We shipped one Watch Jr. Engineer for time-up on October 16 and a Chief Electrician and Reefer/Electrician on October 30 for time-up. Crew was advised the vessel will be in service longer in anticipation of the new *MV Lurline*.

MV President Cleveland — delegate DJR Ray Farinas, no beefs; new ERJ and REJ.

MV Maunawili — delegate Glen Walton, no beefs.

MV Daniel K. Inouye — delegate REJ Gregg Cavan, no beefs. Vessel called for one Standby Wiper and one Standby Reefer/Electrician on October 23.

MV President Truman — delegate Eeric White, no beefs; shipped an REJ.

MV APL Saipan — shipped one REJ to Yokohama for time-up.

MV APL Guam — shipped a DJU and Wiper to Yokohama for time-up.

MV APL Gulf Express — running smoothly on the JSX run.

MV Manukai — dispatched two standby "special project" Electricians for more than 60 days for a five-year haul-out in Nantong, China.



The hard-working MFOW crew aboard the *MV APL Saipan* are REJ Nick Ertl, JM-5277; ERJ Julian Pilapil, JM-5177; DJU Anthony Grace, JM-5217; and Wiper Anthony Zarriello, JM-5329. The *APL Saipan* is one of two vessels that provide weekly U.S.-flag direct service, connecting Guam and Saipan to APL's global network via Busan, South Korea and Yokohama, Japan.

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

VICE PRESIDENT'S REPORT

GREY SHIPS RUNDOWN

Patriot Contract Services

Patriot Contract Services has been keeping all dispatchers on their toes for the last few months due to RRF fleet activity. A Bravo Zulu to all ports for covering the sometimes short-notice job orders.

Cape Taylor — crewed up for DDX-MOB to BPT (ROS) for nine days. *Cape Vincent* — crewed up for DDX-MOB to BPT (ROS) for eight days. *Cape Victory* — called for a crew for mission activation; cancelled due to ramp damage.

USNS Red Cloud — dispatched FOS additional Electrician for time-up. However, the vessel is heading to Baltimore for a modified ROS period prior to RAV sometime in January 2021.

M/T SLNC Pax — dispatched a Pumpman (FOS) for a time-up.

Matson Navigation Company

Cape Henry — ROS at Pier 96, San Francisco; ongoing electrical repairs (Ahmed Munassar, JM-5209, ROS Electrician). *Cape Horn* — crewed up for DDX-PDX to ROS at Pier 50, San Francisco, for 11 days (Jameala Hagens, JM-5204, ROS Electrician). *Cape Hudson* — completed 57-day mission; ROS at Pier 50, San Francisco. Seattle dispatched a one-year ROS Electrician (Frank Selvidge, #3746).

INDUSTRY HIGHLIGHTS

Industry highlights from recent issues of *The Maritime Executive*:

- U.S. Military Sealift Command reports that the recent activation stress test for half of the aging emergency sealift fleet proceeded well, especially when it came to crewing, class inspections and maneuver drills. (MFOW was part of this activation.) The exercise tested the ability of MARAD's Ready Reserve Force and the MSC surge sealift fleet to crew up large numbers of ships and break them out of layup for deployment on short notice.
- Following up on my report last month about CMA-CGM not sailing the Northwest Passage for environmental reasons, Hapag-Lloyd has now announced it will not sail container ships through the Arctic. The company stated that "particles produced by the combustion of carbon-based fossils and fuels contribute to global warming, which can in turn harm our ecosystems" and noted the ice-free season for the Northeast and Northwest Passages is limited, making it difficult for regular use without having the appropriate ice classes. Maersk tested the route last year and stated it "did not see the Northern Sea Route as a commercial alternative to our existing network."
- The U.S. House Transportation and Infrastructure Committee recently held a hearing on China's "Maritime Silk Road Initiative" and its implications on the Global Maritime Supply Chain, hearing testimony about China's maritime commercial strength and the decline of the U.S. international fleet. An opinion published in *The Maritime Executive* cites that "both are threats to national security...and U.S. federal agencies are systematically destroying the U.S. international fleet by delaying cargo preference rules." In 2009 companies who received U.S. federal financing were required to ship 75 percent of the

items purchases on U.S.-flag ships. Ten years later, cargo preference rules still haven't been written, and the cargo preference requirement has dropped to 50 percent. As a result, the U.S. has only 80 blue water ships, a fleet that will not be sufficient for a two-theater conflict.

- Malaysia is currently negotiating with several countries (Japan, Canada, Hong Kong, Europe and the United States) to send their plastic waste back to them and is waiving the demurrage fees to clear over 300 containers of scrap stranded in ports across the country for months.
- U.S. Customs and Border Protection agents seized nearly 15,000 pairs of fake, vintage-style Nike shoes with an estimated worth of \$2.2 million. The shoes, which arrived in two containers, were declared as "napkins" to an attempt to disguise the illicit cargo. CBP says it seized more counterfeit consumer goods last year than it ever has before.
- Samsung Heavy Industries has received an order from Evergreen Marine Corporation for six 23,764-TEU container ships, which are among the world's largest ships to date.
- The International Union of Maritime Insurance is calling for action to address the growing problem of container fires. An alarming number of cargo fires have broken out this year aboard container ships, including blazes aboard the *Yantian Express*, *APL Vancouver*, *Grande America*, *E.R. Kobe* and *KMTC Hong Kong*. At a recent conference in Norway, participants called for improvements in shipboard fire systems, noting that "firefighting capabilities onboard containerships are deficient" and "we need to see more headway to improve the safety of the crew, the environment, the cargo and the ships themselves."
- Piracy attacks for the first three quarters of the year have fallen to a five-year low, according to the ICC IMB Piracy Reporting Center. IMB found that there were 199 pirate attacks between January and September, the lowest number recorded since at least 2015. The incidence rate for kidnapping has risen, however, as 70 seafarers have been kidnapped so far this year, which is more than any number during the last five years.
- In a related story, the High Court of London ruled that the tanker *Brillante Virtuoso* was irreparably damaged not by pirates, but by a group of conspirators. The court found the piracy claims were improbable. It concluded that the attackers who intended to destroy the vessel had the assistance of the master and chief engineer and that the owner orchestrated the scheme in order to defraud his insurer.

I would like to wish all members and their families a very Happy Thanksgiving!

Like us on Facebook



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MARINE FIREMEN'S UNION TRAINING PROGRAM — 2019/2020

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.

(a) 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.

(b) Non-seniority applicants:

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

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

Training Resources Maritime Institute (TRLMI)

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.

December 16-20

January 20-24, 2020

February 17-21, 2020

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.

December 16-20

January 20-24, 2020

February 24-28, 2020

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.

December 2-20

January 6-31, 2020

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.

December 2-6

February 3-7, 2020

QMED Electrician/Refrigerating Engineer

A member who successfully completes the 240-hour QMED Electrician/Refrigerating Engineer course will satisfy the requirements needed for the national endorsement as QMED Electrician/Refrigerating Engineer, provided all other requirements, including sea service, are also met. **Prerequisites:** Endorsements as QMED Fireman/Watertender, QMED Oiler, and RFPEW; PLUS 180 days' of MFOW-contracted sea time while qualified as RFPEW.

January 6-February 14, 2020

March 2-April 10, 2020

STCW Able Seafarer-Engine

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

February 17-21, 2020

April 20-24, 2020

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.

March 9-April 17, 2020

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): December 6; December 20; **2020:** January 17; January 31; February 14; February 28

California Maritime Academy, Vallejo, CA: more classes in 2020

Compass Courses, Edmonds, WA: December 17-18; **2020:** January 21-22; February 25-26

El Camino College, Hawthorne, CA (one day): pending

MITAGS-PMI, Seattle, WA: December 19-20; **2020:** January 27-28; February 18-19

Maritime License Center, Honolulu, HI: January 9-10, 2020

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: December 11-13; **2020:** January 22-24; February 19-21

California Maritime Academy, Vallejo, CA: more classes in 2020

Compass Courses, Edmonds, WA: December 17-19; **2020:** January 21-23; February 25-27

El Camino College, Hawthorne, CA: pending

Maritime License Center, Honolulu, HI: January 8-10, 2020

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.



MFOW members attending a five-day Carrier Container Course in Long Beach, California were Daniel Kim, JM-4971; Manuel Dacuycuy, #3192; Eugene McKinney, #3719; Duane Torstensen, #3633; Michelle Piper, JM-5235; Rodrigo Ragadi, JM-5218; Yasin Berber, JM-5267; and Instructor Mike Jimenez.

Moved recently?

Please send change of address information to:
MFOW WELFARE FUND

Attention: Esther Hernandez
240 Second Street
San Francisco, CA 94105
(415) 986-1028/ (415) 986-5720
Email: EHernandez@mfoww.org

A little bit of labor history...

Did you know that the U.S. Department of Labor's *Century of Service Honor Roll of American Labor Organizations* honors labor unions that have reached their 100th anniversary? This Honor Roll originated in 1992 under Secretary of Labor Lynn Martin. The exhibit is located in the North Plaza of the U.S. Department of Labor's Frances Perkins Building, 200 Constitution Avenue, N.W., Washington, D.C. The exhibit is maintained by the Departmental Librarian and the Office of the Assistant Secretary for Administration and Management and is open to the public during government working hours.

United States Department of Labor Century of Service Honor Roll of American Labor Organizations



Inductee	Formed	Location
Glass, Molders, Pottery, Plastics and Allied Workers International Union	1842	Alloway, New Jersey
National Education Association	1857	Philadelphia, Pennsylvania
Brotherhood of Locomotive Engineers	1863	Marshall, Michigan
Operative Plasterers' and Cement Masons' International Association of the United States and Canada	1864	New York, New York
International Union of Bricklayers and Allied Craftsmen	1865	Philadelphia, Pennsylvania
Machine Printers and Engravers Association of the United States	1874	Providence, Rhode Island
International Union of Journeymen Horseshoers of the United States and Canada	1874	Philadelphia, Pennsylvania
National Marine Engineers' Beneficial Association	1875	Cleveland, Ohio
American Flint Glass Workers Union of North America	1878	Toledo, Ohio
International Organization of Masters, Mates and Pilots	1880	New York, New York
International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers	1880	Chicago, Illinois
United Brotherhood of Carpenters and Joiners of America	1881	Chicago, Illinois
American Federation of Labor - Congress of Industrial Organizations	1881	Pittsburgh, Pennsylvania
Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association	1883	San Francisco, California
United Paperworkers International Union	1884	Holyoke, Massachusetts
Sailors' Union of the Pacific	1885	San Francisco, California
Bakery, Confectionery and Tobacco Workers' International Union	1886	Pittsburgh, Pennsylvania
Brotherhood of Maintenance of Way Employees	1887	Demopolis, Alabama
International Brotherhood of Painters and Allied Trades of the United States and Canada	1887	Baltimore, Maryland
Sheet Metal Workers' International Association	1888	Toledo, Ohio
International Association of Machinists and Aerospace Workers	1888	Atlanta, Georgia
National Association of Letter Carriers	1889	Milwaukee, Wisconsin
United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada	1889	Washington, D.C.
United Mine Workers of America	1890	Columbus, Ohio
Coopers' International Union of North America	1890	Titusville, Pennsylvania
Stove, Furnace and Allied Appliance Workers' International Union of North America	1891	Quincy, Illinois
United Garment Workers of America	1891	New York, New York
Hotel Employees and Restaurant Employees International Union	1891	New York, New York
International Brotherhood of Electrical Workers	1891	St. Louis, Missouri
Metal Polishers, Buffers, Platers and Allied Workers International Union	1892	Toledo, Ohio
International Longshoremen's Association	1892	Detroit, Michigan
Amalgamated Transit Union	1892	Indianapolis, Indiana
International Alliance of Theatrical Stage Employees and Moving Picture Machine Operators of the United States and Canada	1893	New York, New York
International Plate Printers', Die Stampers' and Engravers' Union of North America	1893	New York, New York
International Association of Bridge, Structural and Ornamental Iron Workers	1896	Pittsburgh, Pennsylvania
American Nurses Association	1896	New York, New York
American Federation of Musicians of the United States and Canada	1896	Indianapolis, Indiana
International Union of Operating Engineers	1896	Chicago, Illinois
Transportation Communications International Union	1899	Sedalia, Missouri
Brotherhood of Railroad Signalmen	1901	Altoona, Pennsylvania
International Union of Elevator Constructors	1901	Pittsburgh, Pennsylvania
Laborers' International Union of North America	1903	Washington, D.C.
International Association of Heat and Frost Insulators and Asbestos Workers	1903	St. Louis, Missouri
International Brotherhood of Teamsters	1903	Niagara Falls, New York
National Rural Letter Carriers' Association	1903	Chicago, Illinois

Port of Gdansk outlines \$3 billion expansion plan

The Port of Gdansk, Poland wants to become one of the biggest ports in the Baltic with a multi-billion-dollar plan to double its cargo volume. The port's plans center on a giant new \$3 billion terminal complex, Euro Central Port. According to a Port of Gdansk Authority executive, the plans for Euro Central Port include 12 miles of new quays, five miles of breakwaters, nine terminals for a variety of cargo uses, four turning basins and three approach fairways. The extra space would be enough to double Gdansk's cargo volume from 50 million tons per year to 100 million

tons per year. The agency seeks to develop Euro Central Port as a public private venture, and the project has the backing of the Polish government. "Gdansk's unique location makes it the ideal gateway port to Central Eastern Europe and trans-shipment hub for the Baltic," said a shipping terminal executive. "This is why it is the fastest growing port in Europe. Gdansk has the best hinterland connections into Central and Eastern Europe reaching 120 million people. We are determined to drive growth further."

HOWZ SHIPPING

October 2019	
San Francisco	Wilmington
Electrician.....4	Electrician..... 1
Reefer/Electrician/Jr. Engineer.....2	Electrician/Reefer/Jr. Engineer..... 1
Reefer/Electrician.....1	Reefer/Electrician/Jr. Engineer..... 1
Junior Engineer (Watch).....1	Junior Engineer (Day) 2
Junior Engineer (Day).....1	Oiler 6
Oiler .....3	Wiper 4
Pumpman.....2	Shore Mechanic..... 6
Wiper .....3	Standby Electrician/Reefer..... 15
Standby Electrician/Reefer.....17	Standby Wiper .....32
Standby Wiper .....22	TOTAL .....68
TOTAL .....56	
Seattle	Honolulu
Electrician..... 1	Electrician/Reefer/Jr. Engineer..... 2
Oiler 9	Reefer/Electrician/Jr. Engineer..... 1
Wiper 3	Junior Engineer (Watch)..... 1
Standby Electrician/Reefer..... 8	Junior Engineer (Day) 5
Standby Wiper .....4	Wiper 2
TOTAL .....25	Standby Electrician/Reefer..... 19
	Standby Wiper .....27
	TOTAL .....57

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 68 jobs in October. We shipped two APL, four Matson, and nine PCS shipboard billets along with six Shore Maintenance Mechanics. Three applicants made ships and 14 applicants worked standby jobs. Members registered here number 33 A-, 19 B-, and 16 C-seniority members.

All ships were on time again this past month, and the food has been satisfactory. Thank you to the stewards and captains. There was one problem along with minor clarifications this past month. One problem concerned reefer cargo and the lack of a detailed log during cargo ops. The company decision to issue a letter of warning to employees versus a really good look at present company policy concerning cargo ops is a poor choice, but unfortunately it is the

choice that was made. I have observed that a lot of details that were logged in the past concerning cargo ops are not being logged currently. I am referring to the deck log mainly in this case. I have addressed this with the company and have not received any response to my suggestion. To this date, the issue has not been addressed by the company and regrettably cargo loss will continue most likely, which is not good. Other than this, it was a pretty quiet month.

The gang at Fenix Marine Services are still on a 24/7 schedule with three shifts. Reefer count is still not what we usually handle; but that is a bigger problem, and out of our hands with the current state of affairs here and abroad.

I mentioned the local striking UAW workers last month and am sure that you all know by now that the labor action was ended with a mutual agreement between GM and UAW. Congratulations to both involved.

I attended the AMMVMC meeting, where we discussed the future improvements to the memorial located at 6th Street and Harbor Blvd. Currently the memorial has a fountain. Future plans, which were voted on at this meeting, would eliminate the fountain; and a few options are currently on the table to replace it. The bronze statue of two seamen on a Jacob's ladder will remain and will not be moved. I also attended the MTD meeting at the Wilmington SIU hall this past month.

The *SS Lane Victory* is still on hold pending review by USCG. Although appreciated very much, volunteers may not turn-to onboard at this time. As soon as work is resumed we will be notified.

That's all from here for now. Take care and work safely.

HONOLULU NOTES

There were 57 total dispatches in Honolulu for the month of October, including a total of five steady jobs and six reliefs or returning trip-off members. 19 Standby Electrician/Reefers and 27 Standby Wipers were also dispatched. Our registration has 17 A-, 9 B-, and 8 C-seniority members.

Matson's three new cranes are now being used for daily cargo operations, along with a couple of the older cranes. Matson has plans to cut up four of its oldest cranes and then keep six remaining cranes for cargo operations.

Matson's next-door neighbor, Pasha Hawaii, has plans to move its terminal from Pier 51A-51B off Sand Island to Pier 43-45. The scuttlebutt I heard was that there might be a delay on the move, because they just learned that there are fuel pipes that run beneath the new terminal.

I also attended the monthly Honolulu Port Maritime Council meeting. It was our first meeting back from a summer break. Our special guest was Mr. Jarrod Dewitz from the United States Coast Guard Prevention Department.

SEATTLE NOTES

During the month of October Seattle shipped one Electrician, nine Oilers (one steady and eight activations), three Wipers (all activations), eight Standby Electrician/Reefers and four Standby Wipers. Seattle currently has eight A-, 10 B-, and seven C-seniority members registered for shipping

The Seattle Branch represented the membership at the Washington State Labor Council Annual Convention, the King County Labor Council meetings, and the Port of Seattle/Northwest Seaport Alliance Industrial Lands meeting. At the latter, along with ILWU Local 19, the SUP voiced serious concern about the removal of cargo cranes at Terminal 46. This would allow for exclusive use by cruise industry vessels. Terminal 46 is a natural deep-water port sitting adjacent to a major railway yard. We can put the cruise ships in other berths, but we cannot put container ships everywhere.

We also attended several meetings having to do with the disposition of the National Guard Armory property at Terminal 90-91 where the cruise ships currently dock. This is a developer driven issue opposed by ILWU 19, the Port of Seattle and the SUP.

Finally, we attended several meetings concerning the closures of the Chittenden Locks in Ballard to facilitate, for the first time in over a hundred years, rebuild of the pumping systems. This project was given poor outreach to affected stakeholders and will negatively impact the many maritime businesses on Lake Union including the Deep Sea Fisherman's Union and Foss Maritime.

Fraternally,
Brendan Bohannon, Representative

Regular membership meeting dates 2019

Dec.	4	S.F. Headquarters
	11	Branches

Regular membership meeting dates 2020

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

(*Thursday meeting, due to a holiday the day before)

FINISHED WITH ENGINES



Robert E. Lee, #1321/P-1333. Born July 8, 1920, Honolulu, HI. Joined MFOU May 3, 1945. Pensioned January 1, 1972. Died October 13, 2019.

Clifford P. Dugan, #2373/P-2590. Born March 22, 1935, New York, NY. Joined MFOU May 9, 1951. Pensioned January 1, 1996. Died October 31, 2019, Brooklyn, NY.

Your Right to Union Representation

"If this discussion could in any way lead to my being disciplined or terminated, or affect my personal working conditions, I respectfully request that my union representative, officer, or steward be present at the meeting. Without union representation, I choose not to answer questions."

This is your right under the 1975 U.S. Supreme Court Weingarten Decision.

HONOR ROLL

Voluntary donations to

General Treasury — October 2019:

Anthony Petrovich, P-2633	.....\$5.00
James F. Upchurch, P-2666	.....\$50.00
Eric White, #3925	.....\$100.00
Benjamin O'Donnell, #3642	.....\$10.00

Death Benefits

Thomas Palacios IV, JM-5279	\$24,006.68
Harry A. Reynolds, P-2314	\$1,500.70

Burial Benefits

Thomas Palacios IV, JM-5279	\$1,000.00
Harry A. Reynolds, P-2314	\$1,000.00

Excess Medical	\$912.62
Glasses and Examinations	\$800.00

MFOU member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Bruce Botai	3737	Reduced SIU-PD	15.270	11/1/2019

POLITICAL ACTION FUND

Voluntary donations for October 2019:

Anthony Petrovich, P-2633	.....\$100.00	Allan Badua, JM-5356	.....\$5.00
Ahmed Munassar, JM-5209	.....\$15.00	Benjamin O'Donnell, #3642	.....\$10.00
James Upchurch, P-2666	.....\$50.00	Jermaine Sheppard, JM-5143	.....\$43.00
		Richard Domanski, #3793	.....\$100.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

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