

SEAFARERS



LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

Liberty Grace Rescues 231 Refugees

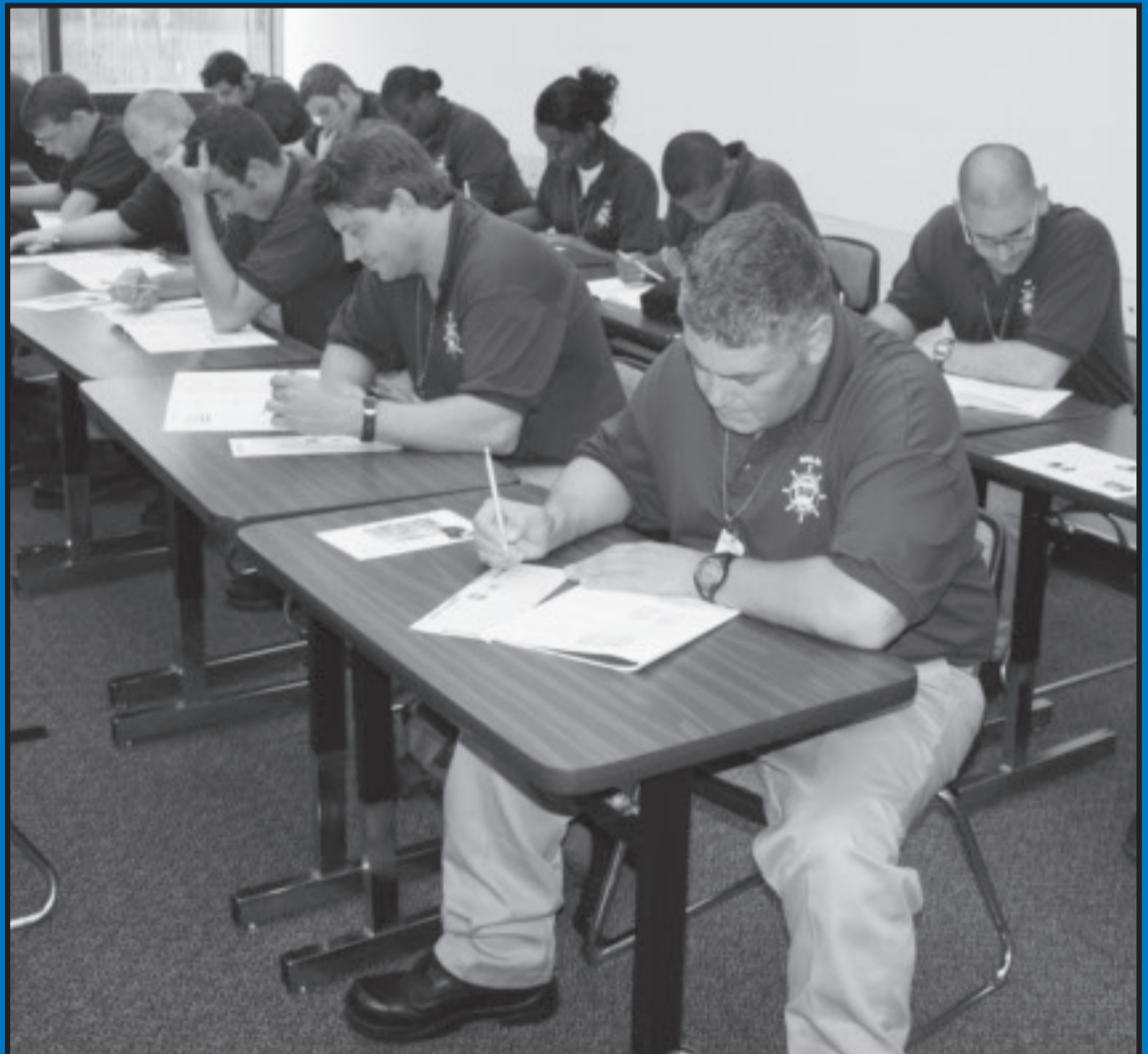


Mariners from the SIU and the Seafarers-affiliated American Maritime Officers came to the rescue Nov. 17 when a fishing trawler carrying 231 Syrian refugees (photo at right) went adrift 120 nautical miles southeast of Sicily. The SIU crew is pictured with vessel master Capt. Michael Tolley (photo above). *Page 3.*



School Releases Annual Course Guide

The SIU-affiliated Paul Hall Center for Maritime Training and Education has issued its annual course guide along with numerous class dates for the first several months of 2015. Students at the Piney Point, Maryland, school are pictured below and at right. *Pages 9-16.*



New Jobs, New Tonnage
————— *Page 3*

SHBP Scholarship Info
————— *Page 5*

Year in Review
————— *Page 24*

President's Report

Jones Act Vital for America

A critical regulation was back in the news last month when Senator John McCain, long an opponent of America's freight cabotage law, vowed to push for repeal of the Jones Act – the single most important statute for our nation's domestic maritime industry.

Although he has backed another key U.S.-flag initiative – the Maritime Security Program (MSP), which helps keep 60 ships available to support our military – McCain has been after the Jones Act for many years, so his latest statement was a dog-bites-man story. Still, it was good to read and hear about many of the reactions from our members who sail in the domestic trades and from others in the industry that were offended by such an open attack on their jobs.



Michael Sacco

Anyone who cares about the U.S. Merchant Marine has every reason to be upset about attacks on the Jones Act, no matter where those attacks come from. And we've also got every reason to stay involved in the ongoing fight to protect it, whether that's through our union's voluntary political action fund (SPAD), contacting your senators and congressional representatives, or other grassroots activities.

If you're new to the industry, you should know that the Jones Act helps maintain nearly a half-million American jobs, many of them seagoing positions in the SIU-crewed fleet. It requires cargo moving between domestic ports to be carried aboard vessels that are crewed, flagged, owned and built American. Detailed, impartial studies have shown the law unquestionably boosts U.S. national and economic security. It pumps billions of dollars into our economy. It enjoys strong bipartisan support and strong support from our military, and it has been in effect since 1920.

But it also regularly comes under attack, and it makes no difference whether those attacks are based on false beliefs or on blatant efforts to sink the American-flag fleet and replace it with foreign-flag ships, tugs, barges and ferries. Either way, it's a threat to the SIU, it's a threat to the whole U.S. Merchant Marine, and it's a threat to this country.

Can you imagine our inland waterways and Great Lakes being overrun with foreign-flag, foreign-crewed boats and barges? The security risks would be so high, they couldn't even be calculated. This was the way things were in the 1800s. Foreign-flag vessels didn't have to meet American requirements. Boiler explosions and huge loss of lives, as well as cargo damage, regularly happened until the current version of the Jones Act became law. Could you imagine a *Costa Concordia*-type disaster in the Mississippi, or something like the Korean ferry *Sewol* tragedy (where more than 300 people, mostly schoolchildren, lost their lives) on the Ohio?

And none of us even wants to picture foreign-documented mariners plying our lakes and inland waters with no American security screenings.

I believe that's what would happen if the Jones Act went away. Repealing that law would wipe out the domestic fleet. It would kill hundreds of thousands of American jobs, including billets on coastwise tankers, tugboats, barges and ferries, both union and non-union alike. It would do irreparable harm to the pool of civilian mariners, including SIU members, who have sailed or will sail on U.S. military support ships in times of war or emergency.

We can't let that happen, and we won't let that happen. But it is truly a never-ending fight, and that's where you come in. If you want to protect the Jones Act, send a letter or an email to your representatives in Washington, and tell them your job depends on it. If you're already contributing to SPAD, I thank you and I urge you to continue. If you're not signed up for SPAD, this is the right time to get on board – just talk to your patrolman or port agent, either aboard ship or at a union hall.

Overall, our union has outstanding participation in SPAD, but the one area that really needs improvement is the inland and offshore sector. Those jobs are directly dependent on the Jones Act, and that's not a small consideration in light of the fact SPAD is nothing short of crucial in our efforts to deliver pro-maritime messages at every level of government.

I ask you to join me in continuing our battle to uphold this most worthy law.

Key Maritime Coalition: Facts Are Best Defense for Jones Act

The domestic maritime industry's most influential coalition once again stepped forward last month to set the record straight about a vital law that protects America's national and economic security.

The American Maritime Partnership (AMP), of which the SIU is a member, posted a "Fact Check" and related statement "in response to misinformation about the industry's critical role in the country's national, homeland and economic security." Specifically, AMP addressed erroneous criticism of the Jones Act, a 94-year-old law that requires domestic cargo to be carried aboard vessels that are crewed, built, owned and flagged American.

For starters, AMP pointed out the U.S. domestic maritime industry supports almost 500,000 jobs that pump nearly \$100 billion into the nation's economy every year, and tens of thousands and boats, barges and vessels that operate in U.S. waters every day.

"The Jones Act enjoys rock solid support from lawmakers in Congress and the administration because leaders from both sides of the aisle understand this law is vital to America's national, homeland and economic security," said Tom Allegretti, chairman of AMP. "It is troubling that U.S. refiners pushing for changes to the Jones Act as part of the crude oil export debate are putting their vested financial interests over the national and homeland security of our nation. The two issues are not connected. American maritime is flourishing and stronger than ever. In fact, the most modern vessels in the world are being built in record numbers in U.S. shipyards all around the country, the industry is responding to the changing energy market caused by the shale oil revolution, and the U.S. maritime industry is growing as a result. It is an exciting time to be a part of this dynamic industry, and the nation is benefiting from the service we provide."

The coalition went on to provide the following information. (*Editor's note: A Dec. 9 post in the News section of the SIU website, www.seafarers.org, contains this information plus a dozen links with more background.*)

Jones Act Fact Check

CHARGE: The Jones Act is impeding crude oil exports and must be addressed along with any action on the U.S. crude oil export ban.

FACT: The crude oil export debate and the Jones Act are not connected in any way, according to Senator Mary Landrieu (D-Louisiana). In order to protect their record profits and vested financial interests, U.S. refiners are willing to sacrifice America's national security for less than a penny per gallon

of the price of gasoline. In fact, refineries are experiencing record profits by refining cheap domestic crude and selling the gasoline, jet, diesel, and other refined products overseas at higher margins.

According to NASDAQ: "Refiners are jumping on the opportunity to increase profits..."

According to the Wall Street Journal: "Downstream operations, which refine oil into gasoline and other products, become more profitable when the oil they use is cheaper. Prices of refined products such as gasoline typically don't fall as quickly as those for crude. 'The combination of a glut of U.S. oil and natural gas and a ban on exporting most oil already gave U.S. refineries lower costs,' says Bernstein Research analyst Oswald Clint."

According to OilPrice.com: "This surge in supply also has lowered costs for refinery operators, simply because domestic crude is less expensive than imported oil."

CHARGE: The Jones Act does not play a role in America's national and homeland security.

FACT: The Jones Act fleet of American-owned, American-built, and American-crewed vessels ensures that the ships navigating our coastal and inland waterways abide by U.S. laws and operate under the oversight of the U.S. government.

According to the Lexington Institute: "Without the Jones Act, DHS would be confronted by the difficult and very costly task of monitoring, regulating, and overseeing all foreign-controlled, foreign-crewed vessels in internal U.S. waters."

According to Reps. Steve Scalise (R-Louisiana) and Duncan Hunter (R-California): "The security importance of this law is equally, if not more important than the economic benefits. Without the Jones Act, vessels and crews from foreign nations could move freely on U.S. waters, creating a more porous border, increasing possible security threats and introducing vessels and mariners who do not adhere to U.S. standards into the bloodstream of our nation."

U.S. Navy is a strong supporter of the Jones Act because it is critical to national security: "As a maritime nation, the United States depends not only on a strong Navy, Marine Corps and Coast Guard, it also requires a strong commercial maritime industry. The Jones Act must be maintained so that the U.S. citizen mariners can continue to provide the economic and military support that is critical to our national interests."

CHARGE: Shipping by Jones Act vessels is three times more expensive

than foreign vessels.

FACT: Foreign-flag ships are not subject to U.S. taxation, U.S. immigration, U.S. safety and other U.S. laws. Contrasting U.S.-flag Jones Act vessels and foreign-flag vessels is an "apples to oranges" comparison. Foreign-flag vessels operating in the domestic trades would be subject to the same laws as U.S.-flag vessels, drastically affecting any perceived cost savings.

Government Accountability Office (GAO) recently debunked this myth: "Foreign carriers operating in the U.S. coastwise trade could be required to comply with other U.S. laws and regulations which could increase foreign carriers' costs and may affect the rates they could charge."

CHARGE: The Jones Act increases energy prices.

FACT: According to the Department of Energy's Energy Information Administration (EIA), taxes and refining make up more than twenty-one percent of the price of a gallon of gas, while in markets where ocean-going transportation plays a key role in distribution, the average transport costs are less than one penny per gallon of gasoline.

According to BLOOMBERG: "Outside of pipelines, [maritime] is the best way to transport oil if you're a coastal refiner."

According to the Oil Price Information Service (OPIS): "Apart from the national security argument, some tanker analysts said that the high demand for Jones Act tankers is also supported by better economics and practicality when compared with pipelines."

CHARGE: There are not currently enough U.S.-flag vessels to meet the demands of the nation's energy boom.

FACT: Last year, the construction of inland tank barges reached an all-time high with 336 new vessels delivered, totaling more than 8.2 million barrels of capacity, and some 26 large tankers and articulated-tank barges, including options, with another combined 7.6 million barrels of capacity, are currently under contract or construction in U.S. shipyards.

According to BLOOMBERG: "U.S. shipyards are the busiest in almost two decades as surging domestic energy production increases cargoes for the merchant fleet, according to the Department of Transportation."

According to MarineLink.com – "The state of the U.S. commercial shipyard industry is the strongest it has been in decades. The industry includes thousands of businesses supporting vessel construction, is a vibrant manufacturing sector employing hundreds of thousands of Americans in all 50 states."

SIU-Contracted Companies Win Awards

Underscoring the importance of protecting the planet, the Chamber of Shipping of America (CSA) recently presented its annual Certificates of Environmental Achievement to numerous SIU-contracted companies along with other recipients. The recognition took place Nov. 13 at a dinner ceremony in Washington, D.C.

The CSA noted the average number of years "operating without incident" for vessels and boats receiving awards is 6.9 years, and almost 25 percent of those ships "have logged more than 10 years each of environmental excellence."

CSA President Joseph Cox stated, "These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards. In today's world, it seems our industry only gets front-page news when spills or other environmental problems occur. It is encouraging to see how many vessels go for years achieving environmental excellence. It should be clear to the American public

that we in the maritime industry take our stewardship of the marine environment very seriously."

U.S. Coast Guard Vice Adm. Charles Michel, the agency's deputy commandant for operations, participated in the ceremony and congratulated the honorees.

SIU-contracted companies receiving environmental awards in the nation's capital included Alaska Tanker Company, Crowley Maritime and several of its subsidiaries including Marine Transport Lines, E.N. Bisso & Son, General Dynamics-American Overseas Marine (AMSEA), Harley Marine Services, Horizon Lines, and Keystone Shipping.

Additional Seafarers-contracted companies earning recognition were Maersk Line, Limited, Farrell Lines, Moran Towing, Ocean Shipholdings, OSG Ship Management, Patriot Contract Services, Seabulk Tankers, TOTE Services, Pasha Hawaii, Sea Star Line, and U.S. Shipping Corporation.

As previously reported, the CSA normally recognizes U.S.-based mari-

time companies twice a year. Awards are given in the summer for sustained accident-free periods, and near year's end for environmental safety. More information about the awards programs may be found on the CSA's website: www.knowships.org



U.S. Coast Guard Vice Adm. Charles Michel (left) and CSA President Joseph Cox welcome attendees to the ceremony. (Photo by Barry Champagne)

SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

Volume 77 Number 1

January 2015

The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Nick Merrill*; Photographer, *Harry Gieske*; Administrative Support, *Misty Dobry*; Content Curator, *Mark Clements*.

Copyright © 2015 Seafarers International Union, AGLIW. All Rights Reserved.



The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.



Second Mate Ted Duke (rear in photo above) checks on a family gathered on the bridge wing of the *Liberty Grace*. In the photo at right, Syrian refugees are transported ashore in Sicily after disembarking the *Liberty Grace*.



Liberty Grace Rescues 231 Syrian Refugees at Sea

Editor's note: The following article was written by Capt. Michael Tolley, vessel master of the M/V Liberty Grace. He also provided the accompanying photos.

The *Liberty Maritime* ship is crewed by SIU members and members of the Seafarers-affiliated American Maritime Officers (AMO). SIU members sailing aboard the vessel at the time of the rescue included Bosun Daniel Laitinen Jr., ABs Justice Agha-Kuofie, Carlos Cano, Leandro Cacho, Eberto Castro and Nieves Guerrero-Mariano, GUDs Mario Amaya, Orlando Reveron and Carey Hatch, Chief Steward Kenneth Greenidge, Chief Cook Benjamin Advincula and SA Consualia Oatis. The AMO members included Capt. Tolley, Chief Mate James Hook, 2nd Mate Teddy Duke, 3rd Mate Jeffrey Pearce, Chief Engineer Matthew Shea, 1st Engineer Daniel Capozello, 2nd Engineer Vladimir Davidochkin and 3rd Engineer Frank Bocage.

The *Liberty Grace* was bound from the Suez Canal to Galveston, Texas, on Monday, Nov. 17 when she was directed by the Italian Coast Guard to divert and render as-

sistance to Syrian refugees aboard a fishing trawler, which was adrift 120 nautical miles southeast of Sicily.

The trawler was occupied by 231 refugees, including 40 children and 28 women, from Syria's war-torn towns of Aleppo, Homs and others. Some said they had crossed the border into Turkey to escape the war, all having suffered for years and traumatized from Assad's savage war.

On their perilous journey from Turkey, and having suffered the effects of bad sea conditions and poor living conditions aboard the fishing vessel, they were dehydrated, hungry and exhausted when the Italian Coast Guard diverted the *Liberty Grace* to assist.

At 0910 hours the *Liberty Grace* was on station and commenced boarding the refugees. They were in need of water and some reported they had not eaten in five days. Without any hesitation, the crew of the *Liberty Grace* rose to the occasion and quickly set up potable water on deck. A food distribution station was also set up on deck and the line was quickly formed. The

steward department, deck department and engine department served over 50 pounds of spaghetti, 80 pounds of ground beef, 45 pounds of chicken and gallons of soup. Blankets and clothing were provided to those in need as well as soap and shampoo.

One elderly woman who was severely dehydrated on the Turkish vessel required medical attention, but the crew found most of the refugees in good health.

The Italian Coast Guard directed the *Liberty Grace* to Porto Empedocle on the south side of Sicily where the refugees disembarked on November 18. The refugees said that the captain and crew of the Turkish fishing vessel set them on a course toward Italy and then deserted them by vanishing on speed boats.

As the crew of the *Liberty Grace* provided assistance to the refugees on board, a continuous "thank you, thank you, thank you," and the Arabic equivalent "shukran" was heard over and over, and "thank you America, you saved our lives" was often heard. The refugees appeared to be middle- or upper-class professionals

— some said they were doctors, engineers and other professions. There were no reported incidents and all refugees including the children were respectful and acted graciously.

The *Liberty Grace* anchored at Porto Empedocle at 0330 hours on November 18, and prior to disembarking the refugees, the crew provided 720 eggs and 80 loaves of bread, along with oatmeal, cereal and milk. After the breakfast meal, the Italian Coast Guard vessels began debarking and ferrying the refugees ashore. Many were scared of what awaited them, and for their future. Representatives from the office of the United Nations High Commissioner for Refugees, along with Red Cross and other medical volunteers, were waiting for them ashore.

For the crew, the *Liberty Grace* experienced something so rare and we were honored to play a role to assist those in need. I hope it is no small sign they were rescued by the *Liberty Grace*, as it was told them: "Liberty" means freedom and "Grace" is a gift from God to all humanity.

Newer Tonnage Coming To SIU-Crewed Maersk Fleet

SIU-contracted Maersk Line, Limited has announced plans to replace four of its vessels with newer ships in 2015. Maersk's parent company also recently announced changes to some of its services involving both American-flag and foreign-flag ships.

The net effect for Seafarers is positive: No anticipated loss of jobs, and newer ships entering the SIU-crewed fleet.

The company currently has tentative dates for three of the four reflags, as follows:

- The *Sealand Lightning* will flag out Feb. 10 in Hong Kong

- The *Sealand Intrepid* will flag out Feb. 15 in Busan

- The *Sealand Comet* will flag out Feb. 24 in Tanjung Pelepas, Malaysia

The corresponding flag-ins (vessels coming under the American flag) are:

- *Safmarine Ngami*, mid-February in Jebel Ali (will sail in East Africa feeder trade)

- *Maersk Kensington*, early March on the U.S. East Coast (will sail in Middle East container line trade)

- *Maersk Kinloss*, mid-March in Jebel Ali (will sail in Middle East container line trade)

Seafarers may be aware

of media reports concerning changes to the company's Transpacific services. Maersk Line will close down the TP5 U.S.-flag service on Jan. 15, which the company described as a first step in a new strategy to eliminate unprofitable Transpacific services. It will also terminate its eastbound Taiwan Express slot-swap agreement with Evergreen Line on Dec. 31. Maersk also has entered into a vessel sharing agreement with APL in the Transpacific.

Again, the net result for the SIU is expected to be the same number of jobs, because the ships entering Maersk's American-flag operation will sail on runs that are different than those they are replacing.

SIU Vice President Contracts George Tricker noted, "We are working closely with Maersk to ensure smooth transitions and are happy to report the company has advised us of plans to swap out additional ships later in 2015, again resulting in no job losses and newer tonnage."

As they become available, additional details will be posted, published in the *Seafarers LOG*, and reported at the monthly membership meetings.

SIU Jobs Secure on T-AGOS, T-AGM Ships

The Department of Defense (DOD) in late November announced a contract award that translates into continued job security for SIU members. Seafarers-contracted Crowley has been selected as the new operator of five T-AGOS vessels and two T-AGM ships. Counting a series of one-year options, the operating contract extends through November 2019.

The T-AGOS fleet includes the *USNS Impeccable*, *USNS Victorious*, *USNS Effec-*

tive, *USNS Loyal* and *USNS Able*, while the T-AGM ships are the *USNS Invincible* and *USNS Lorenzen*. They are currently operated by SIU-contracted Maersk Line, Limited.

In making the announcement, the DOD noted, "This fleet supports the Navy's surveillance towed array sensor system, the U.S. Air Force's dual-band, phased array and parabolic dish radars, and other government research missions."



This U.S. Navy file photo shows the Seafarers-crewed *USNS Impeccable*, part of the Military Sealift Command's Special Mission Ship Program.



The *USS Ponce* (photo at right) is shown on deployment in the Arabian Gulf last September. The laser weapon system (LaWS) is visible near the top of the ship, above the bridge. A closer view of the weapon is shown above, in a photo from November. (Both photos courtesy U.S. Navy)

USS Ponce Equipped with New Weapon

Mariners and U.S. Navy personnel sailing aboard the Military Sealift Command vessel *USS Ponce* are participants in a field test that may help shape the future of warfare, according to news reports. Mounted facing the bow of the *Ponce* is the Navy's first Laser Weapon System (LaWS), a prototype 30-kilowatt-class energy weapon capable of setting drones or small boats on fire. The laser can be fired in several modes of increasing intensity, from being used as a signaling device all the way up to lethal levels.

"This is a revolutionary capability," said Chief of Naval Research Rear Adm. Matthew Klunder. "It's absolutely critical that we get

this out to sea with our sailors for these trials, because this very affordable technology is going to change the way we fight and save lives."

The *Ponce* crew, which includes members of the SIU Government Services Division, was authorized to deploy the weapon to the Persian Gulf after it passed a series of at-sea tests, including lasing static surface targets, said the 5th Fleet spokesman Commander Kevin Stephens. But there is still a great deal to learn from how the LaWS performs in an active deployment.

Chief of Naval Operations Adm. Jonathan Greenert said, "What am I looking for? How

does it operate in that environment – heat, humidity, dust and at sea," Greenert said. "It's got to roll, move around, how much power does it take to sustain it? I have to take it out and get it wet, and the Arabian Gulf's a pretty tough environment."

Top Navy brass has made directed-energy weapons a significant priority in response to the growing number of what they call asymmetric threats. These threats include unmanned and light aircraft and small attack boats that could be used to deny U.S. forces access to certain areas. High-energy lasers offer a cost-efficient, safe way to target these threats instantly with pinpoint accuracy and an

unlimited magazine, according to the Navy.

The *Ponce* "provides a unique platform" to deploy the new capability "in an operationally relevant region," said 5th Fleet Commander Vice Adm. John Miller. The ship is the 5th Fleet's primary command and control afloat staging base for operations; it carries a hybrid crew of civilian mariners and Navy sailors.

The range of the weapon is classified, but unlike traditional munitions, the LaWS cost roughly \$1 per shot, a comparatively small amount, according to the Navy. While the program is only in the prototype phase now, the weapon could be deployed across the Navy's fleet by 2017.

SIU Boatmen Ratify New Contract

SIU members in November unanimously ratified a new five-year contract with Puerto Rico Towing & Barge, which is part of The Great Lakes Group. The company operates four Seafarers-crewed tugs in the San Juan Bay area and offshore in the commonwealth's waters.

The new contract features annual pay raises as well as increases for all wage-related items. It maintains medical benefits and includes contributions aimed at facilitating opportu-

nities to upgrade at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

Negotiating on behalf of the SIU were Port Agent Amancio Crespo and AB **Sixto Franco**. Bargaining took place at the company's office in San Juan, during approximately a dozen meetings over two-and-a-half months. The pact was formally signed on Nov. 24.

Franco stated, "It's a very good contract. I think it's a step

forward for the members and it is also very fair for the company."

Crespo added, "The guys are happy with the contract, especially considering the economy and what's happening in our industry. It has been uphill but we were able to accomplish a five-year contract with many gains, and the fact the company is still operating here is a win. A lot of companies are leaving the island, but the maritime industry is still playing a vital role in our economy."



Gathering for the signing of the new contract are (from left) Puerto Rico Towing President Joel Koslen, Port Agent Amancio Crespo and ABs Felix Prieto and Luis Gomez.

Safety Directors Sharpen Skills



SIU safety directors from across the country completed a one-week curriculum Dec. 8-12. Their agenda included sessions at the union-affiliated Paul Hall Center in Piney Point, Maryland, along with the nearby Joseph Sacco Fire Fighting and Safety School, and at SIU headquarters in Camp Springs, Maryland. Topics included different aspects of safety training, the Manila amendments to the STCW convention, the union's wellness program and more. Pictured with SIU Executive VP Augie Tellez (standing third from right) and Seafarers Plans Administrator Maggie Bowen (standing at far left) are safety team members (seated, from left) Kathy Chester, Chelsea Heindel, Don Thornton, Kevin Sykes, (standing) Ben Anderson, R.J. Osborne, James Brown, Ashley Nelson, Anthony Houston, Amber Akana and Kevin Marchand.

Congressman Cummings: Maritime Allies Must Push to Preserve, Revitalize Industry

During remarks at the fall meeting of the Ship Operations Cooperative Program (SOCP), U.S. Rep. Elijah Cummings (D-Maryland) urged stakeholders from every segment of the American maritime industry to continue pushing for its revitalization.

Long a champion of the U.S. Merchant Marine, Cummings challenged attendees at the SOCP gathering in Linthicum Heights, Maryland, in late October to tackle the industry's challenges and thereby preserve an invaluable part of America's national and economic security.

While describing those challenges as significant, the congressman also said he remains hopeful because of advocates including Secretary of Transportation Anthony Foxx and Maritime Administrator Paul "Chip" Jaenichen. Cummings, in fact, opened his speech by saluting Jaenichen for his dedication to mariners.

"In July, I had the honor of participating in a meeting with the new U.S. Maritime Administrator Paul Jaenichen," Cummings stated. "I stress the word honor because Paul Jaenichen has been both a distinguished naval commander and a skilled administrator. I can think of no better person to head our Maritime Administration. Equally important, he is a tireless advocate for America's maritime industry – a passion that I share."

Cummings then recognized mariners as the backbone of the industry. "My service as chair [of the Coast Guard and Maritime Transport Subcommittee] gave me an invaluable opportunity to learn and contribute to a critical national asset: our maritime industry," he said. "Today, my friends, you, too, have important roles to play as we work to resolve the challenges – including the political challenges – facing the U.S.-flagged ocean-going fleet."

He continued, emphasizing the importance of mariners' participation in grassroots political activities. "I encourage you to have confidence in your own competence to contribute to these discussions," Cummings advised. "Our nation cannot afford to make decisions in a vacuum. You are on the front lines. We all will be better off if you ... have the courage to speak out."

Acknowledging the changing political climate, Cummings continued, "These changes have had serious consequences for our domestic maritime industry. Sadly, many of the Congress members who had a deep understanding of the unique issues facing the maritime industry have left the Congress, whether voluntarily or involuntarily. As a result, our domestic industry must constantly work to educate our members of Congress on an industry that is simply unfamiliar to many of them.

Sadly, I must acknowledge, our political climate is now one that does not appear to value investing in our nation's infrastructure, or supporting domestic industries like the merchant marine."

He then described the political headwinds that the maritime industry faces. "I am convinced that cargo preference programs must be fully enforced and the Maritime Security Program must be fully funded. However, few members of Congress really understand the close and essential ties between our merchant marine and our economic and military security. Our merchant marine must fight – and fight hard – just to maintain the few existing policies that support our ocean-going fleet. This is a reality that shapes almost every facet of U.S. maritime policy at this time.

"Fortunately, in Administrator Jaenichen and in U.S. Transportation Secretary Foxx, we have champions who are working to meet the challenges of our blue water fleet with a focus and zeal that is unprecedented in recent years," he continued. "I am truly grateful for their leadership. However, the task we face in supporting and re-growing the U.S. Merchant Marine is a tall one. We would appreciate any help we can get from you in making folks aware of the unique value of a national sealift capacity."

The SIU and its affiliated Paul Hall Center for Maritime Training and Ed-



U.S. Rep. Elijah Cummings (D-Maryland)

ucation are members of the SOCP, a non-profit organization that describes its overall objective as "to improve the safety, productivity, efficiency, security, and environmental performance of U.S. vessel operations."

Mariners' Coast Guard STCW Medical Certificates Must be Valid, on File in SIU Database

In 2014, all Seafarers who sail internationally should have received communications in the mail from the U.S. Coast Guard's National Maritime Center (NMC) including a new Coast Guard STCW medical certificate that brings mariners into compliance with the latest international rules.

Any Seafarers who sail internationally but have yet to receive their Coast Guard STCW medical certificate should contact the NMC by phone at 1-888-427-5662 or by email at IAskNMC@uscg.mil. A renewal certificate may be obtained by submitting a valid U.S. Coast Guard physical to a Coast Guard regional examination center (REC). There are no fees for a renewal.

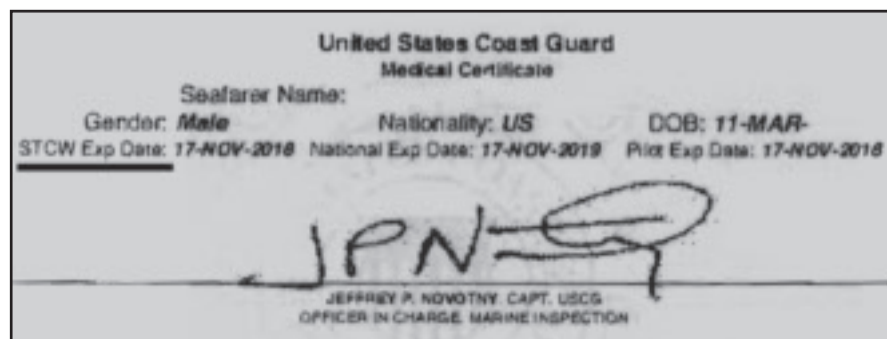
Members who have received their Coast Guard STCW medical certificate but have not had it scanned at an SIU hall are urged to do so as soon as possible. It's important that the certificate is entered into the Seafarers Man-

agement Information System (SMIS) database so members don't run into roadblocks when it's time to ship out.

Members also are advised that although the certificate includes three expiration dates, the one on the upper left ("STCW Exp Date") is the relevant date for international voyages. The other two expiration dates are listed as "National Exp Date" and "Pilot Exp Date." The certificate itself is supposed to be valid for two years, but some of the ones initially issued in 2014 had shorter expiration dates. Therefore, members are urged to check the STCW expiration date on their respective certificates.

Also, entry-level mariners are reminded that they are required to possess the medical certificate when sailing on STCW-compliant vessels.

Questions may be directed to the NMC, SIU halls or the admissions office at the union-affiliated Paul Hall Center in Piney Point, Maryland.



The expiration date in the upper left part of the certificate is the relevant one for international voyages.

SHBP Offers Scholarship Funds

Application Booklet Available Online, at SIU Halls

Union members and their dependents hoping to further their education now have three avenues through which they may obtain the booklet required to apply for financial assistance offered by the Seafarers Health and Benefits Plan's (SHBP) 2015 Scholarship Program.

First, as has been the case in the past, prospective applicants may request these booklets via mail by clipping, completing and mailing the form provided below. Secondly, they may obtain the booklets by visiting any SIU hall. Finally, applicants may obtain the booklet online by visiting www.seafarers.org, going to the Member Benefits tab, navigating to the Seafarers Health and Benefits Plan menu and selecting Scholarship Booklet 2015 (PDF).

Each year the SHBP makes scholarships available to qualified individuals. The 2015 program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers while five will be targeted for spouses and dependents.

One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsec-

ondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to obtain the scholarship program booklet referenced earlier. This package contains eligibility information, procedures for applying for the scholarships and an application form.

Once the scholarship booklet has been received, applicants should check the eligibility criteria. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2015.

Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.

Don't let the rapidly increasing costs of higher education prevent you from realizing your goals. The SHBP Scholarship Program can make the same difference for you that it has made for other Seafarers and dependents. In the last 10 years alone, the SHBP has awarded more than \$1 million in scholarships to 76 college-bound individuals: 21 Seafarers and 55 dependents.

Please send me the 2015 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....
 Street Address.....
 City, State, Zip Code.....
 Telephone Number ().....

This application is for: Self Dependent

Mail this completed form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746.



Jacksonville Hall Hosts Thanksgiving Luncheon

Nov. 14 could well go down as one of the most noteworthy days in the history of the SIU Hall in Jacksonville, Florida – at least when it comes to food and fellowship.

According to SIU Asst. Vice President Archie Ware (who provided the photos appearing on this page), that date marked what could be the best Thanksgiving luncheon ever at the facility. “The more than 250 people who attended, including active members, retirees and their families, along with other invited guests, thoroughly enjoyed themselves,” Ware said. “In all respects, it was a terrific outing.”

Ware said the entire affair was made possible through the dedication and hard work of a number of SIU members including Recertified Stewards **Shirley Bellamy, Darryl Goggins and Grald Kirtsey**; Chief Cooks **Allen Van Buren, Richard Jones, Isaac Newsom, and Tracey Newsom**; and OMU **Jermaine Love**. “These individuals did an amazing job voluntarily preparing all of our food items and serving our guests,” Ware said. “We all appreciate their efforts!”





U.S. Rep. George Miller, U.S. Rep. John Garamendi, SIU VP Nick Marrone, SIU Asst. VP Nick Celona



SIU VP Nick Marrone, U.S. Rep. Jerry McNerney, SIU Asst. VP Nick Celona



SIU VP Nick Marrone, Sheet Metal Workers official Joe Maraccini, SIU Asst. VP Nick Celona

Industry Support Evident in Oakland

Traditional Holiday Gathering Draws Hundreds to SIU Hall

The SIU's annual Thanksgiving feast in Oakland, California, lived up to its own lofty precedent as hundreds of Seafarers and guests gathered at the union hall Nov. 25, two days before the holiday. Five U.S. congressional representatives, officers from the Coast Guard and Marine Corps, shipping company executives, and representatives from many other unions were among those attending the 24th yearly get-together.

"It was another great turnout and another successful Oakland Thanksgiving," said SIU Assistant Vice President Nick Celona, who worked closely with the committee that organized the event. "It's really gratifying to see how much people look forward to it and how much they enjoy being here."

More than 200 people converged at the hall, and while most of the happenings were lighthearted (and tummy-filling), several guest speakers gave rousing remarks supporting the U.S. Merchant Marine. They touched on the crucial roles played by mariners in support of U.S. national and economic security, and vowed

to continue backing the laws and programs that keep the industry afloat.

Among the guests were U.S. Reps. John Garamendi, Eric Swalwell, George Miller (who's retiring), Jerry McNerney and Jackie Speier, Coast Guard Rear Adm. Joseph Servidio, Coast Guard Capt. Greg Stump, and representatives from the Maritime Administration. Local, state and international labor organizations also were well-represented, as were several SIU-contracted companies.

"In this area, people consider the SIU's Thanksgiving event the official start of the winter holiday season," Celona added. "It takes a lot of work and a lot of support from volunteers to make it happen, but it's always worthwhile."

He also noted the extra efforts of Chief Steward **Louella Sproul**, a regular volunteer for these gatherings.

Editor's note: Special thanks to Charles Farruggia for providing many of the photos on this page.



SIU VP West Coast Nick Marrone, U.S. Rep. Jackie Speier, SIU Asst. VP Nick Celona



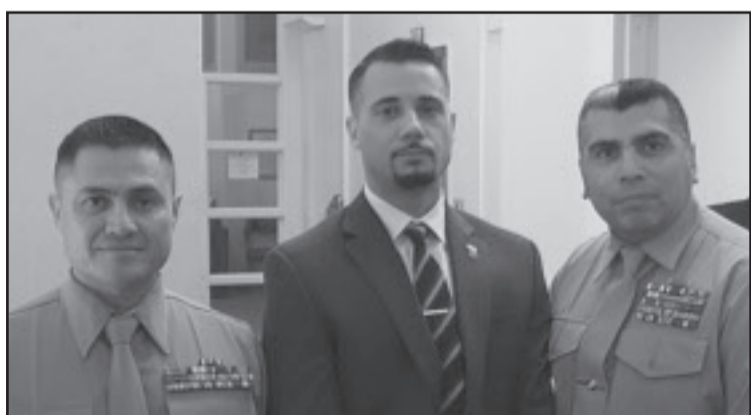
Retired Recertified Steward George Pino (right) joins the 4th Marine Division 23rd Regiment Color Guard in presenting the colors.



USCG Capt. Greg Stump, USCG Vice Adm. Joseph Servidio



SIU VP Nick Marrone, U.S. Rep. Eric Swalwell, SIU Asst. VP Nick Celona



USMC 1st Sgt. Gomez, Patrolman Nick Marrone II, USMC Sgt. Major Ben Hernandez



San Francisco Fire Chief Joanne Hayes-White, IBEW Local 6 Business Manager John O'Rourke



Hon. Judge Ernest Goldsmith, Leonard Stefanelli, President of Consolidated Environmental Industries



Larry Mazzola Jr. and R.J. Ferrari from the Plumbers, David Imus and Angelo Balistreri from the Carpenters

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

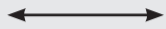
Dean Corgy, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services



HEADQUARTERS

5201 Auth Way, Camp Springs, MD 20746
(301) 899-0675

ALGONAC

520 St. Clair River Dr., Algonac, MI 48001
(810) 794-4988

ANCHORAGE

721 Sesame St., #1C, Anchorage, AK 99503
(907) 561-4988

BALTIMORE

2315 Essex St., Baltimore, MD 21224
(410) 327-4900

GUAM

P.O. Box 3328, Hagatna, Guam 96932
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

HONOLULU

606 Kalihi St., Honolulu, HI 96819
(808) 845-5222

HOUSTON

1730 Jefferson St., Houston, TX 77003
(713) 659-5152

JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256
(904) 281-2622

JOLIET

10 East Clinton St., Joliet, IL 60432
(815) 723-8002

MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605
(251) 478-0916

NEW ORLEANS

3911 Lapalco Blvd., Harvey, LA 70058
(504) 328-7545

JERSEY CITY

104 Broadway, Jersey City, NJ 07306
(201) 434-6000

NORFOLK

115 Third St., Norfolk, VA 23510
(757) 622-1892

OAKLAND

1121 7th St., Oakland, CA 94607
(510) 444-2360

PHILADELPHIA

2604 S. 4 St., Philadelphia, PA 19148
(215) 336-3818

PINEY POINT

P.O. Box 75, Piney Point, MD 20674
(301) 994-0010

PORT EVERGLADES

1221 S. Andrews Ave., Ft. Lauderdale, FL 33316
(954) 522-7984

SANTURCE

1057 Fernandez Juncos Ave., Stop 16
Santurce, PR 00907
(787) 721-4033

ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116
(314) 752-6500

TACOMA

3411 South Union Ave., Tacoma, WA 98409
(253) 272-7774

WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744
(310) 549-4000



Inquiring Seafarer

This month's question was answered by members in Piney Point, Maryland.

Question: How has being a Seafarer changed your life?



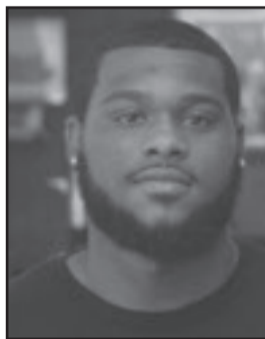
Pharon Simmons
STOS

I sail from port of Jacksonville, Florida and have been sailing for about two years. Being a Seafarer has really opened my eyes to the world, other people and their cultures. What I love most about being a Seafarers though is that it gives me a means to support and take care of my family and son.



De'Anthony Cole
STOS

I've been going to sea for about two years now; I sail from the port of Mobile. Being a Seafarer has changed my life in many different ways. Before joining the SIU, I had always dreamed of seeing many different parts of the world. The SIU has made this a reality for me. It has afforded me the opportunity to meet many different people from many different cultures.



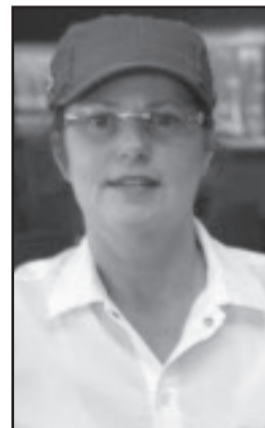
Khadim Robinson
GUDE

Being a Seafarer has opened my eyes to a whole new world; I now appreciate the little things that I once took for granted. I've been to a lot of nice places that I've always wanted to visit and explore. I sail from the port of Jacksonville and have been going to sea for three years.



Antrell Jordan
OS/Wiper

My home port is Norfolk and I have been sailing for two years. Being a Seafarer has shown me the importance of being in a union and the brotherhood it affords. Having a group people to back you and look out for your best interests in such areas as fair wages is very important. In the civilian world, you come into a lot of complications when it comes to fair wages for hard work. Thanks to the SIU, I don't have such problems.



Bonnie Kropolinsky-Hinkle
Chief Cook

There are not enough words to express my gratitude to the SIU and how it has changed my life. First off, my son Marcel is presently a QMED and will be upgrading in the near future. That alone is a blessing for a mom. As for me, I look forward to being a steward and the SIU has made that possible. Without question, the union has fulfilled my life for the better. I travel the world, have some change in my pocket, and my love for the water is now my job. Can't get much better than that. I'm forever grateful.

Attn: Seafarers
Make Your Voices Heard. Contribute to the
Seafarers Political Action Donation (SPAD)
SPAD Works for You!

Pic From The Past



Retiree Kent Amberson submitted this 1947 photo "during my days with the Swedish Merchant Marine and the Swedish version of the Seafarers Union. The ship is the *MS Mangalore* belonging to the Swedish East Asiatic Company, calling on Long Beach, California." Amberson (second from right, front row) was 15 years old during the voyage, which lasted from February 1947 to March 1948. He left the industry a decade later, emigrated to the U.S. in 1965 and eventually returned to sailing in 1997, when he signed on as on oiler aboard the SIU-crewed *Silas Bent*. Amberson continued sailing for 10 years and retired as a chief engineer.

If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org

SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

Paul Hall Center School Supplement

This course guide for the Paul Hall Center and its Seafarers Harry Lundberg School of Seamanship is intended as a convenience to SIU members. Please keep it for reference. Prerequisites for all upgrading courses at the Paul Hall Center include being at least 18 years old, holding a valid U.S. Merchant Mariner Credential/Document and TWIC, passing a physical exam, and English language proficiency.

Introduction

The SIU-affiliated Paul Hall Center for Maritime Training and Education, which opened in 1967, is the largest training facility for deep sea merchant seafarers and inland waterways boatmen in the United States. The school has developed a pioneering approach to education that has successfully integrated vocational training, academic enrichment and trade union responsibility.

Named after Paul Hall (1915-1980), an outstanding past president of the SIU, the center is the product of a unique cooperative effort by the Seafarers International Union and the management of privately owned American-flag deep sea ships and inland tugs and towboats. The campus is located on 60 acres in picturesque Piney Point, Maryland, at the confluence of the Potomac River and St. George's Creek. It features state-of-the-art equipment, knowledgeable instructors and helpful staff members.

Tens of thousands of rated and licensed mariners have completed upgrading classes at the training center. Additionally, more than 23,200 men and women from every state in the U.S., Puerto Rico and several U.S. territories have graduated from the trainee program for those just beginning their maritime careers.

The school is committed to providing the nation's maritime industry with skilled, physically fit and responsible deep sea seafarers and inland waterways boatmen. The school believes that the men and women who choose careers as professional seafarers or boatmen must be provided with the knowledge and skills to keep pace with technological advances within their industries. As a result, the school has developed a total program for professional advancement as a boatman or deep sea mariner.

The Paul Hall Center—which includes, among other components, the Seafarers Harry Lundberg School of Seamanship and the Joseph Sacco Fire Fighting and Safety School—offers more than 70 U.S. Coast Guard-approved classes, many of which emphasize hands-on training. An overview of many of the courses available at Piney Point is contained in this eight-page section. Detailed information also appears on the website www.seafarers.org, in the Paul Hall Center section.

Students should note that courses and class dates may change due to the manpower needs of SIU-contracted companies. Therefore, Seafarers should check the latest issue of the *Seafarers LOG* for the most up-to-date class listings. Schedules also are available on the website, and additional course descriptions may be posted, too.

The basic eligibility for SIU members who want to upgrade at Piney Point includes a valid medical/fitness certificate, a TWIC, 125 days' sea time in the previous year, a merchant mariner credential, a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in italic.

For more information about the Paul Hall Center or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075, or call (301) 994-0010, or email admissions@seafarers.org. Please note that not all courses in this guide are on the current schedule; students are encouraged to check the *LOG* each month and/or the website to see if the classes they're interested in are being offered.

Paul Hall Center Course Guide for 2015

All courses require a valid MMC, TWIC, Basic Training and 125 days sailing in the previous calendar year. Applicants must have a valid union medical through the start date of class. Any member attending a course which requires an application to the USCG must have a valid drug test through the test date of class.

Deck Department

Able Seafarer-Deck (SHLSOS-731) 120 hours

The Able Seafarer-Deck course (AB). Students will be able to perform functions at the support level as specified in column 1 of table A-II/5: contribute to navigation at the support level, cargo handling and stowage at the support level, controlling the operation of the ship and care for persons on board at the support level, and contribute to maintenance and repair at the support level. It is the culmination of our Unlicensed Apprentice to AS-D Program and differs from the old UA program in that we have added a new RFPNW course,

which combines elements of the old STOS and RFPNW/AB courses and added this Able Seafarer-Deck course.

Prerequisites: Must hold Rating Forming Part of a Navigational Watch (RFPNW), Lifeboatman and have 540 days sailing in the deck department.

Advanced Meteorology (SHLSOS-18) 40 hours

This course provides training in marine weather forecasting including extra-tropical and tropical weather systems, wave motion theory, extreme weather phenomena, and the access and use of HF facsimile (including NWS FTP mail) weather charts for minimizing the destructive effects of weather on ship operations. The program satisfies the STCW 95 competencies for Meteorology as defined in Table A-II/2, Plan and Conduct a Passage and Determine Position, and the objectives and assessment requirements for Chief Mate and Master licenses applicable to vessels greater than 3000 gross tons as specified in NMC Policy Letter 10-14.

Prerequisites: Basic Meteorology

Advanced Navigation (SHLSOS-19) 80 hours

This course meets the mandatory minimum requirements for knowledge, understanding, and proficiency in Table A-II/2 of STCW 1995 for the function, "Navigation at the Management Level." It is intended for mariners sailing or wishing to sail aboard U.S.A.-flagged ships under contract to Seafarers International Union and who meet all of the requirements to enroll in the course. This functional element provides detailed knowledge to support the training outcomes related to the Navigation at the Management Level. The program satisfies the STCW 95 competencies for Advanced Navigation as defined in Table A-II/2, Plan and Conduct a Passage and Determine Position, and the objectives and assessment requirements for Chief Mate and Master licenses applicable to vessels greater than 3000 gross tons as specified in NMC Policy Letter 10-14.

Prerequisite: Meet eligibility requirements for Management level license

Advanced Shiphandling (SHLSOS-22) 80 hours

This course meets the requirements of STCW Code Table A-II/2 for the training of Masters and Chief Officers in reference to maintaining safety and security of the crew and passengers and the operational condition of safety equipment. This functional element provides detailed knowledge to support the training outcomes related to the Navigation at the Management Level.

The program satisfies the STCW 95 competencies for Advanced Shiphandling as defined in Table A-II/2, Plan and Conduct a Passage and Determine Position, and the objectives and assessment requirements for Chief Mate and Master licenses applicable to vessels greater than 3000 gross tons as specified in NMC Policy Letter 10-14.

Prerequisite: Meet eligibility requirements for Management level license

Apprentice Mate (Steersman) (SHLSOS-31) 103 hours

The Apprentice Mate (Steersman) course is for mariners sailing on uninspected towing

vessels. Training meets or exceeds requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Apprentice Mate (Steersman) of Towing Vessels (Near Coastal and Great Lakes);—OR—(2) the examination requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Master of Towing Vessels (Near Coastal and Great Lakes) provided that they also provide evidence of service in the towing industry before May 21, 2001, AND that the requirements of 46 CFR 10.464(h) are also met.

After obtaining the requisite sea service and fulfilling other U.S. Coast Guard (USCG) requirements pertaining to this license, successful students will be able to take responsibility for the safety of an inspected towing vessel; be aware of obligations under Coast Guard regulations concerning safety and protection of passengers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations. Successful students will be issued a certificate of completion for an Apprentice Mate (Steersman), Near Coastal course.

Prerequisites: Radar Observer Unlimited certificate; Able Seaman endorsement (any)

Automatic Radar Plotting Aids (ARPA) (SHLSOS-37) 32 hours

This course satisfies the ARPA training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC) and of 46 CFR 10.205(m)(1). The practical assessments conducted in this course are equivalent to the following assessments from the National Assessment Guidelines found in NMC Policy Letter 12/14. (Navigation exercises assume background in chart work and coastal navigation.) Students use ARPA simulation equipment to operate, observe, and use the radar plotting aids. In this course students gain an understanding of the limitations of the aids as well as their performance factors, sensor inputs and malfunctions and gain knowledge of tracking capabilities, processing, operational warnings, and target acquisition.

Prerequisite: Radar Observer



Basic Cargo Handling and Stowage (Operational Level) (SHLSOS-101) 40 hours

On successful completion of this course, students will be able to use cargo plans and tables or diagrams of stability and trim data to calculate the ship's initial stability, drafts, and trim for any given description of cargo and other weights and to determine whether stresses on the ship are within permitted limits by the use of stress data or calculation equipment, or software. They will understand safety precaution used prior to entering enclosed or potentially contaminated spaces.

This course specifically addresses "Cargo handling and stowage at the operational level" and "Competence: Monitor the loading, stowage, securing, care during the voyage and the unloading of cargoes" and "Knowledge Under standing and Proficiency: Cargo handling, stowage, and securing" found in Table A-II/1 of the STCW Code, amended 1995. This is accomplished through classroom lecture and practical exercises.

Prerequisites: General requirements and TWIC, MMC or USCG license.

Basic Meteorology (SHLSOS-62) 40 hours

This course satisfies the Meteorology training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments conducted in this course will meet the National Assessment Guidelines found in NMC Policy Letter 12-14. Table A-II/1 of the STCW Code. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with 1 year of sea service

Basic Shiphandling and Steering Control Systems (SHLSOS-72) 40 hours

This course satisfies the Basic Shiphandling and Steering Control Systems training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in this class are accepted as the assessments from the National Assessment Guidelines found in NMC Policy Letter 12-14.

Prerequisite: AB with one year of sea service

Bridge Resource Management (SHLSOS-75) 30 hours

This course satisfies the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. Bridge Resource Management-Unlimited is designed for persons with significant shipping experience who hold or are seeking a U.S. Coast Guard license. This course fulfills the training requirements of effective bridge teamwork as set forth in STCW 95, A-II/1, A-II/2, and B-VIII/2 and 46 CFR 10.25 and 10.209.

Prerequisites: Radar Unlimited, ARPA, License of 200 Gross Tons or greater OR seeking

an original third mate or limited license

Bridge Resource Management (1600 Tons or less) (SHLSOS-76) 21 hours

This course satisfies the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

Prerequisites: Radar Unlimited, ARPA, License of 200 gross tons or greater OR in the process of getting license

Celestial Navigation (SHLSOS-103) 126 hours

Applicants completing this course with a passing score of at least 80 percent satisfy the Celestial Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC) required for licensing as a second or third mate unlimited and for all limited licenses. The assessments meet the guidelines from NMC Policy Letter 12-14.

Students are instructed in latitude observations by sun and Polaris, running fixes by sun, stars, and planets, compass error by amplitude and azimuth, star identification, and care and use of the sextant.

Prerequisites: ARPA, Radar Observer

Electronic Chart Display Information Systems (ECDIS) (SHLSOS-179) 35 hours

This course provides training in the basic theory and use of ECDIS for those who will be in charge of a navigational watch on vessels equipped with ECDIS. Students learn to use, update, and verify electronic chart information. The training comprises all safety-relevant aspects and aims beyond the use of operational controls. All theoretical aspects and major characteristics of ECDIS data, such as data contents, system integration, information layers, and data updating, are covered in depth. Students will demonstrate the competencies "Plan and Conduct a Passage and Determine Position: Thorough Knowledge of and Ability to Use ECDIS" of Table A-II/1 of the STCW Code AND "Determine Position and the Accuracy of Resultant Position Fix: Position Determination Using ECDIS With Specific Knowledge of its Operating Principles, Limitations, Sources of Error, Detection of Misrepresentation of information and Methods of Correction to Obtain Accurate Position Fixing" of Table A-II/2 of the STCW Code.

Prerequisites: Must have valid Radar and ARPA certificate; and either Terrestrial and Coastal Navigation or hold a license.

Electronic Navigation (SHLSOS-181) 40 hours

This course satisfies the Electronic Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC).



This course meets requirements of Table A-II/1 of the STCW Code and the guidelines of NMC Policy Letter 12-14.

Prerequisite: AB with 1 year of sea service, radar and ARPA

Emergency Procedures (Operational Level) (SHLSOS-185) 21 hours

This is a stand-alone course in the Officer in Charge of a Navigational Watch (OICNW) Program. The functional elements of this course specifically meet Function 1: Navigation at the Operational Level; Competence 1.4 Respond to Emergencies; and Knowledge, Understanding, and Proficiency 1.4.1 Precautions for Protection and Safety of Passengers of the International Maritime Organization's (IMO) OICNW Model Course No. 7.03 and the requirements of USCG Policy Letter 12-14. No OICNW assessments will be conducted in this course.

Prerequisites: No additional prerequisites

Fast Rescue Boat (SHLSOS-193) 30 hours

The Fast Rescue Boats course trains students to handle and take charge of fast rescue boats during of after launch in adverse weather and sea conditions in accordance with Table A-VI/2-2 of the STCW Code, Specification of the Minimum Standard of Competence in Fast Rescue Boats. Students learn how to operate a fast rescue boat engine, use all locating devices, including communication and signaling equipment between the rescue boat and a helicopter and the ship, and how to carry out search patterns.

Prerequisites: Must be rated

Global Maritime Distress & Safety System (GMDSS) (SHLSOS-210) 70 hours

This course satisfies requirements of 46 CFR 10.205(n) and Table A-IV/2 of the STCW Code. It meets the requirements set forth in Table A-IV/2 of the amended STCW code. Topics include principles of the global marine distress and safety system communications, distress alerting, and operational procedures for VHF DSC, INMARSAT-C, MF/HF, NAVTEX, EPIRB, SART, and VHF (SCT). The course blends classroom instruction and practical exercises.

Prerequisites: One year experience as a member of navigational watch on the bridge of an ocean going vessel OR licensed radio officer or engineer

Leadership and Managerial (Skills -751) 1 week

This course meets STCW requirements for the application of leadership and managerial skills in accordance with the 2010 Manila Amendments specifically as stated in tables A-II/2 and A-III/2, Function: Controlling the operation of the ship and care for persons on board at the management level. Students will demonstrate application of leadership and team-working skills in Tables A-II/1 or A-III/1 of the STCW Code, as amended; AND use of leadership and managerial skills in Tables A-II/2 or A-III/2 of the STCW Code, as amended. Students will demonstrate sufficient understanding and knowledge of leadership and managerial skills and have the relevant

skills to competently carry out the duties of master, chief mate, chief engineer officer and second engineer officer.

Additional prerequisites: This course is open to deck and engine officers at the management level who have sufficient supervisory experience with shipboard operations to understand that leadership and managerial skills are an essential part of their role on board. There are no prerequisites for this course.

Leadership and Teamworking Skills at the Operational Level (SHLSOS-768) 1 day

This course meets STCW requirements for the application of leadership and team working skills in accordance with the 2010 Manila Amendments, specifically, as stated in tables A-II/1, A-III/1, and A-III/6 and 46 CFR 11.309(c)(1), 11.319(b)(1), 11.321(b)(1), and 11.329(c). Function: Controlling the operation of the ship and care for persons on board at the operational level. Task numbers are referenced from NVICs 12-14 and 17-14. Students will be able to carry out the duties of officer in charge of a navigational watch, officer in charge of an engineering watch in a manned engine room, designated duty engineer in a periodically unmanned engine room, and electro-technical officer.

Additional Prerequisites: This course is open to new or junior deck and engine officers at the operational level who have sufficient familiarity with shipboard operations to understand that leadership and teamwork are essential parts of their role on board. There are no prerequisites for this course.

Magnetic and Gyro Compasses (SHLSOS-262) 20 hours

This course satisfies the Compass—Magnetic and Gyro training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage(ITC). The practical assessments in this course are accepted as the assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code and NMC Policy Letter 12-14.

Prerequisite: AB with 1 year of sea service

Master 100 Tons (SHLSOS-281) 90 hours

The Master 100 Tons Near Coastal course training meets or exceeds requirements of 46 CFR 10.206(i) for original license, 46 CFR 11.428. Students who present our certificate of training at a regional exam center within one year of the completion of training will satisfy the exam requirements of 46 CFR 11.301.

Students will be able to take responsibility for the safety of an inspected passenger vessel of 100 tons and its passengers; be aware of obligations under Coast Guard regulations concerning safety and protection of passengers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations.

Prerequisites: MMC or USCG license; Radar Observer Unlimited; AB

Proficiency in Survival Craft/ Personal Survival Techniques (SHLSOS-378) 37 hours

This course satisfies: (1) the Survival Craft



training requirements of Section A-VI/2 and Table A-VI/2-1 of the STCW Code;—AND—(2) the training requirements of 46 CFR 12.10-3(a)(6) for any endorsement as Lifeboatman, PROVIDED that sea service requirements are also met;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written and practical examination requirements of 46 CFR 12.407 for a Lifeboatman endorsement and the written “Survival Craft” examination requirements for service on vessels not equipped with lifeboats,—AND—(3) the Personal Survival Techniques training requirements of Section A-VI/1 and Table AVI/1-1 of the STCW Code and 46 CFR 12.601. This course helps mariners develop the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, students learn the procedures necessary to take charge and maintain a survival craft and protect embarked personnel while on board.

Prerequisites: 180 days of deck sea time

**Radar Observer Unlimited
(SHLSOS-399) 10 days**

This course satisfies the requirements of 46 CFR 10.480 for an endorsement as Radar Observer (Unlimited) and the radar training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). Practical assessments in this course are accepted as the assessments from the National Assessment guidelines and NMC Policy Letter 12-14. This course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise. Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

Prerequisites: Must be rated with one year as AB

**Radar Observer Recertification
(SHLSOS-402) 1 day**

This course satisfies the requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

Prerequisites: Radar Observer Unlimited valid in last 6 months.



**Rating Forming Part of
a Navigational Watch
(SHLSOS-408) 20 days**

The objective of this course is to train students involved in navigation at the support level. To prepare for this role, they will learn to steer the ship and also comply with helm orders in the English language. They will learn to keep a proper look-out by sight and hearing, contribute to monitoring and controlling a safe watch, learn Rules of the Road, operate emergency equipment, apply emergency procedures, and contribute to the handling of cargo and stores. Meets the standards of competence prescribed in Table A-II/4 of STCW Code.

Prerequisites: Completion of Phase II of UA program or 6 months of sea service in deck department

**Search and Rescue
(Operational Level)
(SHLSOS-447) 2 days**

This course satisfies the Search & Rescue training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC) in accordance with NVIC 12-14 and 10-14 and STCW Code Table A-II/1: Respond to a distress signal at sea. The course is familiarizes students with the contents of the IMO International Aeronautical and Maritime Search and

Rescue Manual (IAMSAR).

Prerequisite: AB with 1 year of sea service

**Ship Construction
and Basic Stability
(SHLSOS-449) 40 hours**

This course provides training at the basic level for those whose responsibilities include maintaining the seaworthiness of the ship. It takes into account STCW Code Table A-II/1: Controlling the operation of the ship and care for persons on board at the operational level; Ship construction. Students gain general knowledge of the principal structural members of a ship and the proper names for the various parts. At course completion, successful students will receive a Paul Hall Center certificate of completion in Ship Construction at the Operational Level.

Prerequisites: AB with 1 year of sea service

**Terrestrial & Coastal Navigation
(SHLSOS-512) 80 hours**

This course satisfies the Terrestrial Navigation and Coastal Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments will be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table AII/1 of the STCW Code

and NMC Policy Letter 12-14.

Prerequisite: AB with 1 year of sea service

**UA to AS-D Program
(SHLSOS-733)**

The Unlicensed Apprentice to Able Seafarer-Deck PROGRAM consists of a combination of five phases of training and sea service meeting the training requirements from Vessel Familiarization to Able Seafarer-Deck for an Able Seafarer-Deck endorsement. Students will be able to perform functions at the support level as specified in column 1 of table A-II/5: contribute to navigation at the support level, cargo handling and stowage at the support level, controlling the operation of the ship and care for persons on board at the support level, and contribute to maintenance and repair at the support level. This program differs from the old UA program in that we have added a new RFPNW course, which combines elements of the old STOS and RFPNW/AB courses.

**Visual Communications
(Flashing Light)
(SHLSOS-542) Self-study**

This course satisfies the practical signaling examination requirements (flashing light) of 46 CFR 11.309 if presented WITHIN 1 YEAR of the completion of training. Students will be considered to have successfully demonstrated the competence “Transmit and Receive Information by Visual Signaling” of Table A-II/1 of the STCW Code.

Prerequisites: No additional requirements.

**Water Survival (Lifeboatman)
(SHLSOS-549) 60 hours**

The Water Survival course meets training requirements for those who are seeking a MMC endorsement for Lifeboatman as required by 46 CFR. The course also incorporates the personal survival training requirements. Course topics include launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, the student will understand the procedures necessary to take charge of and maintain survival craft and protect embarked personnel.

Prerequisites: 180 days seatime

**Watchkeeping (Operational Level)
(SHLSOS- 548) 80 hours**

This course satisfies the Watchkeeping training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC); AND the Bridge Resource Management training requirements of 46 CFR 11.309 and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. The practical assessments meet the guidelines of NMC Policy Letter 12-14 and from the National Assessment Guidelines for Table A-II/1 of the STCW Code.

Prerequisite: AB with one year of sea service



Engine Department

UA to FOWT Program (SHLSOS-642)

The Able Seafarer-Engine PROGRAM consists of our *Unlicensed* Apprentice to FOWT program. Successful students who present our certificate of training within one year of the completion of training will receive 90 days of sea service credit toward a QMED – Oiler, or QMED – Fireman/Watertender endorsement and an endorsement in accordance with 46 CFR 12.501; AND will satisfy the examination requirements for QMED-Oiler and QMED-Fireman/Watertender rating endorsements in accordance with 46 12.501; AND the training and assessment requirements of Section A-III/4 and Table A-III/4 and Section A- III/5 and Table A-III/5 of the STCW Code, as an Able Seafarer – Engine for ratings forming part of a watch in a manned engine-room, or for those designated to perform duties in a periodically unmanned engine-room.

Advanced Refrigerated Containers Maintenance 4 weeks

This course leads to certification in refrigerated containers maintenance and consists of classroom and practical shop training. The training experience enables students to assume the duties of a maintenance electrician on board ships carrying refrigerated containers. Students receive training in refrigerated container unit operation, maintenance, repair, and troubleshooting. This includes the various types of engines, refrigeration, and electrical systems. The course is designed to help students develop a systematic approach to troubleshooting and maintenance procedures.

Prerequisites: SHLSS Junior Engineer or QMED-Any Rating, Marine Electrician and Marine Refrigeration Technician

Basic Auxiliary Plant Operations (SHLSOS-51) 140 hours

This course provides students with knowledge and practical operational skills required of rated engine department watchstanders as they sail in the capacity of FOWT. It satisfies the examination requirements of 46 CFR 12.501 for the General Safety examination module, PROVIDED students have also completed either Basic Motor Plant Operations course and our 70-hour Basic Steam Plant Operations course.

Prerequisites: 90 days seetime in engine department

Basic Electricity (Junior Engineer Course) (SHLSOS-52) 2 weeks

This is a 10-day course designed for those seeking qualification as a QMED and a Junior Engineer endorsement. The course provides the mariner electrical skills required of a rated



member of the engine department. Topics include the fundamentals of electricity, electrical safety, batteries, direct current circuits, alternating current theory, D.C. machines, A.C. machines, motor controllers, distribution systems, propulsion systems and communication systems. Detailed learning objectives are identified in Section II.

Prerequisites: Must hold RFPEW. If have AS-E must show 120 days sailing in engine department after FOWT. If don't hold AS-E must show 180 days sailing after FOWT in engine department.

Basic Motor Plant Operations (SHLSOS-63) 63 hours

This is an upgrade course for rated Oilers as prescribed in table A-III/4 of the STCW Code, and 46 CFR 12.501. The course provides skills required of rated engine department watchstanders. Steam and water cycle and steam thermodynamics and components are covered as well as steam plant simulator operations, casualty control procedures, maintenance, watchkeeping, and conducting machinery space rounds.

Prerequisites: Must have BAPO and 180 days engine seetime

Basic Refrigeration & Heating, Ventilation, and Air Conditioning (HVAC) (Junior Engineer Course) (SHLSOS-64) 70 hours

This is a stand-alone course within the Qualified Member of the Engine Department (QMED) program and is designed for those seeking qualification as a QMED and Junior Engineer endorsement. The course provides the mariner the cognitive and practical mechanical skills required of rated engine department personnel in the area of Basic Refrigeration and HVAC as they sail in the capacity of Junior Engineer. Proficiency and competency assessments are conducted through knowledge-based written tests and practical demonstrations of skills. Areas covered are electrical and refrigeration safety, refrigeration theory, an introduction to the refrigeration cycle and systems, troubleshooting, and an introduction to HVAC systems.

Prerequisites: Must hold RFPEW. If have AS-E must show 120 days sailing in engine department after FOWT. If don't hold AS-E must show 180 days sailing after FOWT in engine department.

Basic Steam Plant Operations (SHLSOS-73) 70 hours

This course meets the requirements prescribed in table A-III/4 of the STCW Code, providing students skills required of rated

engine department watchstanders in the area of steam plant. This objective is accomplished through classroom lectures as well as shore-side steam plant simulator practical exercises. Areas covered are the steam and water cycle and steam thermodynamics, boiler types and classification, boiler waterside construction and arrangements, boiler fireside construction and arrangements, air registers and fuel atomizers, forced draft systems, fuel oil service systems, flame/smoke and stack gas analysis, automatic combustion controls, boiler protective devices,

and boiler water chemistry and treatment. Also included are turbine types and classification, turbine construction, turbine protective devices and operating controls, steam condensers, condensate systems and air removal equipment, direct contact heaters, feed systems, steam systems, condensate drains systems, steam plant propulsion machinery, lubricating oil systems, and sea water systems. Additionally, steam plant simulator operations, casualty control procedures, burner atomizer maintenance, manual light-off of non-automated boilers, and





watchkeeping and conducting machinery space rounds are covered.

Prerequisites: Must have BAPO and 180 days engine seatime

Designated Duty Engineer (Non-STCW)

This course familiarizes the student with the Code of Federal Regulations, environmental protection and oil pollution, general safety precautions for engine room personnel, piping, air, hydraulics, power and control systems, refrigeration, heating, air conditioning and ventilation systems, electrical theory and shipboard lighting and auxiliary deck machinery. The subjects and topics required successfully pass the USCG examination and to prepare the student to act in these capacities as outlined in the Code of Federal Regulations (CFR).

Prerequisites: Prior Coast Guard approval letter valid through test dates of the class. Must have Water Survival, Adv Fire Fighting, Medical Care Provider and 180 days' sea time after FOWT

Diesel Engine Technology (Non-STCW) 4 weeks

This course consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; 2- and 4-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines. Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems. Students receive practical training in the operation and repair of diesel engines on board school training vessels.

Prerequisites: QMED-Any Rating or equivalent inland experience

Engineering Plant Maintenance (Junior Engineer Course) (SHLSOS-191) 140 hours

This is a stand-alone course within the Qualified Member of the Engine Department (QMED) Program and is for those seeking qualification as a QMED and USCG certification as

a Junior Engineer/Deck Engineer rating, or for those already holding a rating to earn the Junior Engineer/Deck Engineer rating or acquire the requisite metalworking and mechanical maintenance skills. The course provides mariners the cognitive and practical mechanical skills required of a rated member of the engine department. Topics covered include the mechanics of pumps, drive couplings, heat exchangers, valves, distilling plants, oil/water separators, air compressors, marine sewage treatment plants, auxiliary boilers, and hydraulic systems, the fundamentals of diesel engines, bearings and gears, lubrication theory, lubrication systems and maintenance, fuel systems, and purifiers.

Prerequisites: Must hold RFPEW. If have AS-E must show 120 days sailing in engine department after FOWT. If don't hold AS-E must show 180 days sailing after FOWT in engine department.

Engineroom Resource Management (SHLSOS-187) 1 week

This course classroom/simulator based course meets the requirements of 46 CFR parts 11.325; 329; 331 & 333 STCW Table A/III-1&2 (Engineroom Resource Management Sections), STCW Section B-VIII/1 Part 4-2, Practical assessments from the USCG National Assessment Guidelines for Table A-III/1&2 of STCW. Topics include team organization and team building, engine room procedures and practices, engine room communications, situational and cultural diversity awareness, and factors affecting human performance. Students develop a greater understanding and awareness of correct watchkeeping procedures and have a greater practical understanding of the interdependency of the various operating machinery. Students will be able to anticipate problems and troubleshoot using critical thinking and situational awareness. They will contribute to the safe and effective operation of the vessel's operation and machinery spaces.

Prerequisites: 36 months of seagoing service in the engine department; or successful completion of an approved training program that includes a combination of workshop skills training and seagoing service of not less than 12 months and that meets the requirements of Section A-III/1 of the STCW Code.

Machinist

(SHLSOS-261) 102 hours

This course provides mariners cognitive and practical mechanical skills in the area of general metalworking and machine tool operations. It satisfies the requirements of 46 CFR 12.501, if presented WITHIN 1YEAR of the completion of training, for the Machinist examination module, provided they also present evidence of completing the requirements to be endorsed with a Junior Engineer rating endorsement prior to commencing the above training.

Prerequisites: SHLSS Junior Engineer or QMED-Any Rating

Marine Electrician

(SHLSOS-269) 280 hours

This course satisfies the requirements of 46 CFR 12.501, if presented within 1 year of the completion of training, for the Electrician examination module, evidence of at least 90 days' engine room service is provided while endorsed as a QMED-Junior Engineer prior to commencing the above training. This course teaches the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators, and controllers on board ship.

Prerequisites: Must have completed SHLSS Junior Engineer, 90 days' sea time as QMED, or endorsed as QMED-Any Rating

Marine Refrigeration Technician

(SHLSOS-274) 6 weeks

This course meets or exceeds requirements of 46 CFR Section 12.501 for Refrigeration Engineer. The objective of the is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to perform maintenance and repair operations on ship's stores plants, air conditioning plants, cargo refrigeration, ventilation, and dehumidification equipment, as well as pantry refrigerators, water coolers, and ice machines.

An introduction to refrigerated container units is also presented.

Prerequisites: 120 days seatime after completion of SHLSS JE course

Pumpman

(SHLSOS-380) 10 days

The Pumpman course meets or exceeds requirements of 46 CFR Sec. 12.501 for Pumpman. The objective is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to operate, maintain, and repair the equipment associated with the handling of liquid cargo onboard a tankship. Topics covered in the Pumpman course are Inert gas systems, crude oil washing systems, vapor recovery, and 2 days of assessment in the cargo simulator.

Prerequisites: Each student must have SHLSS Junior Engineer or QMED-Any Rating, tanker familiarization, U.S. Coast Guard requirements and machinist and welding

Welding and Metallurgy

Skills and Practices

(SHLSOS-551) 4 weeks

This course features practical training in electric arc welding and cutting and oxyacetylene brazing, welding, and cutting.

Prerequisites: Must be Q4.

Steward Department

ServSafe Manager

1 week

The ServSafe Manager is an online course managed by the National Restaurant Association and is based on their text, *The ServSafe Manager Book* (formerly *ServSafe Essentials*). This course is ideal for preparing students to take the ServSafe Food Protection Manager Certification Exam. It covers critical principles including: personal hygiene, cross contamination, time and temperature, receiving and stor-



Academic Department

The Academic Department has a long history of providing support and services to students at the Paul Hall Center. Since the founding of the school in Piney Point, Md., there has been academic support for students taking vocational programs. There are a variety of opportunities offered to all students. Specific questions about the programs can be answered by contacting the Academic Department at (301) 994-0010, ext. 5411

General Education Program – Maryland High School Diploma

The GED program is open to all mariners who do not have a high school diploma. Assistance is offered to prepare students to take the new computer-based GED test in Mary-

land or in their home state. Emphasis is placed on writing skills, social studies, science, interpreting literature and art, and mathematics. GED students receive individualized instruction in preparation for the test. The school for many years has successfully prepared mariners to pass the test. For many students, this is a milestone in their lives. Successful students will receive a Maryland High School Diploma upon completion of this program. (A 12-week residency is required prior to taking the test in Maryland.)

Basic Vocational Support Program

The vocational support system assists students in improving course-specific vocational language and mathematical skills. It is

designed to augment the skills introduced in their vocational training classes. This program may be taken prior to attending the vocational class or concurrently with the vocational class. It is ideal for students who have been away from the class room; need to improve basic academic skills.

College Program

The Paul Hall Center is a degree-granting institution approved by the Maryland Higher Education Commission. Students may apply for college credit for many of the vocational courses that they take while upgrading at the school. In addition, the center offers general education courses required for an associate's degree. The school currently offers Associate

of Applied Science degree programs in Nautical Science Technology (deck department students) or Marine Engineering Technology (engine department students). There also is a certificate program in maritime technology with concentrations in nautical science or marine engineering. All programs are designed to provide the opportunity for mariners to earn a college degree or certificate in their occupational areas and provide a solid academic foundation in general education subjects. Students are required to have a total of 60 to 70 college hours to earn a degree. Students also may take advantage of remedial programs that help prepare them for college level courses. It is recommended that students meet with a counselor to plan a college program.

age, food safety management systems, training hourly employees, and more.

Prerequisites: No additional prerequisites

Galley Operations

4 weeks

This course covers basic galley familiarization, knife safety, salad bar preparation, and vessel sanitation.

Prerequisites: Successful completion of UA Program and 180 day's seetime OR 365 day's sea time as an SA

Certified Chief Cook

Six 2-week modules

This course provides steward department personnel with an understanding and knowledge of sanitation, nutrition, and the preparation and service of soups, sauces, meats, poultry, and seafood. The structure of the course allows eligible upgraders to enroll at the start of any module

Prerequisites: Successful completion of UA Program and 180 days seetime OR successful completion of Galley Ops and one year seetime as SA.

Advanced Galley Operations

4 weeks

The course provides students with a thorough grasp of the advanced baking knowledge and skills required of a member of the steward department.

Prerequisites: Successful completion of Galley Ops and Cert. Chief Cook and 180 day's seetime.

Certified Chief Steward

6 weeks

This course trains stewards to take charge of a production galley, plan and prepare meals, and supervise employees in galley operations for a period of not less than 28 days. On meeting the minimum requirements for Certified Chief Steward, culinary students will be competent to take charge of a production galley. The course stresses the competencies related to the supervision of the galley, menu planning, requisitioning of supplies, inventory control, and sanitation.

Prerequisites: Successful completion of Galley Ops, Cert. Chief Cook, Adv. Galley Ops and 180 days seetime

Safety Courses

Advanced Fire Fighting (SHLSOS-15) 35 hours

This course satisfies training requirements of Section A-VI/3 and Table AVI/3 of the STCW Code and 46 CFR 10.205(1)(2);—AND—the Advanced Fire Fighting training requirements of 46 CFR 11.303 for a license. During this course, students learn to blueprint a vessel and organize emergency squads for firefighting. The class covers effective communication between crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad training. Students also learn to inspect and service personal shipboard fire extinguish-



ing equipment before going through shipboard simulations and actual firefighting drills.

Prerequisite: Must be rated

Basic Fire Fighting (SHLSOS-53) 16-hours

This course satisfies: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 11.302;—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 11.309 and 11.329 for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.201, 13.301, 13.401 and 13.501 for any tankerman endorsement.

Prerequisites: No additional prerequisites

Basic Fire Fighting (SHLSOS-57) 35-hours

This course satisfies (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 11.302;—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 11.309 AND 11/329 for a license;—AND—(3) the Fire Fighting training requirements of 46CFR 13.201, 13.301, 13.401 AND 13.501for any tankerman endorsement. The objective of this course is to familiarize the student with the chemical process of fire, its behavior, and the various methods and equipment used to combat it.

Prerequisites: No additional prerequisites

Basic Training 40 hours

The Basic Training Program consists of stand-alone courses of components outlined in Basic Fire Fighting, First Aid/CPR, Personal Safety & Social Responsibilities, and Personal Survival Training.

Prerequisites: No additional prerequisites

Basic Training Renewal (SHLSOS-69) 21 hours

The course is for persons sailing aboard military-contracted vessels and satisfies the Military Sealift Command (MSC) 3-year BST renewal requirement. It does not replace the requirement of 1 year of sea duty in the previous 5 nor the obligation to have completed BT, which is a prerequisite. It does not replace the SHLSS STCW Basic Training Program, Basic Fire Fighting, or Water Survival training courses required by 46 CFR for USCG endorsement as Lifeboatman. Modules meet or exceed the minimum mandatory requirements of STCW 1995, Section A-VI/1, Mandatory minimum requirements for familiarization and basic safety training and instruction for all seafarers.

The course reintroduces students to the fundamental knowledge and skills of basic shipboard safety necessary for employment aboard military-contracted vessels as set out in the STCW Code tables A-VI/1-1 through 1-4. These are personal survival techniques (1-1), fire prevention and fire fighting (1-2), elementary first aid (1-3), and personal safety and social responsibilities (1-4). Students successfully completing this course will be capable of recognizing and responding to an emergency at sea. Course objectives are accomplished through classroom lectures and practical exercises.

Prerequisite: Basic Training within last 5 years

Combined Basic & Advanced Fire Fighting (SHLSOS-125) 40 hours

This course satisfies: (1) the Advanced Fire Fighting training requirements of Section A-VI/3 and Table A-VI/ 3 of the STCW Code and 46 CFR 11.303;—AND—(2) the Advanced Fire Fighting training requirements of 46 CFR 11.309 and 11.329 for a license. The objective of this course is to familiarize students with the fundamentals of shipboard and tank barge firefighting.

Prerequisites: Must be rated

Crisis Management & Human Behavior (SHLSOS-138) 7 hours

This course satisfies (1) the Crisis Management & Human Behavior training requirements of Table A-V/2 and Paragraph 5 of Section A-V/2 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Ships;—AND—(2) the Passenger Safety training requirements of Paragraph 4 of Section A-V/2 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Ships.

The training includes organizing the safe movement of passengers when embarking and disembarking, organizing shipboard emergency procedures, optimizing the use of resources, controlling responses to emergencies,

controlling passengers and other personnel during emergency situations, and establishing and maintaining effective communications.

Prerequisites: No additional prerequisites

Crowd Management (SHLSOS-142) 4 hours

This course satisfies (1) the Crowd Management training requirements of Paragraph 1 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels;—AND—(2) the Safety Training requirements of Paragraph 3 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels. It provides the knowledge and skills necessary for crowd management including controlling a crowd in an emergency, locating safety and emergency equipment on board a vessel, complying with ships' emergency procedures, effective communications during an emergency, and demonstrating the use of personal lifesaving devices.

Prerequisites: No additional prerequisites

First Aid & CPR (SHLSOS-198) 21 hours

This course satisfies: (1) the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/ 1-3 of the STCW Code and 46 CFR 11.302;—AND—(2)—IF—presented WITHIN 1 YEAR of the date of training, the First Aid & CPR training requirements of 46 CFR 11.309 AND 11.329 for original issuance of a license. Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the nationally accepted standards.

Prerequisites: No additional prerequisites

Elementary First Aid/CPR (SHLSOS-199) 8 hours

This course satisfies: (1) the First Aid training requirements of 46 CFR 11-309 AND 11.329 for original issuance of a license;—AND—(2) the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1- 3 of the STCW Code and 46 CFR 11.302.

Prerequisites: No additional prerequisites

HAZMAT Recertification 1 day

This course provides a regulatory overview of Occupational Safety and Health Act requirements, reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection, and monitoring equipment and new technology.

Prerequisite: 24- or 40-hour Hazardous Materials (HAZMAT) courses

Maritime Security Awareness (SHLSOS-561) 4 hours

This course provides the knowledge required for all personnel who are not assigned



specific duties in connection with a security plan but are involved in the work of ports, facilities, and vessels and are affected by the requirements of the Maritime Transportation Security Act of 2002, and/or Chapter XI-2 of SOLAS 74 as amended, and/or the IMO ISPS Code, and/or U.S. Coast Guard regulations contained in 33 CFR Chapter 1 Subchapter H.

Prerequisites: No additional prerequisites

Medical Care Provider (SHLSOS-310) 21 hours

This course satisfies the Medical First Aid training requirements of Section A-VI/4 and Table A-VI/4-1 of the STCW Code and 46 CFR 12.619 and must be refreshed within 5 years or provide information to the U.S. Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must be renewed annually. Training as a Medical First Aid Provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body structure, examining trauma victims and medical patients, treating head and spinal injuries, burns, musculoskeletal injuries, and rescued persons. Also included are obtaining radio medical advice, administering medication, and sterilization techniques.

Prerequisites: Must be rated

Oil Spill Prevention and Containment 5 days

This course consists of classroom and practical training exercises covering oil types and petroleum product behavior on water; pollution prevention regulations; hazardous materials training; spill prevention; absorbents, suction equipment, skimmers, and their proper use; and small boat operations. Students also receive instruction in spill containment booms, boom towing configurations, and anchoring operations.

Prerequisites: No additional prerequisites

Personal Safety & Social Responsibilities (SHLSOS-359) 4 hours

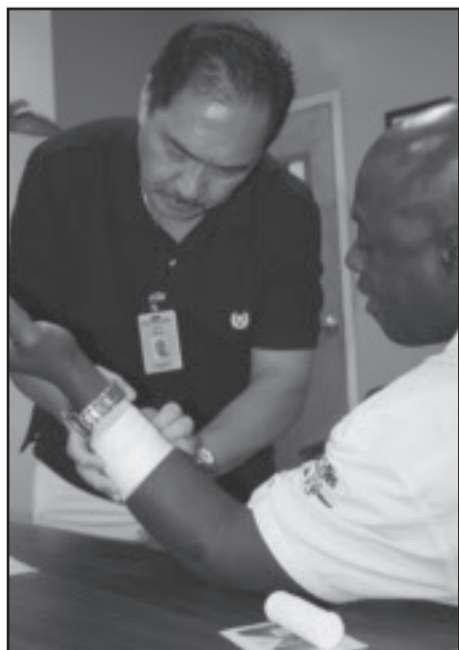
This course satisfies the Personal Safety & Social Responsibilities training requirements of 46 CFR 11.302 and Section A-VI/1 and Table A-VI/1-4 of the STCW Code. This course provides the unlicensed apprentice candidate with a general understanding and basic knowledge of human relationships, social skills necessary for living and working aboard operational merchant ships, and a working knowledge of issues impacting preparedness for international travel.

Prerequisites: No additional prerequisites

Personal Survival Techniques (SHLSOS-363) 12 hours

This course meets the requirements of Section A-VI/1 and Table A-VI/1-1 of the STCW Code and 46 CFR 11.302. Topics include: Planning Ahead, Station Bill, Lifeboats, Inflatable Life rafts, Personal Life Saving Equipment, Survival at Sea, Signaling, Rescue Procedures, and Abandoning Ship.

Prerequisites: No additional prerequisites



Vessel Personnel with Designated Security Duties (VPDS) (SHLSOS-747) 11 hours

This course meets provisions of the Maritime Transportation Security Act of 2002 and/or Chapter XI-2 of SOLAS 74 as amended and/or the IMO ISPS Code and/or U.S. Coast Guard regulations contained in 33 CFR Chapter 1 Subchapter H and Policy Letter 12-06. Students will be able to undertake the duties assigned under the VSO, including knowing current security threats and patterns, specifically piracy and armed robbery; recognition and detection of weapons, dangerous substances and devices; recognition, on a non-discriminatory basis, of characteristics and behavioral patterns of persons who are likely to threaten security; techniques used to circumvent security measures; crowd management and control techniques; security-related communications; knowledge of emergency procedures and contingency plans; operation of security equipment and systems; testing, calibration and at-sea maintenance of security equipment and systems; inspection, control, and monitoring techniques; and methods of physical searches of persons, personal effects, baggage, cargo, and vessel stores.

Prerequisites: No additional prerequisites

Vessel Security Officer, (SHLSOS-573) 21 hours

This course satisfies the requirements of those wishing to assume responsibilities as a Vessel Security Officer (VSO) as defined in section A/2.1.6 (and section A/12.1) of the ISPS Code with respect to the security of a ship, for implementing and maintaining a Ship Security Plan, and for liaising with the Company Security Officer (CSO) and Port Facility Security Officers (PFSOs). Successful students will be able to undertake the duties and responsibilities as Vessel Security Officer as defined in section A/12.2 of the ISPS Code.

Prerequisites: No additional prerequisites

Tanker Courses

Tank Barge Dangerous Liquids (SHLSOS-491) 38 hours

This course satisfies the training requirements of 46 CFR 13.301 for an endorsement as Tankerman-PIC (Barge).

Prerequisites: Basic Fire Fighting

Tank Ship Dangerous Liquids (SHLSOS-501) 5 days

This course satisfies the training requirements of 46 CFR 13.120, 13.401, 13.501 and 13.601 for any dangerous liquids tankerman endorsement. This course provides training for masters, chief engineers, officers, and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. It comprises a specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

Prerequisites: Basic Firefighting.

Tank Ship Dangerous Liquids (Simulator) (SHLSOS-503) 53 hours

This course satisfies the training requirements of 46 CFR 13.201 for any dangerous liq-

uids tankerman endorsement;—AND— receive credit for: (1) two loadings and two discharges which may be applied toward satisfying the requirements of 46 CFR 13.203(b)(1);—AND— (2) one commencement of loading and one completion of loading which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(2);—AND—(3) one commencement of discharge and one completion of discharge which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(3). This course provides training for masters, chief engineers, officers, and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. It comprises as specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

Prerequisites: Basic Firefighting

Tank Ship Familiarization (Dangerous Liquids) (SHLSOS-505) 63 hours

This course satisfies the training requirements of 46 CFR 13.401 for an original endorsement as Tankerman-Assistant DL. This course meets the Code of Federal Regulation requirements for personnel who do not have the required sea service. The course provides students with the knowledge and skills necessary to conduct operations on tankships. Topics include worker health and safety (HAZWOPER) First Responder/ Operations Level, Ship Design and Operation, Cargo Characteristics, Enclosed Space Entry, Cargo Transfer and Shipment, and Pollution Prevention, and Emergency Operations and Response.

Prerequisite: Fire Fighting, must be rated

Tank Ship Familiarization (Liquefied Gases) (SHLSOS-507) 30 hours

This course satisfies (1) the training requirements of 46 CFR 13.405 for an original endorsement as Tankerman-Assistant (LG);—AND— (2) the tanker familiarization training requirements of paragraphs 1-7 of Section A-V/1 of the STCW Code. consists of a safety program that meets STCW requirements for those who have not served on LNG ships. The course of instruction includes LNG firefighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety, LNG safety, hazardous material, LNG cargo tank (level indicators, temperature), LNG cargo pump (Carter pump construction and operations), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater.

Prerequisite: Firefighting, must be rated

MSC Courses

Government Vessels Three 1 week modules

The course is structured as three stand-alone modules. The modules may be taken in any order. Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, Damage Control, Chemical, Biological, Radiological—Defense, Anti-terrorism level I and hazardous materials training. The second week covers forklift operations, underway replenishment, and vertical replenishment. Cargo-handling and crane operations are included in the third week.

Prerequisites: No additional prerequisites

Marine Environment 1 day

This course is designed as a module of the SHLSS Government Vessels Training Program; however, the course can also be used independently. The purpose of the Marine Environment course is to provide the student with an understanding of environmental protection, which includes MSC policies regarding compliance with regulations, pollution prevention, and spill conservation response readiness.

Anti-Terrorism/ Personal Protection Brief, Level I 1 hour

This course familiarizes the students with the fundamental knowledge and skills necessary to protect themselves when traveling abroad. This is accomplished exclusively through classroom lecture.

Damage Control 21 hours

This course is a module of the SHLSS Government Vessels Training Program and can also be utilized independently. The course provides the student understanding of the specific objectives of damage control and the knowledge and practical experience required for effective damage control operations. This is accomplished through classroom lecture and practical exercises.

MSC Individual Small Arms Training and Qualification and MSC Individual Small Arms Sustainment Training and Qualification 4 days

This course meets the standards and content of OPNAVINST 3591.1E Small Arms Training and Qualification and MSC's Individual Small Arms Training and Qualification and MSC's Individual Small Arms Sustainment Training and Qualification Course.

Helicopter Fire Fighting 1 day

This course provides tailored team training for mariners who may serve as a member of a ship's flight deck organization. Topics covered are helicopter nomenclature and hazards associated with helicopter operations, classes of fire, personal protective equipment, flight deck fire fighting equipment, helicopter pilot, crew and passenger rescue procedures, helicopter fire suppression and extinguishment procedures and techniques. Students drill and are assessed in the procedures and techniques of pilot rescue and helicopter fire suppression and extinguishment.

MSC Readiness Refresher 35 hours

This is a refresher course that focuses on the assessment of a mariner's abilities and competence in Marine Environmental Programs, Basic CBR Defense, Damage Control, Helicopter Fire Fighting, and USCG BST. The course is intended for Civil Service Mariners and Contract Mariners who work aboard MSC-contracted ships.

Prerequisite: Basic Training and Helicopter Fire Fighting

Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the next several months. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and - in times of conflict - national security.

Students attending any of these classes should check in the Saturday before their course's start date. The courses listed here will begin promptly on the morning of the start dates. For classes ending on a Friday, departure reservations should be made for Saturday. Students who have registered for classes, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

Title of Course	Start Date	Date of Completion
Deck Department Upgrading Courses		
Able Seafarer-Deck	February 28 April 25 June 20	March 27 May 22 July 17
Lifeboat	January 31 February 28 March 28	February 13 March 13 April 10
Fast Rescue Boat	May 2 May 30	May 8 June 5
RFPNW	May 23	June 19
Tanker Familiarization DL	April 4	April 17
Engine Department Upgrading Courses		
BAPO	May 23	June 19
FOWT	February 28 April 25 June 20	March 27 May 22 July 17
Junior Engineer	January 10 May 30	March 6 July 24
Marine Electrician	March 21	May 15
Marine Refrigeration Technician	May 16	June 26
Machinist	March 28	April 17
Pumpman	April 18	May 1
Welding	March 7 April 25 June 6	March 27 May 15 June 26
Safety Upgrading Courses		
Advanced Firefighting	February 21	February 27

Title of Course	Start Date	Date of Completion
Advanced Firefighting	June 13	June 19
Basic Firefighting/STCW	January 10 March 28 May 9	January 16 April 3 May 15
Government Vessels #1	February 28 April 18	March 6 April 24
Medical Care Provider	June 20	June 26

Steward Department Courses

Galley Ops	January 31 February 28 March 28 April 25 May 23 June 20	February 27 March 27 April 24 May 22 June 19 July 17
Advanced Galley Ops	January 17 February 14 March 14 April 11 May 9 June 6	February 13 March 13 April 10 May 8 June 5 July 3
Chief Steward	February 14 March 28 May 9 June 20	March 27 May 8 June 19 July 31
Serve Safe	January 17 April 11	January 23 April 17
Steward Recertification	April 11	May 4

NMC Website Provides Useful Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers are

encouraged to check out the site at: www.uscg.mil/nmc/

Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC website.

Important Notice

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.

UPGRADING APPLICATION

Name _____
 Address _____
 Telephone (Home) _____ (Cell) _____
 Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

If the following information is not filled out completely, your application will not be processed.
 Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No
 If yes, course(s) taken _____

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

The Seafarers Harry Lundeborg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 1/15

Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

AHMED AHMED

Brother Ahmed Ahmed, 67, joined the SIU in 1974. His first trip was aboard the *Summit*. Brother Ahmed upgraded often at the maritime training center in Piney Point, Maryland. He was born in Yemen and sailed in both the engine and steward departments. Brother Ahmed last worked on the *Grand Canyon State*. He calls Alameda, California, home.

MICHAEL BAUGHMAN

Brother Michael Baughman, 65, became a union member in 1999. He initially worked aboard the *Cape Jacob*. Brother Baughman attended classes in 1999 at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. The engine



department member's most recent voyage was on a vessel operated by American Overseas Marine. He makes his home in Grafton, West Virginia.

JOHN BELLINGER

Brother John Bellinger, 65, donned the SIU colors in 1987. He originally sailed in the inland division with the Energy Ammonia Transportation Corporation. Brother Bellinger shipped in the deck department. He upgraded on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Brother Bellinger's last trip was on the *Robert E. Lee*. He resides in New Orleans.



JOHN BUMGARNER

Brother John Bumgarner, 65, started sailing with the union in 1991. His first trip was aboard the *Charleston*. Brother Bumgarner attended classes frequently at the union-affiliated school in Maryland. The deck department member's most recent vessel was the *Savannah*.



Brother Bumgarner makes his home in Baltimore.

BELTRAN CAHAPAY

Brother Beltran Cahapay, 67, became an SIU member in 2001 in the port of Wilmington, California. His first trip was aboard the *Prudhoe Bay*. Brother Cahapay worked in the deck department and upgraded in 2001 at the SIU-affiliated school. He most recently sailed on the *USNS Dahl*. Brother Cahapay lives in Las Vegas.



ROBERT COLE

Brother Robert Cole, 71, signed

on with the SIU in 2001 when the NMU merged into the Seafarers International Union. He sailed in the deck department. In 2001, Brother Cole took advantage of educational opportunities available at the union-affiliated school in Piney Point, Maryland. He most recently sailed on the *Liberty Pride*. Brother Cole settled in Ocala, Florida.

APOLONIO CRUZ

Brother Apolonio Cruz, 70, joined the SIU ranks in 1999. He initially sailed on the *Independence*. Brother Cruz attended classes in 2001 at the Piney Point school. His most recent ship was the *St. Clair*. Brother Cruz sailed in both the deck and engine departments. He was born in the Philippines and now calls Union, New Jersey, home.



VICTORINO ECHAGUE

Brother Victorino Echague, 65, started shipping with the SIU in 1999. He originally worked aboard the *USNS Assertive*. Brother Echague sailed in the steward department. He upgraded in 2001 at the union-affiliated school in Piney Point, Maryland. Brother Echague most recently sailed on the *USNS Impeccable*. He settled in Zambales, Philippines.



ALTON HICKMAN

Brother Alton Hickman, 66, became a Seafarer in 1972. The Louisiana native enhanced his skills on two occasions at the Piney Point school. His first ship was the *Mayaguez*; his most recent, the *Comet*. Brother Hickman worked in the steward department. He is a resident of Natchez, Mississippi.



SHENG HSIEH

Brother Sheng Hsieh, 70, joined the union in 1979. The steward department member's first trip was aboard a Matson Navigation Company vessel. Brother Hsieh upgraded often at the Seafarers-affiliated school. He last worked on the *Empire State*. Brother Hsieh was born in China and now calls Honolulu home.



GEORGE JENKINS

Brother George Jenkins, 66, began shipping with the Seafarers in 2001 during the SIU/NMU merger. Brother Jenkins sailed in the steward department. His most recent voyage was aboard the *USNS LCPL Roy M. Wheat*. Brother



Jenkins enhanced his skills on three occasions at the Piney Point school. He is a resident of Hinesville, Georgia.

FAREED KHAN

Brother Fareed Khan, 68, signed on with the union in 1979. His first ship was the *Overseas Juneau*; his most recent was the *John Chapman*. Brother Khan often took advantage of educational opportunities available at the Paul Hall Center. He sailed in the deck department. Brother Khan makes his home in Redondo Beach, California.



JOHN MARTH

Brother John Marth, 65, joined the Seafarers in 1968 in New York. He was originally employed on the *Volusia*. Brother Marth shipped in the deck department. His most recent ship was the *Value*. Brother Marth is a resident of Newfoundland, Pennsylvania.



SEYMOUR MCCARTHY

Brother Seymour McCarthy, 65, became a union member in 1991. He first sailed aboard the *Great Land*. Brother McCarthy shipped in all three departments. He last sailed on the *Global Sentinel*. Brother McCarthy lives in Portland, Oregon.



EDWARD O'CONNOR

Brother Edward O'Connor, 57, began his seafaring career in 1991. He initially sailed aboard the *Buyer*. Brother O'Connor enhanced his skills twice at the Piney Point school. He worked in the deck department and concluded his career on the *USNS Regulus*. Brother O'Connor makes his home in White Haven, Pennsylvania.



GILBERT PREYER

Brother Gilbert Preyer, 66, donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He sailed in the engine department. In 2010, Brother Preyer attended classes at the Paul Hall Center. His most recent ship was the *Alliance St. Louis*. Brother Preyer calls Mobile, Alabama, home.



EDGAR RIASCO

Brother Edgar Riasco, 71, joined the SIU ranks in 2001 during the SIU/NMU merger. He upgraded in 2001 at the Paul Hall Center in Piney Point, Maryland. Brother Riasco's most recent trip



was aboard the *Green Lake*. He worked in the deck and steward departments. Brother Riasco resides in Houston.

STUART SCHROEDER

Brother Stuart Schroeder, 65, became a union member in 1980 in Honolulu. He first sailed aboard the *Oceanic Independence*. Brother Schroeder attended classes on two occasions at the Piney Point school. He shipped as a member of the steward department and last sailed on the *Independence*. Brother Schroeder lives Honolulu.



MICHAEL STANTON

Brother Michael Stanton, 65, started shipping with the Seafarers in 1981. He sailed aboard the *Independence* for the duration of his career. Brother Stanton enhanced his skills in 1993 and 2001 at the union-affiliated school in Piney Point, Maryland. He worked in the steward department. Brother Stanton is a resident of Hilo, Hawaii.



THOMAS TUCKER

Brother Thomas Tucker, 65, donned the SIU colors in 1969. He originally sailed on the *Wacosta*. Brother Tucker was born in Detroit and shipped in the steward department. He upgraded frequently at the Paul Hall Center in Piney Point, Maryland. Brother Tucker's last trip was on the *Burns Harbor*. He resides in Fort Walton Beach, Florida.



GENE WHEELIS

Brother Gene Wheelis, 45, began shipping with the union in 1991. Brother Wheelis first sailed aboard the *Charleston*; his most recent ship was the *Cape Taylor*. The engine department member enhanced his skills often at the Paul Hall Center. Brother Wheelis now makes his home in Katy, Texas.



INLAND

GLEN ARNAUD

Brother Glen Arnaud, 65, signed on with the union in 1976. A Texas native, he was employed with Moran Towing of Texas for the duration of his career. Brother Arnaud shipped in the deck department. He lives in Nederland, Texas.



JAMES BYRD



Brother James Byrd, 62, joined the union in 1990. He primarily sailed with Orgulf Transport Company. Brother Byrd was a member of the deck department. He is a resident of Mayfield, Kentucky.

ROBERT HYAMS

Brother Robert Hyams, 58, was born in New York. He became a union member in 1978. Brother Hyams was first employed with Western Towing Company. He enhanced his skills on numerous occasions at the SIU-affiliated school. Brother Hyams makes his home in Spring, Texas.



PHILIP KLEINEBREIL

Brother Philip Kleinebreil, 57, began his seafaring career in 1976. He initially worked aboard an H&M Lake Transportation vessel. Brother Kleinebreil is a native of Saginaw, Michigan. He most recently shipped on the *Liberty Island*. He was a member of the deck department. Brother Kleinebreil now calls Oscoda, Michigan, home.



DAVID LUPTON

Brother David Lupton, 57, first donned the SIU colors in 1975. He originally shipped with C.G. Willis Inc. as a member of the deck department. Brother Lupton upgraded twice at the Paul Hall Center in Piney Point, Maryland. His final ship was operated by OSG Ship Management. Brother Lupton lives in his native state, Virginia.



ANTERO COTA

Brother Antero Cota, 65, was an NMU member prior to the 2001 merger with the Seafarers International Union. He is a native of the Cape Verde Islands. Brother Cota sailed in the engine department. He is a resident of Pawtucket, Rhode Island.



Final Departures



DEEP SEA

FREDERICK AGREGADO

Brother Frederick Agregado, 97, died May 7. He joined the Seafarers in 1965 in San Francisco. Brother Agregado was born in the Philippines. He last sailed aboard the *Santa Maria*. Brother Agregado called Union City, California, home.

JOHN BLOODWORTH

Pensioner John Bloodworth, 65, passed away June 3. He began sailing with the union in 1969. Brother Bloodworth first sailed with Crest Overseas Shipping. He was a member of the deck department. Brother Bloodworth's final trip was on the *Integrity*. He started collecting his retirement compensation in 2014 and was a resident of Cross, South Carolina.



PAUL BRADSHAW

Pensioner Paul Bradshaw, 74, died May 30. Brother Bradshaw originally shipped with Monticello Tanker Company in 1964. He worked in the engine department. Brother Bradshaw last sailed aboard the *Innovator*. He went on pension in 2005 and made his home in Spring Creek, Nevada.



JESSIE BURNETT

Pensioner Jessie Burnett, 72, passed away July 12. She joined the SIU in 2000. Sister Burnett first shipped on the *Robert E Lee*. The Alabama native was a steward department member. Sister Burnett's final ship was the *USNS Piliilau*. She began receiving her pension in 2013 and was a resident of Louisiana.



SERVANDO CASTRO

Pensioner Servando Castro, 86, died March 1. He was born in Juncos, Puerto Rico. Brother Castro started shipping with the Seafarers in 1969. His first vessel was operated by the Waterman Steamship Corporation. He last sailed aboard the *Borinquen*. Brother Castro sailed in the steward department. He retired in 1990 and continued to reside in Puerto Rico.

ROBERT CLEMONS

Brother Robert Clemons, 46, passed away July 2. He began sailing with the union in 1993. Brother Clemons' first ship was the *Independence*; his last was the *Advantage*. He worked in both the deck and engine departments. Brother Clemons was a native of Cleveland, Ohio. He lived on the Northern Mariana Islands.

MICHAEL COYLE

Pensioner Michael Coyle, 61, died July 12. Brother Coyle joined the union in 1971. He initially sailed aboard the *Achilles*. Brother Coyle was born in Philadelphia and worked in the engine department. His final trip was on the *Paul Buck*.



Brother Coyle became a pensioner in 1998 and continued to call Pennsylvania home.

JAMES DOBLOUG

Pensioner James Dobloug, 84, passed away July 3. Brother Dobloug started shipping with the SIU in 1969. His first ship was operated by CSX Lines. Brother Dobloug was a member of the engine department. The New York native last sailed on the *Ranger*. Brother Dobloug went on pension in 1995 and settled in Norway.



ARTHUR FONTAINE

Pensioner Arthur Fontaine, 80, died May 24. Brother Fontaine began sailing with the Seafarers in 1953. He initially shipped aboard the *Trinity*. Brother Fontaine sailed in the deck department. His final voyage was on the *Bradford Island*. Brother Fontaine became a pensioner in 1980 and called Pawtucket, Rhode Island, home.



JOSEPH GRAVES

Pensioner Joseph Graves, 97, passed away July 21. Brother Graves joined the union in 1953. His first trip was aboard the *Robin Wentley*. Brother Graves sailed in both the engine and steward departments. Prior to his retirement in 1984, he shipped on the *Portland*. Brother Graves was a resident of Seattle.



JAMES HATFIELD

Pensioner James Hatfield, 75, died June 2. Brother Hatfield was born in Louisiana. He started sailing with the SIU in 1972. Brother Hatfield originally sailed aboard the *Santa Magdalena*. The steward department member most recently worked on the *R.J. Pfeiffer*. Brother Hatfield began collecting his retirement compensation in 2004. He settled in Daly City, California.



JOHN HOULIHAN

Pensioner John Houlihan, 87, passed away June 4. Born in Massachusetts, Brother Houlihan first donned the SIU colors in 1953 in Baltimore. His first trip was aboard an Alcoa Steamship Company vessel. Brother Houlihan was a member of the deck department. His last ship was the *Trader*. Brother Houlihan retired in 1993 and made his home in San Francisco.



ANN LUCKETT

Pensioner Ann Lockett, 87, died June 26. Sister Lockett joined the union in 1968. She was born in Pittsburgh and primarily shipped with Delta Queen Steamship. She was a member of the steward department. Sister Lockett went on pension in 2000 and resided in Clearwater, Florida.



GLENN MILLER

Pensioner Glenn Miller, 80, passed away June 23. Brother Miller became an SIU member in 1960. His first ship was the *Marymar*; his last was the *Cape Catoche*. Brother Miller sailed in the deck department. He started receiving his retirement pay in 1991. Brother Miller lived in his native state, West Virginia.



JOSE MORALES

Pensioner Jose Morales, 93, died June 14. Brother Morales started sailing with the union in 1962. He initially sailed on the *Westchester*. Brother Morales was born in Puerto Rico and was a member of the engine department. Brother Morales' final trip was aboard the *Panama*. He became a pensioner in 1986 and resided in Glen Burnie, Maryland.



IGNATIUS MUZICH

Pensioner Ignatius Muzich, 83, passed away June 18. Brother Muzich began his seafaring career in 1994. He was originally employed on the *American Osprey*. Brother Muzich was born in Croatia and shipped in the deck department. His last vessel was the *Maersk Wyoming*. Brother Muzich went on pension in 2002 and resided in Scottsdale, Arizona.



JOSHUA SCHWARZ

Brother Joshua Schwarz, 36, died May 14. He joined the SIU ranks in 2012. Brother Schwarz worked in the engine department. His final ship was the *Yorktown Express*. Brother Schwarz made his home in Bay City, Michigan.

OLSON THORNE

Pensioner Olson Thorne, 72, passed away April 24. Brother Thorne signed on with the SIU in 2001 during the SIU/NMU merger. He was born in the West Indies. The engine department member concluded his career aboard the *Maersk Wisconsin*. Brother Thorne became a pensioner in 2010 and lived in Brooklyn, New York.



INLAND

ANDREW VEAL

Pensioner Andrew Veal, 70, died June 30. Brother Veal first donned the SIU colors in 1966 in Norfolk, Virginia. He was employed with the Association of Maryland Pilots for the duration of his career. Brother Veal was a native of Buxton, North Carolina. He went on pension in 2006 and lived in Crab Orchard, West Virginia.



JOHN WALSH

Pensioner John Walsh, 75, passed away May 16. He signed on with the union in 1961. Brother Walsh sailed in the deck department and sailed with Great Lakes Dredge & Dock Company. He retired in 2000 and made his home in Marblehead, Ohio.



LEROY WELCH

Pensioner Leroy Welch, 76, died May 17. Brother Welch joined the SIU in 1963. He worked with Moran Towing of Texas. Brother Welch started collecting his retirement pay in 1999 and was a resident of Orange, Texas.



Editor's note: The following brothers, all former members of the National Maritime Union (NMU), have passed away.

THOMAS BENNETT

Pensioner Thomas Bennett, 82, died May 30. Brother Bennett was born in South Carolina. He became a pensioner in 1987 and called Charleston, South Carolina, home.

GORHAM BROWN

Pensioner Gorham Brown, 91, passed away May 31. Brother Brown, a native of Houston, began collecting his pension in 1988. He continued to reside in Houston.

JOSE CALDERON

Pensioner Jose Calderon, 91, died May 28. Brother Calderon was born in Honduras. He went on pension in 1985. Brother Calderon lived in Plano, Texas.



CURTIS FOOTS

Pensioner Curtis Foots, 83, passed away May 9. Born in Port Arthur, Texas, Brother Foots retired in 1971. He continued to reside in his native state.

ALFRED MCCLURE

Pensioner Alfred McClure, 86, died May 3. He became a pensioner in 1982. Brother McClure settled in New Orleans.

HENRY STEWART

Pensioner Henry Stewart, 86, passed away May 31. Born in New Orleans, Brother Stewart started receiving his retirement compensation in 1969. He lived in Louisiana.

JAMES TRIPP

Pensioner James Tripp, 70, died May 31. Brother Tripp was born in Fitzgerald, Georgia. He began collecting his retirement pay in 2001 and made his home in Port Arthur, Texas.

ISRAEL VEGA

Pensioner Israel Vega, 90, passed away May 25. Brother Vega retired in 1968 and made his home in New Brunswick, New Jersey.

OCTAVIO ZAPATA

Pensioner Octavio Zapata, 84, died April 18. Born in Honduras, Brother Zapata started receiving his pension in 1997. He lived in Brooklyn, New York.

Editor's note: The following individuals, also former members of the NMU, have also passed away.

Name	Age	DOD
Diaz, Jovito	96	May 12
Fijal, Adolph	87	May 22
Huff, Patrick	84	July 14
Kulinski, Alexander	93	May 5
Saulnier, Romeo	87	June 20
Wheatley, Charles	88	July 8
Young, Frank	90	May 22



Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

SEALAND CHARGER (Maersk Line, Limited), October 17 – Chairman **Robert Pagan**, Secretary **A.E. Hollinger**, Educational Director **J. Turner**, Steward Delegate **Kenneth Huddleston**. Chairman noted sanitary inspection went well and all rooms were clean. He announced payoff set for Oct. 20 in Los Angeles. Good voyage overall. Secretary thanked entire crew for helping keep all public spaces clean and tidy. Educational director encouraged everyone to upgrade at union-affiliated school in Piney Point, Maryland: "Don't make excuses. It's a good thing to improve yourself." Reminder also was offered to keep documents current and be mindful of new STCW requirements. No beefs or disputed OT reported. Crew asked for increase in vacation benefits.

OVERSEAS MARTINEZ (OSG), October 23 – Chairman **Anton Sulic**, Secretary **Jennifer Jim**, Educational Director **Anthony Hulsey**, Deck Delegate **Matthew Thompson**, Educational Director **Rolando Bundang**, Steward Delegate **Charles Atkins**. Chairman reminded everyone to keep documents current and keep rooms clean. Secretary encouraged fellow mariners to help one another and treat each other with respect. Educational director recommended upgrading at union-affiliated school in Piney Point, Maryland, and also donating to SPAD, the SIU's voluntary political action fund. No beefs or disputed OT reported. Crew commended SIU President Michael Sacco for his column in union newspaper. Crew suggested increasing pension benefits, both in the Seafarers Pension Plan and the Seafarers Money Purchase Pension Plan. Steward department

received vote of thanks. Next ports: Long Beach, California; Anchorage, Alaska; Nikiski, Alaska; and Valdez, Alaska.

HORIZON SPIRIT (Horizon Lines), October 5 – Chairman **Rudy Santos**, Secretary **Susan Bowman**, Educational Director **Roy Frett**. Chairman announced payoff set for Oct. 8 at sea and reminded everyone to keep documents current. He thanked crew for working safely. Secretary said all union forms are available on board. Education director recommended upgrading at SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. No beefs or disputed OT reported. Next port: Los Angeles.

APL CORAL (APL), October 2 – Chairman **Douglas Hundshamer**, Secretary **Sajid Foster**. Chairman announced scheduled arrival in New York the following day. All three steward department members will make the next trip. Secretary requested that stand-bys be available at East Coast ports for chief cook and steward. No beefs or disputed OT reported. Mariners asked to negotiate for direct deposit on payoff.

HARTFORD (Maersk Line, Limited), October 5 – Chairman **Scott Heginbotham**, Secretary **Johnnie McGill**. Chairman reminded all SIU crew members to show up with their books and present them to boarding patrolman. He reported smooth sailing. Secretary echoed that sentiment and said ship is taking on fresh provisions on arrival. Educational director recommended starting early when it comes to document renewals. No beefs or disputed OT reported. Bosun cited material from union

Giving Thanks Aboard Sealand Intrepid



SIU steward department members aboard the *Sealand Intrepid* went all out to help ensure a Happy Thanksgiving for fellow crew members. Vessel Master Kyle J. Hamill sent this photo of Seafarers Recertified Steward Cleto Lindong (above, center), Chief Cook Marcelo Rodriguez (right) and Chief Cook Perry Asuncion along with their holiday handiwork. Hamill noted, "All on board are thankful for our galley crew who gave everyone something to smile about!"

newspaper including information on Seafarers Health and Benefits Plan, COBRA, and National Maritime Center updates on the agency's STCW website. Medical coverage was clarified during discussion. Crew recommended increased pension and health benefits. Next port: Charleston, South Carolina.

PHILADELPHIA EXPRESS (Crowley), October 27 – Chairman **Jose Jimenea**, Secretary **Pedro Vega**, Educational Director **Sylvester Crawford**, Deck Delegate **Michael Brisco**. Chairman discussed various STCW requirements including those stemming from the most recent amendments to the convention. Secretary thanked everyone for helping keep ship clean. Educational director encouraged fellow crew members to upgrade at SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, and also to utilize both the member portal and other information available through the union's website. No beefs or disputed OT reported. New TV and replacement computer needed for crew lounge. Galley gang was thanked for a job well done, especially chief steward, who went above and beyond. Bosun also thanked entire crew for safe trip and keeping ship clean. He reminded everyone to keep hands clean, especially during cold and flu season.

CHEMICAL PIONEER (USS Transport), September 21 – Chair-

man **Richard A. Szabo**, Secretary **Ronald J. Davis**, Educational Director **Justin E. Valencia**, Deck Delegate **Leroy Reed**, Engine Delegate **Anjwar Brooks**, Steward Delegate **Isaac Newsome**. Chairman reported smooth voyage but mentioned sometimes there is a delay with supplies. Treasurer stated \$330 in ship's fund. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read and discussed.

EL YUNQUE (TOTE), September 21 – Chairman **Luis Ramirez**, Secretary **Francis Ostendarp**, Educational Director **John Walsh**, Deck Delegate **Rafael Franco**. Bosun advised crew members to keep all necessary seafaring documents up-to-date. Educational director encouraged mariners to upgrade at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Suggestions were made regarding medical benefits and pension eligibility. Request was made to get email for crew lounge. Next port: San Juan.

HONOR (Crowley), September 21 – Chairman **Nathaniel Leary**, Secretary **John Bukowsky**. Chairman encouraged crew to keep documents current and enhance their skills at the Piney Point school. Secretary thanked members for helping keep ship clean and reminded them to log off computer when finished. No beefs or disputed OT reported. Next port: Baltimore.

LIBERTY PROMISE (Liberty Maritime), September 21 – Chairman **Marco A. Galliano**, Secretary **Mary L. Brayman**, Educational Director **Michael Montanez**, Deck Delegate **William Steele**, Steward Delegate **Maria Garcia**. Bosun thanked crew for a smooth trip. Educational director encouraged crew members to attend classes at the SIU-affiliated school in Piney Point, Maryland. No beefs; disputed OT reported in steward department. Communications were posted for crew members to read. Seafarers would like direct deposit of vacations checks.

ANCHORAGE (Horizon Lines), November 2 – Chairman **Daniel Seagle**, Secretary **Amanda Suncin**, Educational Director **Gary Dahl**, Steward Delegate **Gary Loftin**. Chairman expressed crew's concern about fellow mariner who recently had to depart the vessel due to an unexpected death in the family. They are trying to find out how he and the family are doing. Secretary encouraged mariners to check documents, stay current, and renew early. The Coast Guard seems to be taking longer and longer for renewals. She also advised contacting the union "as soon as you get off the ship or sooner" to set up physicals. No beefs or disputed OT reported. Crew asked for increase in dental coverage, and also voiced strong concerns about medical staff in Florida. Next port: Tacoma, Washington.

With Seafarers Aboard APL Belgium



Pictured aboard the *APL Belgium* in New York in late October are (from left) Chief Cook Alonzo Belcher, ACU Saeed Alahmadi (squatting), Steward/Baker Ali Matari, and Patrolman Mark von Siegel. "The captain of the ship was most impressed with the SIU steward department's job performance and ability in keeping the ship's crew a happy one," the patrolman noted.

Great Lakes Iron Ore Shipments Increase

Shipments of iron ore on the Great Lakes totaled 5.9 million tons in November, an increase of 5.8 percent compared to a year ago, according to a report by the Lake Carriers' Association (LCA). That increase finally pushed the year-to-date total ahead of 2013's pace. Through November, shipments stood at 53,249,990 tons, an increase of 86,721 tons.

"While the increase is minute, the achievement is huge," the LCA noted. "The winter of 2013/2014 was the most brutal in decades. The U.S. Coast Guard started breaking ice on Dec. 6, the earliest on record. Iron ore shipments

slipped 20 percent in December and then plunged 37 percent in January. A few cargos moved in February, but one voyage that should have taken 50 hours stretched to 10 days."

The association further pointed out that ice conditions worsened in March, and when the first convoy left Duluth/Superior at the western end of Lake Superior, one vessel had to return to port to repair ice damage. For the other two vessels, what should have been a 62-hour voyage to Gary, Indiana, proved to be an 11-day endurance contest. Although some iron ore was able to move out of

Escanaba, Michigan, the trade's March total was 43 percent behind a year ago.

There was little relief in April. The U.S. and Canadian Coast Guards had to convoy vessels across Lake Superior until May 2. It wasn't until April 13 that a vessel was able to enter Marquette Harbor and load ore. As April came to an end, the Lakes iron ore trade totaled just 6.2 million tons, a decrease of 43 percent compared to the same point in 2013. Even at the end of June, iron ore cargos were still down by 17 percent. Between May and September, three U.S.-flag lakers that had not been scheduled to op-

erate this season were activated to help narrow the gap in iron ore and other cargos.

In mid-December, the LCA reported that although ice has formed on Lake Superior and elsewhere two weeks earlier than last year, shipping had yet to be significantly impacted. Once vessels need assistance, the U.S. and Canadian Coast Guards "will initiate icebreaking. Operation Taconite supports the movement of iron ore to steelmakers and western coal to utilities. Operation Coal Shovel keeps coal moving from Lower Lakes ports."

2013 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 pension plan ("the Plan") and 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 for the plan year beginning August 1, 2013 and ending July 31, 2014 ("Plan Year").

How Well Funded Is Your Plan

Under federal law, the plan must report how well it is funded by using a measure called the "funded percentage." This percentage is obtained by dividing the Plan's assets by its liabilities on the Valuation Date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan's funded percentage for the Plan Year and each of the two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2013	2012	2011
Valuation Date	August 1, 2013	August 1, 2012	August 1, 2011
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$106,718,842	\$110,679,929	\$114,837,515
Value of Liabilities	\$90,126,169	\$90,249,292	\$93,787,206

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are actuarial values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Substituting the market value of assets for the actuarial value used in the above chart would show a clearer picture of a plan's funded status as of the Valuation Date. The fair market value of the Plan's assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table. The value of the Plan assets shown as of July 31, 2014 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 2013 annual report filed with the Department of Labor in May, 2015.

	July 31, 2014	July 31, 2013	July 31, 2012
Fair Market Value of Assets	\$110,309,133	\$110,282,261	\$109,212,800

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). 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, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The Plan was not in endangered or critical status in the Plan Year.

Participant Information

The total number of participants in the Plan as of the Plan's valuation date was 2,615. Of this number, 673 were active participants, 1,350 were retired or separated from service and receiving benefits, and 592 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure for establishing a funding policy to carry out plan objectives. A funding policy relates to the level of assets needed to pay for benefits promised under the plan currently and over the years. Plan benefits are funded by employer contributions and investment returns on those contributions. The shipping companies have not been required to make contributions to the Plan since August 1, 1993, and may resume making contributions in the future through collective bargaining or if necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 (ERISA) and the Internal Revenue Code. Since August 1, 1993, Plan benefits have been funded by the Plan's investment income. The Plan's funding policy is to continue to fund Plan benefits in this manner and satisfy the minimum funding standards of ERISA and the Internal Revenue Code.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries, who make specific investments in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning 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 Plan Year. These allocations are percentages of total assets:

Asset Allocations

Asset Allocations	Percentage
Cash (Interest bearing and non-interest bearing)	7.83%
U.S. Government securities	20.57%
Corporate debt instruments	28.22%
Corporate stocks (other than employer securities):	42.90%
Other	0.48%

Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. The Plan's 2011 and 2012 annual reports are available now. The Plan's 2013 annual report will be available after it is filed with the US Department of Labor in May 2015. Copies of the annual report 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. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan's annual report by going to www.efast.dol.gov and using the Form 5500 search function. Or you may obtain a copy of the Plan's annual report by making a written request to Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator.

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. The plan administrator is required by law to include a summary of these rules in the annual funding notice. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The plan is required to furnish this notification to each contributing employer and the labor organization.

Despite these special plan reorganization rules, a plan in reorganization could become insolvent. 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 the 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 information will be provided for each year the plan is insolvent. This Plan is not insolvent and not in reorganization, 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. 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 \$500, 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 (\$500/10), which equals \$50. The guaranteed amount for a \$50 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).

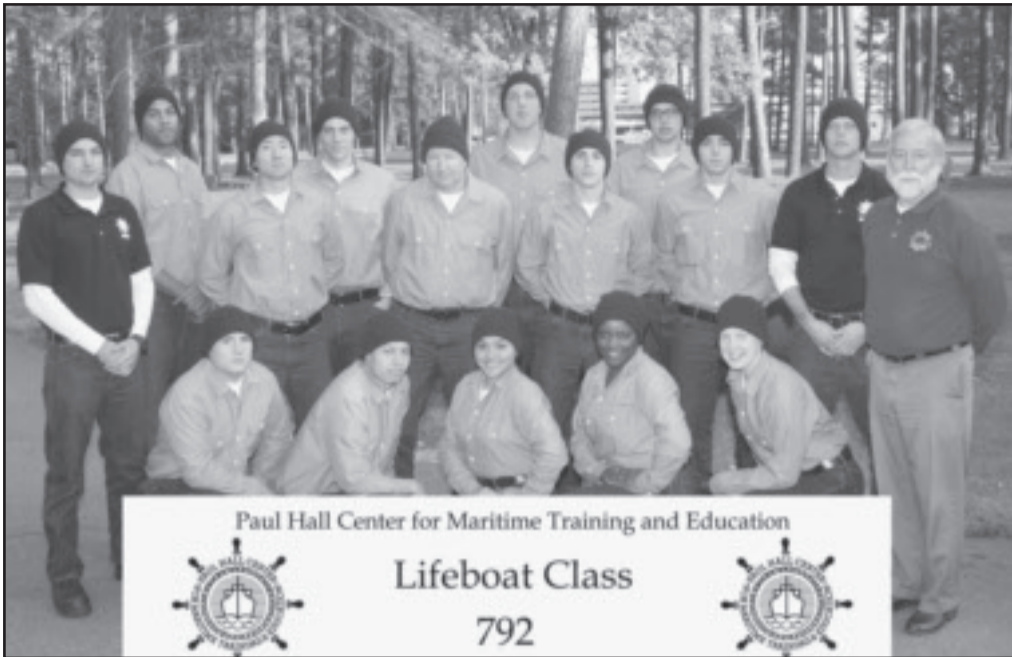
Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the 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 calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the 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 pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, 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.

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 and the plan sponsor's name and employer identification number or "EIN" is the Board of Trustees of SIU Pacific District Pension Plan and 94-6061923. For more information about the PBGC, go to PBGC's website, www.pb.gc.gov.

Paul Hall Center Classes



Apprentice Water Survival Class #792 – The following individuals (above, in alphabetical order) graduated from this course Nov. 21: Husein Alrarrayshi, Masha Blas, David Booth, Benjamin Carroll, Edward Chang, Nicholas Craddock, Nicholas Fugate, Michael Gessford, Harriet Groenleer, Brandon Hickman, James McGonigal, Shereka Morris, Tyler Soto, David Wallace and Paul Watts. Their instructor, Ben Cusic, is at the far right.



Welding – Three Seafarers completed their requirements in this course Nov. 14. Graduating (above, in alphabetical order) were: Randy Braggs, Randall Craig and Lateef Sanusi. Class Instructor Chris Raley is at the far right.



Marine Electrician – Eight upgraders graduated from this course Nov. 21. Finishing their requirements (above, in alphabetical order) were: Jason Billingsley, Russell Bravo, Dwight Cherry Jr., Michael Deren, Cirico Geonanga Jr., Michael Gray, Domingo Hurtado and Nicole Walton. Jay Henderson, their instructor, is at the far left.



ECDIS – The following Seafarers (above, in alphabetical order) graduated from this course Nov. 21: Stephen Balzano, James Bond III, Michael Gates, Matthew Holleb, Steven Medina, James Mortimer and Luis Sosa. Patrick Schoenberger, their instructor, is at the far right.



Advanced Galley Operations – Two steward department upgraders recently completed their requirements in this course. Graduating were Mario Firme Jr., (above, left) and Steve Bowmer (center). Their instructor, Jessy Sunga, is that the far right.



Chief Cook – Four Seafarers, all of whom sail in the steward department, recently graduated from this course. Completing their requirements (starting second from left and continuing right) were: Jasmin Garrett, Jordache Hunter, Sylvester Bautista, and Rasheed Lawal. Jessy Sunga, their instructor, is at the far left.



Chief Cook – Steward department upgrader Ashley Lee (above) graduated from this course last month.

BST Refresher (Crowley Maritime, Classes A & B) – Two classes of upgraders finished this course Nov. 12. Graduating (right), in alphabetical order) were: Robert Albe, Janos Bognar, Caleb Bucklet, Robert Cope, Thomas Crawley, Chad Cunningham, John Dalessandro, Dillon Dolansky, Samuel Hall, Matthew Harris, Matthew Jenness, Edison Lalin, Ernest Lee, William Lenfestey Jr., Isoline Major Morris, Peter Mann, Kevin Miles, Bradley Palmer, Steven Quartuccio, Drake Richie, Brett Ruppert, Robert Shaver, Michael Walsh, Jacob Ward, Leonard Welcome, and William Ziadeh. One of the class instructors, Mike Roberts, is at the far left. (Note: Not all are pictured.)



Notice to Interested Parties of: Seafarers Pension Plan, Seafarers Money Purchase Pension Plan, Seafarers 401(k) Plan, SIU Pacific District Pension Plan, and MCS Supplemental Pension Plan

Notice To: All employees who are covered by written agreements which require pension contributions on their behalf to the Plans referenced above.

An application is to be made to the Internal Revenue Service for an advance determination on the qualification of the following employee pension benefit plan:

Name of Plan: Seafarers Pension Plan
Plan Number: 001

Name and Address of Applicant: Board of Trustees, Seafarers Pension Plan, 5201 Auth Way, Camp Springs, MD 20746

Applicant EIN: 13-6100329

Name and Address of Plan Administrator: Board of Trustees, Seafarers Pension Plan, 5201 Auth Way, Camp Springs, MD 20746

Name of Plan: Seafarers Money Purchase Pension Plan
Plan Number: 001

Name and Address of Applicant: Board of Trustees, Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746

Applicant EIN: 52-1994914

Name and Address of Plan Administrator: Board of Trustees, Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746

Name of Plan: Seafarers International Union, AGLIW 401(k) Plan

Plan Number: 002

Name and Address of Applicant: Board of Trustees, Seafarers International Union, AGLIW 401(k) Plan, 5201 Auth Way, Camp Springs, MD 20746

Applicant EIN: 52-2035092

Name and Address of Plan Administrator: Board of Trustees, Seafarers International Union, AGLIW 401(k) Plan, 5201 Auth Way, Camp Springs, MD 20746

Name of Plan: SIU Pacific District Pension Plan
Plan Number: 001

Name and Address of Applicant: Board of Trustees, SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco CA, 94107-1260

Applicant EIN: 94-6061923

Name and Address of Plan Administrator: Board of Trustees, SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco CA, 94107-1260

Name of Plan: MCS Supplementary Pension Plan
Plan Number: 001

Name and Address of Applicant: Board of Trustees, MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746

Applicant EIN: 51-6097856

Name and Address of Plan Administrator: Board of Trustees, MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746

Filing Date and Location: The application will be filed on January 5, 2015 for an advance determination as to whether the Plan meets the qualification requirements of section 401 or 403(a) of the Internal Revenue Code of 1986, as amended (the "Code") with respect to the Plan's amendment and restatement.

The application will be filed with: Internal Revenue Service, EP Determinations, P.O. Box 12192 Covington, KY 41012-0192

Employees Eligible to Participate under the Plan: All employees who are covered by written agreements accepted by the Trustees that require contributions on their behalf to the Plan are eligible to participate in the Plan.

Previously Issued Determination Letter: The Internal Revenue Service (the "Service") has previously issued a determination letter with respect to the qualification of this Plan.

Rights of Interested Parties

You have the right to submit to EP Determinations, either individually or jointly with other interested parties, your comments as to whether this Plan meets the qualification requirements of the Code. Your comments to EP Determinations may be submitted to: Internal Revenue Service, EP Determinations, Attn: Customer Service Manager, P.O. Box 2508, Cincinnati, OH 45202

You may instead, individually or jointly with other interested parties, request the Department of Labor (the "Department") to submit, on your behalf, comments to EP Determinations regarding qualification of the plan. If the Department declines to comment on all or some of the matters you raise, you may, individually, or jointly if your request was made to the Department jointly, submit your comments on these matters directly to EP Determinations at the Cincinnati address above.

Requests for Comments by the Department of Labor

The Department may not comment on behalf of interested parties unless requested to do so by the lesser of 10 employees or 10 percent of the employees who qualify as interested parties. The number of persons needed for the Department to comment with respect to this Plan is 10.

If you request the Department to comment, your request must be in writing and must specify the matters upon which comments are requested, and must also include:

- (1) Plan name, Plan number, name and address of applicant, and applicant EIN; and
- (2) the number of persons needed for the Department to comment.

A request to the Department to comment should be addressed as follows: Deputy Assistant Secretary, Employee Benefits Security Administration, ATTN: 3001 Comment Request, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210

Comments to the Internal Revenue Service

Comments submitted by you to EP Determinations must be in writing and received by it by February 19, 2015. However, if there are matters that you request the Department to comment upon on your behalf, and the Department declines, you may submit comments on these matters to EP Determinations to be received by it within 15 days from the time the Department notifies you that it will not comment on a particular matter, or by February 19, 2015, whichever is later, but not after March 6, 2015. A request to the Department to comment on your behalf must be received by it by January 20, 2015 if you wish to preserve your right to comment on a matter upon which the Department declines to comment, or by January 30, 2015 if you wish to waive that right.

Additional Information

Detailed instructions regarding the requirements for notification of interested parties may be found in sections 17 and 18 of Revenue Procedure 2014-6. Additional information concerning this application including, where applicable, an updated copy of the Plan and related trust; the application for determination; any additional documents dealing with the application that have been submitted to the Service; and copies of section 17 of Revenue Procedure 2014-6 are available at SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco CA 94107-1260; MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; Seafarers Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; and Seafarers International Union, AGLIW 401(k) Plan, 5201 Auth Way, Camp Springs, MD 20746 during regular business hours for inspection and copying. (There may be a nominal charge for copying and/or mailing.)

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board

by certified mail, return receipt requested. The proper address for this is:

Augustin Tellez, Chairman
Seafarers Appeals Board
5201 Auth Way
Camp Springs, MD 20746

Full copies of contracts as referred to are available to members at all times, either by writing directly to the union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

EDITORIAL POLICY — THE SEAFARERS LOG. The Seafarers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for Seafarers LOG policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU Constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate

segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

Donate A Piney Point Brick
 Visit
www.seafarers.org/SIUBricks.htm

Top Stories Include Cape Ray Mission, School Improvements 2014 Also Marked by New Tonnage, Political Battles to Revitalize Industry

In a year with no shortage of important stories for the SIU, none gained more attention in 2014 than the international mission involving the *Cape Ray*, the Seafarers-crewed ship which helped neutralize and destroy Syrian chemical weapons in the Mediterranean Sea.

Other noteworthy developments for Seafarers and the union last year included gaining new tonnage, the start of a major upgrade at the SIU-affiliated Paul Hall Center for Maritime Training and Education, the opening of a new hall in Jersey City, New Jersey, and ongoing political fights aimed at preserving and revitalizing the U.S. Merchant Marine.

Following is a recap of those and other key stories from 2014.

Cape Ray

The Keystone-operated *Cape Ray* returned to its home port in Portsmouth, Virginia, Sept. 17 at the conclusion of its successful mission of neutralizing and destroying 600 tons of Syrian chemical weapons. The vessel departed Hampton Roads Jan. 27 after the United Nations approved it as a chemical weapons destruction facility.

As the unprecedented mission wound down, SIU crew members and others involved in the operation were praised by the White House, the Department of Defense, and the Department of Transportation. At a pier-side ceremony in Portsmouth, U.S. Maritime Administrator Chip Jaenichen presented each crew member with the Merchant Marine Medal for Outstanding Achievement and bestowed the Maritime Administration's Professional Ship Award upon Keystone and the *Cape Ray*.

Captain Rick Jordan, who was at the helm of the *Cape Ray* on its trip home and during much of the mission, lauded the performance of SIU crew members.

"The SIU crew performed outstandingly," he said. "Everyone from top to bottom did very well, but I'd especially like to commend the steward department. During this mission, they had no more resources than they would for a crew of 28, but they had to provide for 130 people on a daily basis. Somehow they pulled it off.... We had meals around the clock.... They were great."

New Tonnage

Despite challenges facing the American-flag industry and U.S. shipbuilding, many gains were made in 2014. To kick off the year, Aker Philadelphia Shipyard started production on the first of four new product tankers ordered by Seafarers-contracted Crowley Maritime. February saw the christening of the second SIU-crewed mobile landing platform (MLP), the *USNS John Glenn*, operated for the Military Sealift Command (MSC) by Ocean Shipholdings. That vessel was built at General Dynamics NASSCO in San Diego.

Construction also began at NASSCO on the world's first LNG-powered containership, which will be Seafarers-crewed and operated by TOTE Services. And, American Petroleum Tankers (APT) increased an existing NASSCO order from four ships to five, all of which will be operated by Crowley Maritime. The first three of those ships were under construction by year's end.

Two new Crowley tugs were also christened in 2014, the *Ocean Sky* and the *Ocean Sun*, both of which are crewed by SIU boatmen. The *MV Capt. David I. Lyon* was reflagged and became a MSC prepositioning ship, operated by TOTE.

In November, Seabulk Tankers took over operation of the *Eagle Ford*, which means more jobs for Seafarers. Around the same time, Pasha Hawaii launched the *Marjorie C*, a combination container and roll-on/roll-off vessel built at VT Halter Marine in Pascagoula, Mississippi.

Progress also continued on the military's joint high-speed vessel (JHSV) new-build program, which means job growth for members of the SIU Government Services Division.

As in most years, not all of the news was positive. Late in 2014, Horizon Lines announced plans to sell off some of its operations and end its runs to Puerto Rico, although the union will retain some of the jobs associated with the remaining vessels.

Major Upgrades in Piney Point

A multi-million-dollar renovation and modernization began late in the year at the SIU-affiliated Paul Hall Center for Maritime Training and Education, high-

lighted by new, state-of-the-art simulators that should be ready for use in the first quarter of 2015. The ambitious project also includes classroom expansions, hotel improvements, and numerous technological additions that should facilitate learning at the Piney Point, Maryland, campus.

Overall, the work is slated for completion by late spring or early summer. That includes redoing all roads and walkways at the school, and various improvements at the library and the apprentice dorms in addition to new bridge, engine, crane and tugboat simulators.

Political Action

The heavily regulated nature of the maritime industry requires constant political action by the SIU, other maritime unions and additional stakeholders, and 2014 proved no exception.

In January, the SIU participated in a Maritime Administration symposium for developing a national maritime strategy; the union also took part in follow-up meetings. A month later, President Obama signed a \$1 trillion Farm Bill offering mixed results in the Food for Peace fight, though largely leaving the program intact. In June, he signed the Water Resources Reform and Development Act, a bill expected to boost the nation's ports and waterways.

The American-flag industry achieved at least temporary success in the effort to preserve the vital Export-Import Bank, which was extended until June 2015.

In joint testimony before a September hearing of the House Subcommittee on the Coast Guard and Maritime Transportation, the SIU and other maritime unions stressed the need for America to maintain a strong U.S. Merchant Marine. The unions (and others testifying) spelled out how American mariners and U.S.-flag ships are crucial to the country's national and economic security.

Earlier in the year, the House Armed Services Committee's Subcommittee on Seapower and Projection Forces conducted a hearing on the current state of U.S. sealift requirements and the challenges involved in maintaining an adequate-sized support fleet. Testimony from the U.S. Transportation Command, Navy, and Maritime Administration all underscored the need to revitalize the U.S. Merchant Marine, as did comments from some of the congressmen in attendance.

The SIU took part in the fifth annual maritime Sail-In, an event on Capitol Hill that has become a staple for the industry to showcase its value.

While the union has always had friends on both sides of the aisle, some results from the mid-term elections were quite difficult for maritime labor as a whole, though not because of party affiliations. A number of maritime stalwarts in both the House and Senate were defeated.

Rescues, New Hall and More

Several SIU-crewed ships upheld the finest traditions of the Brotherhood of the Sea, performing rescues. Those vessels included the Seafarers-crewed *Liberty Grace*, *USNS Richard E. Byrd*, and *Manukai*.

The union completed a historic move in mid-June, relocating its New York-area operations to a new hall in Jersey City, New Jersey. Another move is on the way – the old Houston hall has been sold, and property for a new hall is being acquired.



SIU President Michael Sacco (left) is pictured with Gen. Paul Selva, commander of the U.S. Transportation Command, during the 2014 National Maritime Day ceremony in the nation's capital. Gen. Selva has repeatedly expressed strong support for the U.S. Merchant Marine.

Seafarers once again answered the call to duty as they mobilized for Operation United Assistance, sailing aboard the *Cape Wrath* and *Cape Rise* in the international fight against Ebola. Other SIU-crewed ships participated in military support exercises throughout the year, including Pacific Horizon, MPFEX14, Freedom Banner, and Pacific Pathways.

The Seafarers Health and Benefits Plan awarded \$132,000 in scholarships to SIU members and dependents, while the union's health and wellness program gained momentum throughout the year.

Members ratified several new contracts, including agreements at NY Waterway, Starlight Marine, and Puerto Rico Towing & Barge. Those pacts all featured wage gains and other improvements.

Both the union and the Paul Hall Center continued efforts to help deal with the latest amendments to the STCW Convention, some of which already have taken effect, others of which are being phased in.

The union also remained active around the globe, including regular participation with the International Transport Workers' Federation, and International Maritime Organization.

SIU philanthropy was evident throughout the year, both at sea and ashore. Among the crews participating in charitable endeavors were those from the *USNS Wheeler*, *USNS Dahl*, *USNS Charlton* and *USNS Charlton*. Shore-side charitable projects happened in Tacoma, Washington; Fort Lauderdale, Florida; and Piney Point, which hosted the second annual Waterfront Classic to benefit both the school and the Wounded Warrior Anglers.

Crossed the Final Bar

The SIU said goodbye to several friends and allies who passed away in 2014, including former Congressman James Oberstar (D-Minnesota); former head of the AFL-CIO Maritime Trades Department's Greater St. Louis and Vicinity Port Council Richard "Dick" Mantia; ITF Inspector Arthur Petitpas; retired Dispatcher Jesse Solis; retired SIU Assistant Vice President Bobby Pomerlane; and former Paul Hall Center Director of Training Bill Eglinton.



The SIU-crewed *Cape Ray* receives cargo from a helicopter Aug. 4 in the Mediterranean Sea. (U.S. Navy photo)