

SEAFARERS



LOG

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

Union Dedicates Houston Hall



Members, retirees, families and distinguished guests packed the union's new building in Houston for a dedication ceremony Dec. 12. One of the guest speakers, Houston Mayor Sylvester Turner, is pictured at right in photo at right, with SIU VP Gulf Coast Dean Corgey. This is the SIU's first newly constructed hall since 1981. *Pages 4-5.*

Oakland Hall Hosts Holiday Event

Unity and great food were in abundance Nov. 22 during the union's annual Thanksgiving gathering in Oakland, California. Members of Congress, military personnel, shipping company executives, rank-and-file union members and many others attended the traditional feast. Pictured at the event (from left) are SIU VP West Coast Nick Marrone, U.S. Coast Guard Rear Adm. Todd Sokalzuk, SIU Asst. VP Nick Celona, U.S. Coast Guard Capt. Tony Ceraolo and U.S. Rep. Eric Swalwell. *Page 7*



Union-Affiliated Paul Hall Center Releases Annual Course Guide

Shipyard Delivers Jones Act Tanker

In late November, Philly Shipyard delivered the SIU-contracted tanker *American Endurance*, which will sail in the Jones Act trade. The union-built vessel, constructed for American Petroleum Tankers (a Kinder Morgan subsidiary), is 600 feet long and can carry 14.5 million gallons of crude oil or refined products. It has been approved for eventual conversion to LNG propulsion.



The Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, offers the most U.S. Coast Guard-approved classes of any such facility nationwide. The photos above and at the immediate right show students taking advantage of two of the center's numerous state-of-the-art simulators. The school's annual course guide appears on *Pages 11-18.*



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President's Report

Unions Are Needed Now More Than Ever

Recently, a member of Congress questioned why our nation needs unions. The implication was that unions have outlived their time, and could safely be done away with. But it is absolutely crucial to remember that unions not only fought for and secured labor rights as we know them, we're also the only guarantee that those rights stay in place. And I'm not just talking about things like overtime pay, but also safe working conditions, the minimum wage, the five-day work week and outlawing child labor, among others.



Michael Sacco

Those safeguards are just a few of the many that unions achieved literally through blood, sweat and tears. And these benefits extend far beyond union membership, and help define the shape of American labor as a whole.

For anyone to think workers' rights wouldn't be decimated without unions would be an incredibly naive outlook. As I've said in the past, while I'm proud of the SIU's productive, respectful working relationships with our contracted companies, it is crazy to rely on benevolence for all the things that sustain a good, family-wage job.

Unfortunately, a lot of people don't know any better. Again as I've said before, they believe that things like workplace safety regulations, benefits, good pay scales, retirement care, paid holidays and vacations and overtime pay either fell out of the sky or were always there. In the labor movement, we know they were secured through the money, marbles and chalk of generations past. We've got to do much better at spreading that message.

With that in mind and especially in these uncertain times, it's so important to keep up your contributions to SPAD, and help your union continue to fight for the protections and rights that union families have depended on for generations.

As an example, we can look at the vast changes made to the game of football after the creation of the National Football League Players Association (NFLPA). Yes, there is a strong connection between trade unionism and the wildly popular NFL. Before football players were represented by a union, their working conditions were poor and unlikely to improve. Their pay was a tiny fraction of what it is now. But on Sunday, your favorite players will take the field protected by a collective bargaining agreement that helps protect their health, safety, and yes, those enviable paychecks. If they didn't enjoy the power of collective bargaining, the owners would call all the shots and you can be sure the players' share of that big financial pie would shrink immediately.

No matter what team you're rooting for, remember that every player out there is a union brother, and a living testament to what unions can do for you.

Year in Review

I always enjoy taking a step back and examining the past year, and I must say, 2016 was certainly busy. When it was all said and done, 18 new, SIU-contracted vessels were either built or reflagged American last year, and all of them meant new jobs for Seafarers – including our SIU Government Services Division mariners. In fact, at least one new vessel started flying the Stars and Stripes or was announced every month! The influx of new tonnage just goes to show how the industry is surviving and has a chance to truly be revitalized.

Our union also is moving forward, including through a newly built hall in Houston and a newly renovated hall in Puerto Rico. Both buildings are a big improvement for mariners sailing out of those ports, and the Houston hall is the first ground-up construction since 1981.

In addition, major upgrades to the union-affiliated Paul Hall Center were completed last year, as well as the acquisition of a new training vessel, the *Freedom Star*. All of these changes were done to ensure mariners receive top-level training and education.

Throughout 2016, SIU mariners were making us proud, participating in several life-saving rescues, supporting our military in various capacities, and helping to ratify contracts that safeguard future jobs. Though we had our share of trying times, our union has entered 2017 ready to face whatever challenges the future holds.

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

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

Maritime Industry Praises Nomination Of Elaine Chao as Transportation Secretary

The American maritime industry has applauded the nomination of Elaine L. Chao as the next United States Secretary of Transportation. Chao, who most recently served as Secretary of Labor under President George W. Bush, is also a former Deputy Administrator of the DOT's Maritime Administration, former Chair of the Federal Maritime Commission and served as Deputy Secretary of the DOT during the George H.W. Bush administration.

As the first industry representative quoted in the official news release from the Trump transition team, SIU President Michael Sacco said, "There is nobody better qualified to be Secretary of Transportation than Elaine Chao. Throughout her time in government, Elaine Chao has long been a steadfast friend to the SIU and to maritime labor. The industry has no better supporter than Elaine Chao, and she has stood up to defend the Jones Act, the Maritime Security Program, cargo preference and the other key programs that keep our industry alive. She understands the importance of providing jobs to America's working families, and she has seen firsthand the value of the United States Merchant Marine to our nation's defense and prosperity. We look forward to working with her again."

The American Maritime Partnership (AMP) said the coalition "congratulates Secretary Elaine Chao for her nomination by President-elect Donald J. Trump to be the next U.S. Secretary of Transportation. With vast experience across the maritime industry and prior service at the U.S. Department of Transportation, Maritime Ad-



Elaine L. Chao, serving as Secretary of Labor, speaks at the 2005 christening of the SIU-crewed *Pride of America*.

ministration, and Federal Maritime Commission, Secretary Chao understands the critical role our industry plays in advancing the nation's economic and national security."

Matthew Paxton, president, Shipbuilders Council of America, said his organization "applauds President-elect Donald J. Trump's announcement of his intent to nominate Elaine Chao as the next Secretary of Transportation. Throughout her distinguished career in the public, private and nonprofit sectors, she has worked to strengthen our nation's economy and competitiveness in a global economy. Moreover, she understands the critical nature of the Jones Act and its role in maintaining the U.S. shipyard industrial base. This industrial base is integral in order for the U.S. to build and maintain the most sophisticated and advanced vessels for our U.S. Navy and Marine Corps."

At a U.S. Merchant Marine Academy Alumni Foundation Dinner in 2006, Chao said, "Many good-paying jobs depend upon shipping. Our nation's energy, goods and food are transported

economically and efficiently by ship. And there are many challenges and, yes, dangers, that face the men and women of the U.S. Merchant Marine. But that is part of the tremendous heritage of the merchant marine.... The U.S. Merchant Marine serves our nation in war, and its role is not as greatly appreciated as it should be."

Two years earlier, in a National Maritime Day letter, Chao noted, "The record of our merchant mariners and their contribution to our nation is long and distinguished. Their history of devoted service—in both war and peace—is an inspiration to every generation of Americans. Their tradition of courage, patriotism and perseverance has become an integral part of our nation's heritage."

Secretary Chao has been a familiar face at the SIU's affiliated training school in Piney Point, Maryland, and she is the godmother of the only American-flag deep-sea cruise ship, the SIU-crewed *Pride of America*. She will serve as the nation's 18th Secretary of Transportation after her confirmation by the Senate next year.

International Transport Workers' Federation, SIU, Others Assist Stranded FOC Crew in Baltimore

The crew of the Malta-flagged *NewLead Granadino*, a 5,900-dwt tanker detained just outside the Port of Baltimore, is grateful to both the SIU and International Transport Workers' Federation (ITF) after receiving back pay and also being brought supplies several times since the vessel arrived in port on Sept. 20.

The 18 men aboard the run-away-flag vessel previously had been stranded at sea for days, had not been paid in four months and were running low on provisions (and almost completely out of water).

"The *NewLead Granadino* is a tank ship that experienced an engine problem on its way to the U.S. When it got to the Port of Baltimore, the Coast Guard conducted a port state examination and we found additional problems and had to detain the vessel in the port," said Commander Charles Bright, chief of preventions with the U.S. Coast Guard Sector Maryland-National Capital Region.

Chief among the ship's problems is a broken crankshaft, which will need to be repaired at a cost of more than \$1 million, according to initial estimates. It is unclear whether the shipowners or the bank will pay to repair the vessel, and

until repairs are made, the vessel will remain at anchorage in Baltimore.

"I was on board Sept. 20 when she arrived in port," said SIU ITF Inspector Barbara Shipley.

She continued, "I saw a lot of tired men. They had been broken down at sea for 11 days, and before getting into port their rations were very low. These men were completely worn out. The men had been handwashing their clothes and drinking condensed water from the A/C, as the remaining water had been rationed for cooking and washing dishes only."

Although some provisions were delivered to the vessel, the ship completely exhausted its supply by Oct. 6.

"It was a struggle to keep food on this ship," Shipley explained. "For November's provisions, the manning agent actually paid for the provisions, and it was a feat to get fresh water on board for cooking and showers. As of now the bank has hired an interim ship management company as consultants to handle the daily needs of the vessel. The interim ship management company has worked closely with the ITF to make sure these men are being taken care of and wages are brought current."

Shipley added, "The Baltimore International Seafarers Center (BISC) was also a huge part of the coordination and support for these men of the *NewLead Granadino*. The BISC received cash donations that were used to buy the men warm long-johns and additional supplies that were needed. The ship's boiler has been broken with no spare parts to fix it."

Upon hearing of the situation, SIU Port Agent Elizabeth Brown immediately offered assistance. She received and coordinated donations (many of them accumulated at the SIU hall) from the community and fielded many calls of offers to help. Brown and Shipley have been frequently visiting the vessel, not only delivering supplies, but also working with the men to help get their back pay wired to their families overseas. The crew has been paid up through Nov. 16, and six of the men who were not on the Safe Manning Certification were allowed to leave the vessel and return home.

"At this point, there is still no heat aboard the ship, nor anyone scheduled to board and fix it," said Brown. "The multiple parties

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Seafarers Ratify 3-Year Crowley Inland Contract

Seafarers sailing aboard Crowley Towing and Transportation vessels agreed to a new three-year contract, ratifying it in September.

The new pact, which features annual wage increases and maintenance of previously negotiated benefits, became effective retroactive to July 1, 2016 and will remain in force until June 30, 2019. It has been ratified by the membership, and covers more than 200 Seafarers.

In what was described as some of the most grueling negotiations in recent history between Crowley and the union, challenges related to the economy, the pending arrival of Con-Ro class vessels in the Puerto Rican trade and the grim climate of the off-shore trade in the Gulf of Mexico took center stage.

As a result, the new contract reflects good-faith give-and-take while retaining a host of previously negotiated bonuses and other benefits, according to SIU Vice President Contracts George Tricker. "Despite some shortfalls, we believe this contract addresses the primary concerns of both parties and provides job security for as many members as possible," he said. "Everyone involved bargained in good faith and at the end of the day, we were able to craft an agreement that served the interests of all parties."

SIU Assistant Vice President Contracts Archie Ware echoed Tricker's views, noting, "These were among the toughest negotiations that I have ever been involved in. It was a situation in which nothing was etched in stone.... Both sides had to give and take a little, all the while doing everything possible to satisfy their stakeholders."

"At the end, however, I think we came away okay given everything that was on the table," Ware added. "Our members in Jacksonville are pleased with the final results, especially the annual increases in wages and (maintaining) health care ben-



The negotiations committee was comprised of representatives from Crowley Maritime as well as officials and rank-and file members from the SIU.

efits."

Also sharing his opinion was Port of Houston Port Agent Mike Russo, who said the union was faced with a host of tough decisions due to the myriad of issues which accompanied the negotiations. "But through all of that, we were able to approve a contract with wage increases

for the majority of the CT&T fleet, merge company seniority and maintain our union benefits," Russo said. "We look forward to working with Crowley in the near future when the economy turns around. I'd like to thank our delegates for volunteering their time away from their families, and Vice President Contracts George Tricker for his

leadership in navigating us through these very difficult times."

In addition to Tricker, Ware and Russo, the union's negotiation committee included Port Agent Jeff Turkus and SIU members **Peter DeMaria, Craig Perry, Steven Sears, Kyle Sweep, Ward Davis** and **Matthew Hamer**.

NTSB Releases Audio Transcript from El Faro's VDR

On Dec. 13, five "factual documents" were added to the National Transportation Safety Board's (NTSB) *El Faro* investigation docket, including the audio transcript from the vessel's voyage data recorder (VDR). The transcript report is more than 500 pages, and is the longest transcript ever produced by the NTSB, the agency noted.

The VDR, along with other electronic systems, recorded 26 hours of data leading up to the sinking of the *El Faro*, sorted into 11 categories: bridge audio, date, time, VDR power supply status, position and other GPS data, heading, course, speed, rate of turn, wind data and automatic identification system data. The transcript of the bridge audio is considered critical by the NTSB in determining the events that led to the loss of the vessel. Ten hours of audio were determined to be relevant to the investigation, and were transcribed by the NTSB into the record.

The following is the NTSB's summary of the characterization of the bridge audio transcript:

"The bridge audio recording began about 5:37 a.m., Sept. 30, 2015, roughly eight hours after the *El Faro* departed Jacksonville, Florida.

"The first recorded conversation about the forecasted weather was captured the morning of Sept. 30, between the captain and chief mate, who agreed on a course diversion they believed would keep them sufficiently clear of the eye of Hurricane Joaquin. There were multiple conversations regarding weather and route planning throughout the day and evening of Sept. 30.

"The captain departed the bridge at about 8 p.m. Sept. 30, and returned at about 4:10 a.m. Oct. 1. At about 4:37 a.m. the chief mate received a phone call from the chief engineer regarding the vessel's list and engine oil levels. This appears to be the first recorded conversation about these issues. The information was related to the captain. The alternate chief engineer is heard stating

at about 5:12 a.m. that he's never seen the ship with such a list.

"At about 5:43 a.m. the captain takes a phone call and indicates there is a problem in the number three hold of the ship and sends the chief mate to investigate. They discuss suspected flooding over UHF radio, which appears to be the first recorded conversation about a flooding condition on the ship.

"The captain indicates at about 6:13 a.m. that the ship lost propulsion. Numerous conversations are heard throughout the remainder of the recording about the ship's flooding condition, attempts to rectify the ship's list and attempts to regain propulsion.

"The second mate began formatting a GMDSS distress message at about 6:32 a.m. as directed by the captain. At 7:07 a.m. the captain notified TOTE Service's designated shore-side representative of the critical situation and that he was preparing to send an electronic distress signal. The captain instructed the second mate to send the distress message at about 7:13 a.m. The captain gave the command to sound the ship's general alarm at about 7:27 a.m. and about two minutes later the second mate exclaimed there were containers in the water and the captain gave the command to sound the abandon ship alarm. About four minutes later the captain relayed over the UHF radio to put the life rafts in the water.

"The bridge audio recording ended at about 7:40 a.m. Oct. 1, 2015, with the captain and one of the helmsmen still present on the bridge."

The full bridge audio transcript is available online in the docket at <http://go.usa.gov/x8p9j>

The four other reports added to the docket were the Engineering Group Factual Report, the Survival Factors Group Factual Report, the Meteorology Group Factual Report and the Electronic Data Group Factual Report.

According to the agency, the Engineering Group Factual Re-

port contains information about the *El Faro*'s machinery system, a description and history of the vessel, maintenance histories for the plant, survey and inspection information, the vessel's safety management system, and information about the training and experience of the *El Faro*'s engineering staff.

Also as reported by the NTSB, the Survival Factors Group Factual Report contains information about the U.S. Coast Guard's search efforts, the *El Faro*'s survival equipment, crew preparedness, lifeboat standards and regulations, and information about distress transmissions.

Meanwhile, the Meteorology Group Factual Report provides information about what meteorological information was available to the *El Faro*'s crew, and the Electronic Data Group Factual Report discussed the data recovered from the VDR and other systems.

After the release of these findings, the NTSB scheduled a third round of hearings for the Marine Board of Investigations into the loss of the vessel. This final hearing session – slated for February in Jacksonville, Florida (exact date or dates to be determined) – will examine additional elements of the investigation, including but not limited to questions arising from the contents of the *El Faro*'s VDR, as well as witnesses such as former crew members, TOTE company officials, Coast Guard personnel and others. A third hearing was always in the long-range plan. When the details are finalized, look for information on dates and times for the hearings in future editions of the *Seafarers LOG* and on the SIU website in the News section.

The SIU-crewed *El Faro* sank on Oct. 1, 2015, claiming 33 lives including 17 members of the SIU and 11 members of the American Maritime Officers. The anniversary of the tragedy was commemorated recently, with memorial services conducted in Jacksonville and at the Seafarers-affiliated Paul Hall Center in Piney Point, Maryland.

SIU Election Concludes

Voting was scheduled to be completed at the end of last month (December), and results of the election of officials for the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters will be announced, in ac-

cordance with the SIU Constitution, upon completion of the tallying committee's work.

Special membership meetings were conducted last month in union halls listed in the SIU Constitution to elect delegates for a rank-and-file tallying committee. That committee, including two members from each of the union's constitutional ports, will tabulate results of the election, which started Nov. 1 in all SIU halls and was scheduled to end Dec. 31.

The February issue of the *Seafarers LOG* will carry the results of the election.

The ballot included a list of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents (for a total of 25 positions). Individuals elected in this round of balloting will serve a four-year term lasting from 2017 through 2020.

Seafarers who were eligible to vote in the election were full book members in good standing, according to the union's constitution. Members had the opportunity to pick up a ballot either in person at one of the 20 union

halls around the country and overseas or via mail (absentee ballot).

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample ballot, a list of voting locations and other related information appears on pages 6-10 of the October 2016 issue of the *Seafarers LOG*.

Additionally, a notice of the election was mailed in October to all members at their last known addresses, with a list of all voting locations as well as a sample of the official ballot.



Fr. Sinclair Oubre blesses the building.



Theresa Corgey does the honors in a ship-style christening.



Port Agent Mike Russo (left) leads the Pledge of Allegiance.

Hello, Houston, We Have a New Hall

Upbeat Ceremony Marks Opening of First-Class Facility

It's not often the SIU gets to dedicate a brand-new hiring hall, but when the opportunity arose last month in Houston, the ceremonial opening arguably couldn't have gone better.

Rank-and-file members, retirees, family members and a veritable Who's Who of Texas politicians packed the hall at 625 North York Street on Dec. 12 for an uplifting dedication that culminated with Theresa Corgey, wife of SIU Vice President Gulf Coast Dean Corgey, breaking a champagne bottle along the corner of an exterior wall. (Perhaps fueled by adrenaline, Mrs. Corgey's swing took a small chunk off the corner, which caught attendees by surprise and immediately led to jovial questions about whether it'd be covered under warranty.)

Inside the spacious, two-story hall – 100 percent built with union labor – the following guest speakers (in chronological order) had addressed the crowd: Dean Corgey, SIU Secretary-Treasurer David Heindel, Seafar-

ers Plans Co-Chair Tony Naccarato, Houston Mayor Sylvester Turner, Harris County Judge Ed Emmett, U.S. Rep. Gene Green (D-Texas), U.S. Rep. Sheila Jackson Lee (D-Texas), and State Sen. Sylvia Garcia (D). Many other local and state politicians also attended.

Fr. **Sinclair Oubre**, an SIU member, blessed the building.

Before the ceremony, Seafarers effusively spoke about the two-story hall, located a short drive from downtown (and featuring a bus stop directly in front of the building).

"It's nice – real nice," said Recertified Steward **Bill Churney**. "It's a lot better than where we were, that's for sure. The parking is the biggest (improvement) for me. At the old hall, you had to park two or three blocks away. Also, the fact that this is a new building doesn't hurt, either."

Electrician **Lee Collins** stated, "It's a

Continued on next page



U.S. Rep. Sheila Jackson Lee (right) (D-Texas) presents SIU VP Gulf Coast Dean Corgey with a United States flag and a U.S. Congressional Certificate of Recognition for the hall.



SIU Secretary-Treasurer David Heindel notes that this is the first time since 1981 the union has dedicated a brand-new hall.



Tony Naccarato
Seafarers Plans Co-Chair



Hon. Sylvester Turner
Mayor, City of Houston



Hon. Ed Emmett
Harris County Judge



U.S. Rep. Gene Green
(D-Texas)



State Sen. Sylvia Garcia (D)



Members, retirees, families and guests pack the hall.

New Building Opening in Houston Draws Diverse Crowd

Continued from Page 4

beautiful place. We got a nice parking area, so we don't have to worry about parking on the streets anymore. The inside is beautiful; we have nice job boards; there are plenty of seats and tables, plus (separate) TV and coffee-break rooms. It's fantastic."

Shoregang Bosun **John Cain**, a Seafarer for more than 50 years, stressed that Dean Corgey's role in overseeing the massive project shouldn't be overlooked.

"It wouldn't have happened without Dean," Cain observed. "It was a vision of his for us to have a new hall, and he never gave up on it. Credit Dave (Heindel), too, because we couldn't have done it without his support."

While the SIU has a solid history of relocating to more-desirable halls, the Houston facility is the first brand-new building the organization has opened since 1981. There were two new ones that year, in Gloucester, Massachusetts and Mobile, Alabama, respectively.

During the ceremony, Corgey said the job boards are the "heart and soul" of the operation. He noted that while the boards are for Seafarers, they hold meaning for vessel owners and operators, too.

"They are partners in this operation, and what they really like is they can bring a ship into Houston and if they have an opening, they call us and they know they're going to get a qualified, physically fit, drug-free seaman to go down there and navigate their vessel that they paid many millions of dollars for," Corgey said.

He added, "I'm proud to say we got it down under budget, on time, and debt-free."

Heindel thanked Seafarers Plans Administrator Maggie Bowen (who was in attendance) for her backing of the new hall, and then pointed out that the facility reflects the union's commitment to providing the best possible service to the membership.

"This new union hall is a shining manifestation of that commitment and that mission," Heindel said. "Just like SIU members have to keep up with the ever-changing requirements and demands of our industry, the union itself stays proactive. Whether we're building from scratch or remodeling an existing building, and whether we're upgrading our affiliated school in Piney Point, Maryland, or

delivering off-site training to our contracted companies across the country, we plan ahead with the best interests of Seafarers foremost in mind."

Naccarato, a seasoned labor-relations veteran, said that the union's success and that of its contracted companies clearly are linked. He also saluted SIU President Michael Sacco, Executive Vice President Augie Tellez, Heindel and Corgey as "gifted men of high ideals and enlightened attitude who have always shown steadfast loyalty to their member and to the American maritime industry."

He continued, "To the Seafarers in the room, I say thank you for your service and for your willingness to sacrifice time away from your families and friends. You are truly appreciated, not only for providing a decent living standard for yourself and your family, but also for the valuable contribution to the defense and security of this nation. Your participation and support is absolutely indispensable, now more than ever."

Mayor Turner said the building "symbolizes growth, vitality, and that our future is truly bright.... To the Seafarers, thank you for what you've done. This is a great gift."

Judge Emmett, who has an extensive maritime background, explained the wide range of organizations that play key roles in the industry, but added, "At the end of the day, every day, it's the men and women of labor who make it all work - period. No



Members utilize the galley.



The hall includes a room where members, retirees and guests can watch television.

matter what your politics are, and no matter whether you're on the retail side or the wholesale side, it really comes down to who does the work and who makes global commerce work? It's you. Everybody in this whole community should thank the SIU for what they do every day."

Rep. Green commended Corgey and the rank-and-file members, and also presented a flag for the hall that had flown over the U.S. Capitol on Labor Day.

Rep. Jackson Lee, like Rep. Green, she appreciates the longtime support of the SIU and added, "Seafarers believe in the public good. To the union men and women that are here, you are truly heroes of the sea. This is a hard job. It is a dangerous job. It is a vital job, and America is stronger because your union is willing to move (goods) all over the

world."

She said she is "excited about this building that is not only for jobs, but for fellowship - a comforting place to come after a long journey on the sea. Thank you, Seafarers, for all that you do for the United States of America."

State Sen. Garcia also thanked the members "for all your hard work. [Maritime] is a huge economic engine. It brings good jobs, it brings good benefits, and [it is vital to families].... What's important for all of us is to make sure that everyone in this area has a good job."

The SIU's Houston operations had been temporarily housed at a Communications Workers of America building the past two years. Previously, the SIU worked from a hall on Pierce Street for 37 years.



Bosuns Monte Pereira and John Cain



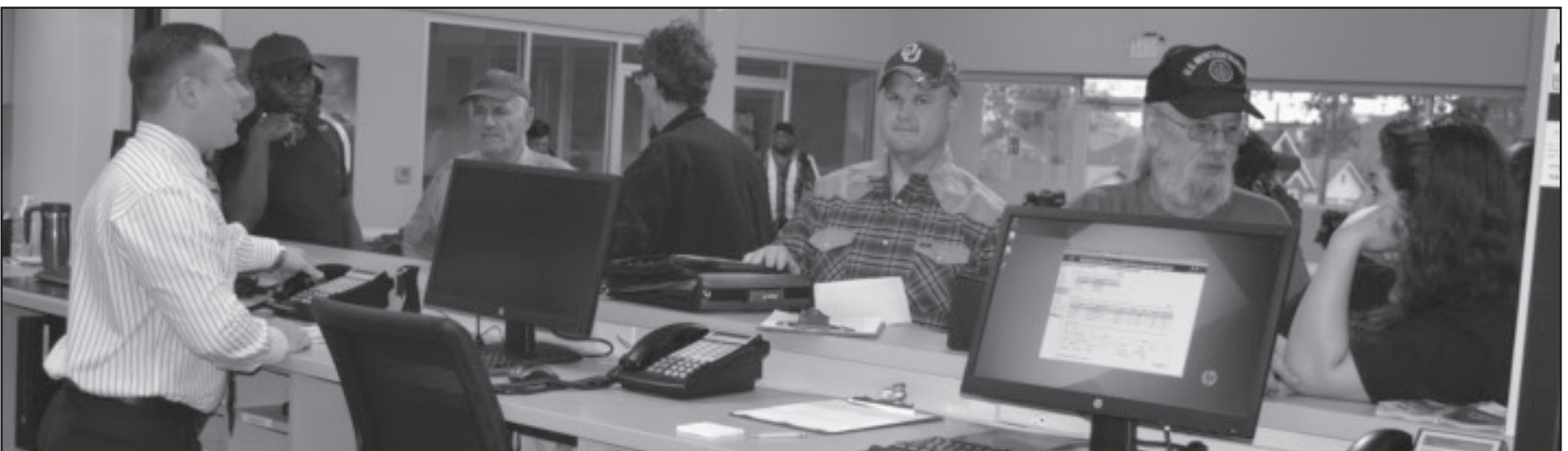
Prior to the ceremony, Seafarers Plans Administrator Maggie Bowen reads her report during the monthly membership meeting.



Recertified Steward Denis Burke (left) and SIU Secretary-Treasurer David Heindel chat before the dedication.



SIU logos adorn the new hall inside and outside.



Members are assisted at the counter.

Seafarers Garner Honors During AOTOS Gathering

Seafarers from four vessels were honored late last year during the United Seamen's Service's annual Admiral of the Ocean Seas event in New York.

Earning recognition were the mariners from the *MV Ocean Glory*, *MV Maersk Kentucky*, *MV Courage*, and *USNS Mercy*, respectively.

The *Ocean Glory* and *Kentucky* were lauded for rescues, while the *Courage* was credited for putting out a shipboard fire that resulted in no injuries (and saved millions of dollars' worth of cargo). The *Mercy*, an SIU Government Services Division hospital ship, was honored for support of a months-long, international exercise named Pacific Partnership.

The *Maersk Kentucky* (operated by Maersk Line, Limited) rescue happened in May of last year. The ship received a distress call while en route to Singapore. It diverted

off course and came to the aid of the disabled fishing boat *Al Yasmeeen*, which was sinking.

All 11 men aboard the distressed vessel were allowed to board the *Kentucky*, after it was deemed that they were not armed and posed no threat. They were found to be in good health overall, but extremely dehydrated and hungry. The men were provided plenty of food and water before disembarking in Colombo, Sri Lanka.

The *Ocean Glory* (operated by Crowley for the Military Sealift Command) mariners were recognized for their August 2016 rescue of an Indonesian fisherman in the vicinity of the Bali Strait while en route to Banyuwangi, Indonesia. The account of the incident provided by Capt. Christopher Hill said that an officer on watch reported seeing a man standing atop an overturned, outrigger fishing boat. The man, who had become stranded about 20 hours earlier after his boat

capsized during a squall, was caught in a strong current and was quickly being swept out of the Bali Strait and into the open, unfringed region of the Indian Ocean.

The *Ocean Glory* notified the Indonesian Coast Guard and, while awaiting their assistance, attempted to pass a lifejacket via the ship's heaving line to the distressed fisherman. During that time, the fisherman lost his footing and fell into the water while still holding the end of the ship's heaving line. The ship's pilot ladder was quickly rigged and all hands on deck worked together to quickly drag the fisherman alongside the hull and to the ladder, where he was able to climb aboard before collapsing from exhaustion and dehydration.

The *Courage* incident happened in 2015. At that time, the professionalism and superb safety training of Seafarers, which includes (among other disciplines) comprehensive

instruction in basic and advanced firefighting at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, yielded huge dividends.

All hands were safe following a fire aboard the TOTE Services-operated car carrier. The mishap occurred as the vessel (carrying a mix of commercial and U.S. military vehicles) departed Bremerhaven, Germany, for its final destination of Baltimore.

Finally, the *Mercy* played a key role in Pacific Partnership, and made several missions stops during the year including Timor Leste, Philippines, Vietnam, Palau and Malaysia. The operation featured humanitarian assistance disaster response collaboration and training, medical and engineering subject matter expert exchanges, cooperative health engagements and community relation events.



SIU ITF Inspector Barbara Shipley (fourth from right) stands with the crew and captain of the *NewLead Granadino*.

Stranded Crew Receives Much-Needed Assistance

Continued from Page 2

involved have been discussing the repairs, but the fact remains that these men are living with no heat."

The crew has received donations from local Baltimore restaurants, as well as the community at large. Believe Wireless Broadband has donated wireless equipment and access to the stranded mariners, while

donations collected by the SIU and the Baltimore International Seafarers Center have included a new TV and coffee pot, clean linens and extra blankets, as well as plenty of food and water. In addition, McAllister Towing and the Maryland Pilots Association have been volunteering services to assist the stranded crew.

"The captain does not want to abuse the hospitality of Baltimore," Shipley said. "The Baltimore port

partners have stepped in to help and it's gotten better for the crew."

Shipley concluded, "Right now, the crew is in good spirits and is waiting for orders concerning the repairs. The men are back to work as usual on the vessel. As long as the bank continues to be responsible for the ship and her crew things will be OK. However, if the bank pulls out, we will have a true abandoned crew on our hands."

Pasha Hawaii Places Order For 2 New Containerships

Contract Includes Options for Total of 4 Vessels

SIU-contracted, Honolulu-based Pasha Hawaii recently announced that the company had narrowed its selection to two U.S. shipyards for the construction of two new liquefied natural gas-fueled containerships, with the option to order two additional vessels. Contract specifications reportedly were still being finalized at press time.

In a news release, the company noted, "Details for the vessel order outline a shipping capacity of 3,400 TEUs, including 500 45-foot containers and 400 refrigerated containers, and a sailing speed of 23 knots. Delivery of the first vessel is expected mid-2019, with delivery of the second vessel to come in early 2020."

"Since entering the Hawaii shipping business in 2005, Pasha Hawaii has made and will continue to make significant capital investments to support our expanding customer base and the local business community as a whole," said George Pasha IV, president and CEO. "In addition to increasing capability for our customers, these new ships will represent a new era in shipping for Hawaii in terms of greatly reduced emissions and increased efficiency."

The two SIU-crewed, LNG dual-fueled vessels are believed to be the first of their kind in the

Hawaii/mainland trade lane, operating fully on LNG from day one in service, dramatically reducing environmental impact and increasing fuel efficiency. Energy savings will also be achieved with a state-of-the-art engine, an optimized hull form, and an underwater propulsion system with a high-efficiency rudder and propeller, the company reported.

"When compared to conventional fuels, LNG is a much cleaner alternative fuel for shipping and offers significant environmental benefits, including the reduction of up to 95 percent sulphur oxides, nearly 100 percent particulate matter, up to 90 percent nitrogen oxides, and up to 25 percent carbon dioxide emissions from engine exhaust emissions," the news release pointed out.

"We are fortunate to have shipyards within the United States that are very capable of building best-in-class cargo ships, including LNG-powered vessels, competitively," added Pasha, IV. "Both the *Jean Anne* and *Marjorie C* (both crewed by SIU members) are Jones Act-qualified vessels and like our new containerships, represent many firsts for the industry in terms of design and performance. Pasha Hawaii is proud to support our shipyards and the many skilled workers who are a part of this important industry."

Seafarers Health and Benefits Plan Offers Scholarship Funds

Each year, the Seafarers Health and Benefits Plan (SHBP) makes scholarships available to qualified individuals who are looking to further their education.

The 2017 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 postsecondary 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 a scholarship program booklet. This package contains eligibility information, procedures for applying for the scholarships and an application form. Union members and their dependents now have three avenues through which they may obtain this booklet.

First, as has been the case in the past, pro-

spective applicants may request these booklets via mail by 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 2017 (PDF).

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, 2017.

Items that need to be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible.

Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – should be included as part of the application

package. A high-quality photograph and a certified copy of the applicant's birth certificate are also required and should accompany the package.

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, ar-

rangements should be made by applicants who have not done so to take these tests no later than February 2017. Doing so will virtually assure that the results reach the evaluation committee in time for review.

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.

Please send me the 2017 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



SIU VP Nick Marrone, U.S. Rep. Mark DeSaulnier (D-California), SIU Asst. VP Nick Celona



U.S. Rep. John Garamendi (D-California) (center) is pictured with (from left) Raymond Paetzold, general counsel, San Francisco Bar Pilots; SIU Asst. VP Nick Celona; Capt. Joseph Long, president, San Francisco Bar Pilots; and SIU VP West Coast Nick Marrone.

Oakland Hosts Signature Holiday Event

Thanksgiving Gathering Going Strong After 26 Years

Death, taxes and the annual Thanksgiving feast at the SIU hall in Oakland, California?

They're all sure things, though, fortunately, the union's yearly gathering has nothing else in common with the other happenings on that list. Most recently, the SIU on Nov. 22 (two days before the holiday) welcomed approximately 200 guests to its Thanksgiving event. Remarkably, it was the twenty-sixth straight year for the popular celebration.

Guests included four U.S. congressmen; members of (respectively) the U.S.

Marine Corps, U.S. Army and U.S. Coast Guard; union members and their families; shipping company executives; officials from maritime and building-trades unions; local business representatives and more.

The typically outstanding menu featured traditional Thanksgiving fare. While there wasn't an official theme, speakers emphasized support for the U.S. Merchant Marine and for all of America's working families. They also stressed the importance of cooperation in an uncertain political climate.

"Even though this was our twenty-

sixth year, people remain very enthusiastic about this event, which is known locally as the start of the holiday season," said SIU Assistant Vice President Nick Celona. "Everyone seemed to have a good time."

Congressional representatives in attendance included John Garamendi, Jerry McNerney, Mark DeSaulnier and Eric Swalwell, all of California.

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



U.S. Rep. Eric Swalwell (D-California), USCG Rear Adm. Todd Sokalzuk



U.S. Rep. Jerry McNerney (D-California)



Joanne Hayes-White
San Francisco Fire Dept.
Chief



SIU VP Nick Marrone, Administrative Asst. Dianna Marrone, Recertified Steward Louella Sprouli, SIU Asst. VP Nick Celona



QMED Kenny Johnson (right) joins members of the 23rd Regiment, 4th Marine Division Color Guard.



Ricka Lucia, senior VP, United Business Bank; Leonard Stefanelli, president, United Consolidated Environmental Industries; Capt. Jack Sullivan, VP, Matson



Sheet Metal Workers Business Representatives Victor Torreano (left) and Richard Keonig (right) flank Retired Seafarer Jimmy Mann and his wife, Mai.



SIU Asst. VP Nick Celona (front, center) stands with guests from the Marine Corps and Coast Guard.





WELCOME ASHORE AT HQ – Longtime Seafarer Henry Gamp (right) stopped by SIU headquarters in late October, where he was congratulated on his retirement by SIU VP Contracts George Tricker (left). Gamp joined the SIU in 1974 and compiled more than 25 years of sea time. He most recently sailed as a mate with Penn Maritime (Kirby), in September.



TEAMWORK ON APL SHIP – Recertified Steward Denis Burke (left in photo directly above, with Bosun Brian Burns) reports effective operations aboard the *APL Philippines*. “Our ship is crewed by five separate unions,” he noted. “Our cause: move the goods in a safe, professional, timely and economically viable manner as only an American-flag ship can do.” The other unions representing mariners aboard the vessel are the MEBA, MM&P, SUP and MFW.



At Sea and Ashore With the SIU



TALKING MARITIME WITH SENATOR – SIU Philadelphia Port Agent Joe Baselice (right) and U.S. Sen. Bob Casey (D-Pennsylvania) are pictured in the “City of Brotherly Love.” The senator is a solid backer of the U.S. Merchant Marine.



WITH SEAFARERS IN JAPAN – While on union business overseas, SIU Secretary-Treasurer David Heindel (sixth from right) paid a visit to members on the *USNS Montford Point*, which is operated by Ocean Shipholdings. Pictured with him are Bosun William Johnson, Bosun’s Mate Allan Coloyan, AB Rolando Dinong, AB Jon Sunga, AB Robert Mackey, OS Edmar Guanzon, OS Rodello Ayaton, OS Rolly Pascua, QMED/Electrician Thomas Jones, QMED/Pumpman Fernando Ortega, QMED Mark Loughman, QMED Reylan Tendido and vessel master Capt. Kurt Kleinschmidt.



WELCOME ASHORE IN OAKLAND – Shoregang Bosun Eugene Aruta (center) picks up his first pension check and is congratulated by SIU Asst. VP Nick Celona (left) and Patrolman Nick Marrone II. Aruta joined the union in 1983, initially sailing on the *LNG Virgo*.



WELCOME ASHORE IN HOUSTON – Three Seafarers recently picked up their respective first pension checks at the SIU hall in Houston. **GUDE** Egbert Campbell (left in photo at left above) and AB John Sarter (left in photo in center above) are pictured with Port Agent Mike Russo, while Recertified Steward Pedro Ramos-Mena, third from left in the remaining photo, is pictured with Patrolman J.B. Niday (second from left) and Administrative Assistants Adrienne Nash (left) and Emily Rosales (right).



FULL BOOK IN NEW JERSEY – NY Waterway Deckhand Michael Henry (left) receives his union book from Patrolman Ray Henderson.



SAFETY TEAM HONES SKILLS – SIU safety directors from across the country met last fall at the union-affiliated Paul Hall Center in Piney Point, Maryland. Some of the team members are pictured at the school along with Seafarers Plans Administrator Maggie Bowen (second from left). From left: Ashley Nelson, Bowen, Ben Anderson, Kevin Sykes, Anthony Houston, Osvaldo Ramos, Kevin Marchand, Kathy Chester and Don Thornton.



ABOARD USNS SODERMAN – The Seafarers-crewed *USNS Soderman* recently celebrated an excellent showing during an annual Military Sealift Command inspection, reports Chief Steward Kevin Dougherty. The vessel received a Bravo Zulu for performing to a very high standard, and the agency’s inspectors noted that the steward department’s galley, reefers and storerooms are in very good condition and “cleanest in the fleet.” Pictured are galley gang members Dougherty, Chief Cook Salvador De Guzman, SA Jacqueline Sivels and SA Edison Inuman

At Sea and Ashore With the SIU



ABOARD MAERSK KINLOSS – Keeping their fellow mariners well-fed are Recertified Steward Juan Vallejo, (above, center) Chief Cook Richard Oliva (above, left) and SA Melvin Ellis.

WELCOME ASHORE IN PHILLY – QEE Ron Kitlas (right) picks up his first pension check at the union hall in Philadelphia, from Patrolman Andre MacCray.



WITH SEAFARERS IN FLORIDA – SIU President Michael Sacco (standing third from right) is pictured with members at the SIU hall in Fort Lauderdale, Florida.

WELCOME ASHORE IN JAX – AB Rubin Mitchell (left) receives his first pension check from Asst. VP Archie Ware at the hall in Jacksonville, Florida. Mitchell started sailing with the SIU in 1973.

CONTEST WINNERS – The Halloween spirit is alive and well aboard the USNS John Glenn, where Third Mate (former SIU member) Steven Corachan (left) and SA Julio Ciliezar won prizes for (respectively) best impression and best costume. Corachan skipped the Groucho glasses for the photo, but a shipboard source described his impression as “hilarious.” The prizes are paintings by well-known sports artist Dave Hobrecht, renowned for his black-and-white works.



WITH SEAFARERS IN CHARM CITY – Port Agent Elizabeth Brown (left) meets with SIU crews from the RRF ships *Cape Wrath* and *Cape Washington* in Baltimore.

ABOARD SEAKAY SPIRIT – Recertified Steward Lauren Oram (center) reports it was a good Thanksgiving aboard the Keystone-operated *Seakay Spirit*. She's pictured with Chief Cook Ashley Lee and GSU Dagoberto Guevara-Norales.



B-BOOK IN SAN JUAN – QE4 Jose Alicea (left) receives his full B-seniority book from Port Agent Amancio Crespo. “My life has changed for the better since I became an SIU member,” Alicea states. “Traveling and making good money while expanding my seagoing career is working fine for me.”

TRAINING DRILLS ABOARD THE JEAN ANNE – Crew members and officers aboard the union-contracted, TOTE Services operated *Jean Anne* earlier this year conducted a series of at sea training drills to keep their skills sharp. Handling fire hoses on deck during a fire and boat drill (group photo above from left) are AB Dennis Bracemonte, GVA Shaif Alomary, Bosun Noel Camacho, Third Asst. Engineer Moana Reyes, GVA Ibrahim Mohamed and Chief Mate Darrell Sykes. Chief Steward Ingra Maddox (photo at right) prepared a special treat for her shipmates in the vessel's galley.

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 Corgoy, Vice President Gulf Coast
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Kermet 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

625 N. York St., Houston, TX 77003
(713) 659-5152

JACKSONVILLE

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

JERSEY CITY

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

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

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 asked of apprentices at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

Question: What do you hope to achieve as a mariner?



Nick Kragh
Phase III – Deck

I'm looking to achieve financial stability and independence, while being a part of something bigger than myself. I live near the Paul Hall Center, and when I looked up the union I found it all really interesting. I applied to the apprentice program, and now here I am in the maritime industry.



Kevin Hampton
Phase III – Deck

I'm planning on moving up the ranks as quickly as possible, and upgrade my skills as soon and as frequently as I can. My goal is to enter the AB to Mate program, and continue on my journey as an officer. My uncle was a mariner, and when I got laid off from working in the oil fields, he directed me to Piney Point.



John W. Abernathy
Phase III – Engine

I was motivated by a strong desire to get out of my parents' basement, and my old man was a mariner, so he suggested I attend the school. Now that I've been learning about the industry, I'd like to do my part in helping mariners to gain the same rights and privileges as military veterans. One day I hope to help pass legislation that can help make that happen.



Alicia Plunkett
Phase III – Deck

My father is an officer, so I grew up sailing. I came to the Paul Hall Center to begin my career on the water, which I've wanted to do my whole life. I'm always excited when I get to meet new people from all over, from all different cultures. I'm so glad to be working out on the ocean.



Darla Ferranti
Phase III – Deck

I'm a good sailor and a good teacher, and I hope to utilize those skills to help my fellow mariners all over the world. Eventually, I'd like to become a bosun, and help realize my dreams with the financial stability that the position brings. Mostly I just love being at sea, and being a mariner keeps me close to the water.



Raibonne Charles Jr.
Phase III – Engine

I'm motivated to be the best that I can possibly be. One day I plan on becoming a chief engineer, and help to bless everyone around me. I look forward to bringing more unity to the Brotherhood of the Sea. We work with people from all over the world in the maritime industry, and it's a very diverse group that I'm glad to be a part of.

Pics From The Past



The Martin Luther King Jr. national holiday first was observed in 1986, and that's when these snapshots were taken in San Francisco. One small contingent of an overall large group of SIU members who marched in the Jan. 20 parade are pictured in the photo immediately below. In the photo at left, California State Assembly Speaker Willie Brown addresses the crowd.



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. During the past couple of years, the school underwent a multi-million dollar upgrade that included new simulators, updated classrooms and more.

Tens of thousands of rated and licensed mariners have completed upgrading classes at the training center. Additionally, more than 23,350 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's vocational staff 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. This includes academic support; a wide range of assistance is available, including help for students whose first language isn't English. Students are strongly encouraged to ask for help as needed.

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.

In order to attend school the member must have sailed 125 days in the previous calendar year on a vessel that pays contributions to the school and have a valid union medical on the start date of class. In addition, the member must possess a valid MMC. Any additional requirements which are specific for the course being applied to must also be met prior to being scheduled.

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, Maryland 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 2017

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

Successful completion of this course will satisfy the training requirements of STCW Code Section A-II/5, Table A-II/5; and the competency requirements of 46 CFR 12.603(a)(4).

This course specifically addresses the competencies from NVIC 12-14 contribute to safe navigational watch; berthing, anchoring and other mooring operations; contribute to the handling of cargo and stores; contribute to the safe operation of deck equipment and machinery; apply occupational health and safety precautions; contribute to the prevention of pollution; and contribute to shipboard maintenance and repair.

Prerequisites: Must have 12 months service as Rating Forming Part of a Navigational Watch (RFPNW), Lifeboatman and have 540 days sailing in the deck department.

Advanced Meteorology (SHLSOS-18) 40 hours

Successful completion of this course will satisfy the Advanced Meteorology training requirements for STCW certification as Master or Chief Mate on vessels of 500 or more gross tonnage. Practical assessments will be accepted as the equivalent of the assessments from the National Assessment Guidelines for Table A-II/2 of the STCW code as amended. Control sheets need not be presented for these assessments for STCW certification.

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, assessment task Control Sheets 7.1.A, 7.2.A, 7.3.A.

Prerequisites: Basic Meteorology

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.

This course specifically addresses the STCW competency of "Respond to navigational emergencies" as found in Table A-II/2 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 10-14: 8.1.A, 8.2.A, 8.3.A, 8.4.A, 8.4.B, 8.5.A, 8.6.A, 8.7.A, 9.1.A, 9.2.A, 9.3.A, 9.4.A, 9.5.A, 9.6.A, 9.6.B, 9.7.A, 9.8.A, 9.9.A, 9.9.B, 9.11.A, 9.11.C, 9.12.A, 9.13.A, 9.14.A, 9.15.A, 9.16.A, 9.16.B, 9.17.A.

Prerequisite: Meet eligibility requirements for Management level license

Advanced Stability (SHLSOS-25) 35 hours

This course satisfies the training requirements of 46 CFR 11.305(a)(3)(ii) and 11.307(a)(3)(ii) for STCW endorsements as Chief Mate or Master on vessel of 3000 GT or more and 46 CFR 11.311(a)(3)(ii) and 11.313(a)(3)(ii) for STCW endorsements as Master or Chief Mate on vessel of more than 500 GT but less than 3000 GT; AND the specific tasks from the National Assessment Guidelines found in NVIC 10-14 and 11-14: 9.10.A, 9.16.B, 11.1.B, 11.2.A, 11.3.A, 11.3.B, 11.3.C, 11.3.D, 11.4.A, 11.5.D, 14.1.A, 14.1.B, 14.1.C, 14.1.D, 14.2.A, 14.3.A, and 17.2.A. Tasks sheets need not be presented in application for STCW.

Prerequisite: Meet eligibility requirements for Management level license

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

If the course certificate is presented within 1 year, course will satisfy the ARPA training requirements of 46 CFR 11.305(a)(3)(vi), 11.307(a)(3)(vi), 11.309(a)(4)(xiv), 11.311(a)(3)(viii), 11.313(a)(3)(viii), 11.315(a)(3)(v), 11.317(a)(3)(vii), 11.319(a)(4)(viii), and 11.321(a)(3)(vii). The assessments have been determined to meet the National Assessment

Guidelines from NVIC 12-14 for SCTW endorsements of OICNW on vessels of 500GT or more: 3.5.A, 3.6.A, 3.6.B, 3.6.C, 3.6.D, 3.6.E, 3.6.F, 3.6.G, 3.6.H, 3.6.I, 3.6.J, 3.6.K, 3.6.L, 3.6.M. Task sheets need not be presented.

Prerequisite: Valid Radar Observer

Cargo Handling (Operational Level) (SHLSOS-101) 40 hours

Successful completion of this course will satisfy the training requirements of 46 CFR 11.309(a)(4)(x) for an STCW endorsement as OICNW on vessels of 500 or more GT; The completed practical assessments are equivalent to the National Assessments Guidelines as documented in NVIC 12-14 (10.1.A, 10.2.A, 10.3.A, 11.1.A, 11.2.A, 11.4.A, 11.5.A, 11.6.A, 11.7.A) and need not be presented.

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

Basic Low Flashpoint Fuel Operations (SHLSOS-805) 33 hours

The objective of this course is to meet the

training requirements for liquefied gas dual-fuel fired vessels and personnel who may have a part in the fueling or emergencies involved with vessel carrying dual-fuel as outlined in the IGF code. This course has been reviewed and meets the standards of competence for the basic training guidance provided in STCW.7/Circular 23 and CG-OES Policy Letter 01-15 interim guidance on training for seafarers on board ships using gases or other low-flashpoint fuels.

Prerequisite: Valid Basic Firefighting

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

Successful completion of this course will satisfy the competency requirements of Table A-II/1 of STCW as amended 2010, and the tasks listed from the NVIC 12-14 for OICNW on vessels of 500 or more GT and will satisfy the training requirements of 46 CFR 11.309(a)(4)(xi) and the tasks from Enc(3) of NVIC 12-14 (1.8.A, 1.8.B, 9.1.A, 9.2.A, 9.2.B, 9.3.A, 9.4.A, 9.5.A). Applicants are not required to present completed task sheets.

Prerequisite: AB with one year of sea service



Bridge Resource Management (SHLSOS-75) 30 hours

This course satisfies the requirements for deck officers as listed in 46 CFR 11.304(a) 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 deep sea 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 2010, A-II/1, A-II/2, and BVIII/ 2.

Prerequisites: Radar Unlimited, ARPA, License of 200 Gross Tons or greater OR seeking an original third mate or unlimited license

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

This course satisfies the requirements for limited deck officers as listed in 46 CFR 11.304(a) and the requirements of Section B-VIII/ 2, Part 3-1 of the STCW 2010 as amended. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

Prerequisites: Radar Unlimited, ARPA, License of 1600 gross tons or less OR in the process of getting a limited license

Bridge Resource Management with Simulation (1600 Tons or less) (SHLSOS-77) 26 hours

This course satisfies the requirements for limited deck officers as listed in 46 CFR 11.304(a) and the requirements of Section B-VIII/ 2, Part 3-1 of the STCW 2010 as amended. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC). This course provides the student with an understanding of objectives as well as providing practical experience through simulator exercises.

Prerequisites: Radar Unlimited, ARPA, License of 1600 gross tons or less OR in the process of getting a limited license

Celestial Navigation (SHLSOS-103) 126 hours

Applicants completing this course will satisfy the Celestial Navigation training requirements for OICNW on vessels of 500 or more gross tons (ITC). This course specifically addresses the competencies found in NVIC 12-14 and Table A-II/1 of the STCW 2010, as amended. This course specifically addresses the following tasks: 1.1.A, 1.1.B, 1.1.C, 1.1.D, 1.1.E, 1.1.F.

This course will *not* satisfy in-lieu-of testing for any part of a USCG examination.

Prerequisites: ARPA, Radar Observer

Crane Familiarization (Non-USCG) 35 hours

This course consists of 35-hours of simulation which will provide the student with a familiarization of both the Leibher and Haaglund cranes, their controls and operations. Upon completion of this course, students will be able to perform daily checks to ensure safe operations; perform normal crane operations including raise and lower the hook/boom, slew, follow hand signals; load/discharge heavier cargo using hooks and buckets, use a spreader bar, and lift stack loads; and operate the crane in twin mode. THIS COURSE DOES NOT CERTIFY A STUDENT TO BE A CRANE



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

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

This course provides training in the basic theory and use of ECDIS for deck officers as listed in 46 CFR 11.304(a) 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.

This course addresses the OICNW STCW Competency of "Use of ECDIS to maintain the safety of navigation" as found in Table A-II/1 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 12-14: 4.1.A, 4.2.A.

This course also addresses the Master or Chief Mate STCW Competency of "Maintain the safety of navigation through the use of ECDIS and associated navigation systems to assist command decision making" as found in Table A-II/2 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 10-14: 6.1.A, 6.2.A, 6.3.A, 6.4.A, 6.5.A, 6.6.A, and 6.7.A.

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

Electronic Navigation (SHLSOS-181) 40 hours

Successful completion of this course will satisfy the training requirements for certification as OICNW on vessels of 500 or more GT. The specific assessments performed during this course have been determined to be equivalent of National Assessment Guidelines for STCW code, as amended 2010 Table A-II/1 as documented in NVIC 12-14; Tasks 1.4.C, 1.4.D, & 1.5.A. Applicants are not required to present completed task sheets.

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

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

Successful completion of this course will satisfy the Respond to Emergencies standard of competence requirements of Table A-II/1 of the STCW code, as amended 2010; and 46 CFR 11.309(a)(3) for certification as OICNW on vessels of 500 GT or more; Assessment tasks from the National Guidelines found in NVIC 12-14 (5.1.A, 5.2.A, 5.3.A) need not be presented.

Prerequisites: No additional prerequisites

Fast Rescue Boat (SHLSOS-193) 30 hours

Students completing this course will satisfy the training requirements of 46 CFR 12.617(a) (3) and the STCW Code Section A-VI/2; and the competency demonstration requirements of 46 CFR 12.617(a)(4) and STCW Table A-VI/2-2 for an STCW endorsement for Proficiency in Fast Rescue Boats; all the tasks from enclosure (2) to NVIC 05-14 "Assessment Guidelines for Proficiency in Fast Rescue Boats".

Prerequisites: Must be rated



Fast Rescue Boat Renewal (SHLSOS-708) 20 hours

This course meets the renewal requirements as outlined in USCG NVIC 05-14 Guidance for Qualifications for STCW Endorsements for Proficiency in Fast Rescue Boats, and of the STCW Convention, Chapter VI, Section A-VI/2, Table A-VI/2-2 for Fast Rescue Boat renewal, 2010, as amended.

This course renews the student skills in handling and taking charge of fast rescue boats during or after launch in adverse weather and sea conditions. Students review operating a fast rescue boat engine, using all locating devices, including communication and signaling equipment between the rescue boat and the ship, rescue towing and carrying out search patterns. Training is conducted mainly at dockside during demonstrations and practice drills with a short introductory period in the classroom on the first day to cover school and safety concerns and the last day for discussion and critiques.

Prerequisites: Must have Fast Rescue Boat endorsed on MMC

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

This course satisfies the training requirements for certification for deck officers as listed in 46 CFR 11.304(a). 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. An FCC filing fee is required for this course.

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 (SHLSOS-751) 35 hours

Successful completion will satisfy the Leadership and Teamworking skills within 46 CFR 11.309, 11.319, 11.321, and tasks from NVIC 12-14 (18.1.A -18.5.A) for an endorsement as OICNW; the Leadership and Teamworking skills within 46 CFR 11.329 and tasks from NVIC 17-14 (16.1.A-16.4.A) for an endorsement as OICEW; and the Leadership and Managerial Skills within 46 CFR 11.305, 11.307, 11.311, 11.313, 11.315, 11.317, 11.325, 11.327, 11.331, 11.333, and tasks from NVIC 10-14 (18.1.A-18.2.A), NVIC 11-14 (18.1.A-18.3.A), NVIC 15-14 (7.1.D, 11.1.A, 14.1.A) and NVIC 16-14 (14.1.A).

Prerequisites: This course is open to deck and engine officers at the 2nd Mate or 2nd Asst. Engineer 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.

Leadership and Teamworking Skills (SHLSOS-768) 14 hours

This course satisfies the training requirements for leadership and teamworking skills for deck officers as listed in 46 CFR 11.304(a). As specifically 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), "Application of leadership and team working skills" 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. Task numbers are referenced from NVICs 12-14, 17-14, and 23-14.

Additional Prerequisites: This course is open to deck and engine officers at the operational level, or soon-to-be officers, 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

Any applicant who has successfully completed this course will satisfy the Compass - Magnetic & Gyro training requirements of 46 CFR 11.309(a)(4) for an STCW endorsement as OICNW on vessels of 500 or more GT. The practical assessments are equivalent of the National Assessment Guidelines, as documented in NVIC 12-14 (1.7.A, 1.7.B, 1.7.C, 1.7.D, 1.7.E, 1.7.F). Applicants are not required to present completed task sheets.

Prerequisite: AB with 1 year of sea service

Marine Material Handling (SHLSOS-690) 70 hours

Any applicant successfully completing this course will satisfy the minimum standards of competency of the STCW Code, as amended, within Table A-II/5 for the function *Cargo handling and stowage at the support level* for Able Seafarer - Deck.

Prerequisite: AB with 1 year of sea service and Tankship Familiarization endorsement.

Master 100 Tons (SHLSOS-281) 90 hours

The Master 100 Tons Near Coastal course meets or exceeds the training requirements of 46 CFR 11.428 and 11.910 (Table 2). 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 11.910.

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

Meteorology (Operational Level) (SHLSOS-316) 40 hours

Successful completion of this course will satisfy the Meteorology knowledge, understanding and proficiency requirements of Table A-II/1 of the STCW code, as amended 2010; and the approved training requirements of 46 CFR 11.309(a)(4)(xiii) for certification as OICNW on vessel of 500 GT or more; the tasks from the National Assessment Guidelines found in NVIC 12-14 (1.9.A, 1.9.B, 1.10.A, 1.10.B, 1.10.C, 1.10.D, 1.10.E, 1.10.F, 1.10.G). Applicants need not present completed task sheets.

Prerequisite: AB with 1 year of sea service

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

This 1 week course satisfies the competency standards of STCW Code Table A-VI/2-1 for

an STCW endorsement for Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats (PSC) and will satisfy the examination and practical demonstration requirements of 46 CFR 12.407(b)(3) and NVIC 04-14 for endorsements for Lifeboatman and PSC. This course also incorporates the personal survival renewal requirements as outlined in Table A-VI/1-1 and Table A-VI/2-1 of the STCW 2010, as amended and NVIC 04-14.

Prerequisites: 180 days of deck sea time

Radar Observer Inland (SHLSOS-396) 5 days

This course will familiarize the student with the fundamentals of radar, operation and use of radar, radar navigation techniques, interpretation and analysis of radar information, and plotting as outlined in 46 CFR 11.480. This is accomplished through classroom lecture, simulated practice exercises, assessment of competency, and mandatory homework assignments. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code.

Prerequisites: Must be rated with one year as AB

Radar Observer Recertification (SHLSOS-402) 1 day

This course satisfies the requirements of 46 CFR 11.480(f) for maintaining the validity of an endorsement as Radar Observer. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code.

Prerequisites: Radar Observer Unlimited valid or not have expired more than 6 months.

Radar Observer Unlimited (SHLSOS-399) 10 days

Successful completion of this course including all practical assessments will satisfy the requirements of 46 CFR 11.480(d) for an endorsement as Radar Observer (Unlimited) and the radar training requirements of Section A-II/1 and Table A-II/1 of the STCW code, as amended 2010 for certification as OICNW on vessels of 500 or more GT (ITC). Practical exercises conducted will be accepted as equivalent of the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code NVIC 12-14 Tasks: 3.2.A, 3.2.B, 3.3.A, 3.4.A, 1.2.A, 1.2.B, 1.2.C, 3.4.B, 3.4.C, 3.4.D, 3.4.E, 3.4.F, 3.4.G, and 3.4.H.

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 they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels.

Prerequisites: Must be rated with one year as AB

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, contrib-

ute 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. This course also incorporates the standards of competence as outlined in Table A-II/4 of STCW 2010, as amended and NVIC 06-14.

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

Search and Rescue (Operational Level) (SHLSOS-447) 16 hours

This course satisfies the training requirements for deck officers as listed in 46 CFR 11.304(a). This course addresses the OICNW STCW KUP of "Respond to a distress signal at sea" as found in Table A-II/1 of the STCW 2010, as amended and tasks in accordance with NVIC 12-14. 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

Self-Unloading Advanced 32 hours

This course is intended for mariners sailing in the capacity of head tunnelman/conveyorman or intend to sail as head tunnelman/conveyorman. At the conclusion of this course, students will be able to safely operate and maintain the conveyor system and all associated components.

Prerequisite: seetime as a Conveyorman with 1 year of sea service

Self-Unloading Basic 35 hours

This course is designed for mariners currently sailing on Great Lakes self-unloading vessels who have a desire to move into the conveyorman job. The objective of this course is to train deck or engine sailors in the basics of the job of conveyorman/tunnelman on a self-unloading ship. Topics will emphasize safety and includes work hour management, job responsibilities, familiarization and operation of the unloading system, conveyor system clean up and shut down, troubleshooting, general maintenance, welding safety, record keeping and inventories.

Prerequisite: seetime as a Conveyorman with 1 year of sea service

Ship Construction And Basic Stability (SHLSOS-449) 40 hours

Successful completion of this course will satisfy the ship construction and ship stability standard of competence requirements of Table A-II/1 of the STCW code, as amended 2010 and the training requirements of 46 CFR 11.309(a)(4)(xii) for certification as OICNW on vessels of 500 or more GT. The completed assessments meet the specific tasks from the National Assessment Guidelines found in NVIC 12-14 (11.3.A, 13.1.A, 13.2.A, 13.3.A, 13.4.A) need not be presented.

Prerequisites: AB with 1 year of sea service

Ship Management (SHLSOS-451) 70 hours

This course satisfies the training requirements STCW certification as Master or Chief Mate on vessels of 500 or more gross tons (ITC). The practical assessment in this course will be accepted as the equivalent of assessment from



the National Assessment Guidelines for Table A-II/2 of the STCW Code 2010 as amended.

This functional element provides the detailed knowledge to support the training outcomes specifically related to ship management and emergency response. Specifically, this encompasses controlling the operation of the ship by complying with legislation to ensure safety of life at sea and protection of the marine environment and maintaining safety and security of crew and passengers through the development of emergency and damage control plans and organizing and managing the crew in emergencies.

Prerequisite: Meet eligibility requirements for Management level license

Terrestrial & Coastal Navigation (SHLSOS-512) 102 hours

This course satisfies the training requirements of 46 CFR 11.309(a)(4)(viii) for an STCW endorsement as OICNW on vessels of 500 or more gross tons (ITC); AND the practical assessments conducted in this course will be accepted as the equivalent of the assessments from National Assessment Guidelines Tasks in NVIC 12-14 (1.2.A, 1.2.B, 1.2.C, 1.3.A, 1.3.B, 1.3.C, 1.4.A, and 1.4.B).

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 for an Able Seafarer-Deck endorsement. This program differs from the old UA program in that we have added new elements to the RFPNW course. See Able Seafarer-Deck course for more information.

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

This self-study course will satisfy the Visual Signaling requirements of 46 CFR 11.309(a)(4)(vi) and 11.319(a)(4)(vi) if presented within ONE year of the completion of training; AND will be considered to have successfully demonstrated the equivalent of assessment 8.2.A for an STCW as amended 2010 endorsement as OICNW on vessels of 500 GT or more. Task sheets need not be presented.

Prerequisites: Should be near ready to

apply for OICNW license.

Water Survival (SHLSOS-549) 60 hours

This 2-week course satisfies the competency standards of STCW Code Table A-VI/2-1 of the STCW, as amended 2010, for Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats (PSC) and will satisfy the examination and practical demonstration requirements of 46 CFR 12.407(b)(3) for endorsements for Lifeboatman and PSC; AND if presented within one 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 of 46 CFR 12.409(a)(5) for service on vessels not equipped with lifeboats; AND the Personal Survival Techniques training requirements of Table A-VI/1-1 of the STCW Code and 46 CFR 11.202(b)(1). This course meets the specific tasks outlined in NVIC 04-14 (1.4.A, 1.5.A, 2.1.A, 3.1.A, 3.1.B, 3.2.A, 4.1.A, 4.1.B, and 4.2.A) and NVIC 08-14 (1.3.A, 1.14.A, 1.14.B, 1.14.C, 1.14.D, 1.14.E, 1.14.F, 1.14.G, 1.14.H, 1.14.I, 1.14.J, 1.14.K).

Prerequisites: 180 days seetime

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

This course meets the Watchkeeping and SMCP training requirements of 46 CFR 11.309(a)(4)(ix) for an STCW endorsement as OICNW on vessels of 500 GT or more (ITC) and 46 CFR 11.319(a)(4)(iii) for an STCW endorsement as OICNW on vessel of less than 500 GT (ITC); AND the BRM training requirements of 46 CFR 11.309(a)(4)(vii), 11.319(a)(4)(vii) and 11.321(a)(3)(iv). The Practical assessments in this course have been determined to be equivalent of National Assessment Guidelines tasks as documented in NVIC 12-14 guidelines for OICNW on vessels of 500 or more GT (2.1.A, 2.1.B, 2.1.C, 2.1.D, 2.1.E, 2.1.F, 2.1.G, 2.2.A, 2.2.B, 2.2.C, 2.2.D, 2.2.E, 2.3.A, 2.3.B, 2.3.C, 2.4.A, 2.5.A, 2.6.A, 2.7.A, 2.7.B, 2.7.C, 2.7.D, 2.7.E, 2.7.F, 2.7.G, 12.1.A, 12.2.A, 12.3., and 17.1.A). Task sheets need not be presented.

Prerequisite: AB with one year of sea service, Radar, ARPA and ECDIS certifies.





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 rating; AND will satisfy the examination requirements for QMED-Oiler and QMED-Fireman/Watertender rating endorsements; AND the training and assessment requirements of Table A-III/4 of the STCW Code 2010 as amended.

Advanced Refrigerated Containers Maintenance 4 weeks

This course is designed to advance the knowledge of those seafarers who have been previously trained as a Refrigerating Engineer. The training provides students with the theoretical and practical knowledge and the skills necessary to operate, maintain, troubleshoot, and repair refrigerated containers while serving in the capacity of maintenance electrician on board a container ship. 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 and leads to certification in refrigerated containers maintenance and consists of classroom and practical shop training.

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

Basic Auxiliary Plant Operations (SHLSOS-51) 140 hours

This is the first of three courses required to earn a USCG rating as a Fireman/Watertender Oiler (FOWT) and the first of three courses required to satisfy STCW endorsement as a Ratings Forming Part of the Engineering Watch. The objective of this course to provide students with knowledge and practical operational skills required of rated engine department watchstanders in auxiliary plants as they prepare to sail in the capacity of FOWT. Successful completion of this course and presentation of the certificate within ONE year of completion, will receive 30 days sea service credit towards a QMED rating, and will be accepted as having completed the tasks for *General Subjects* and *Shipboard Systems and Subsystems* and the general practical assessments from NVIC 07-14 (1.1.C, 1.1.D, 1.1.E, 1.1.F, 1.1.G, 1.2.A, 1.2.E, 1.2.F, 1.3.A, 1.3.B, 1.3.C, 2.3.A, 3.1.A,

4.1.A, 4.2.A) and NVIC 18-14 (3.1.A, 4.1.A, 5.1.A, 5.1.B, 6.2.A, 7.2.A, 7.6.A, 9.1.A, 9.1.B, 9.2.1, 9.3.A, 10.4.A, 10.6.A, 10.6.B) need not be presented.

Prerequisites: 90 days seetime in engine department

Basic Electricity (Junior Engineer Course) (SHLSOS-52) 70 hours

This is one of three courses required for those seeking as a QMED - Junior Engineer endorsement. The course provides the mariner electrical skills required of a rated member of the engine department. Successful completion of this course and presenting the certificate within ONE year of completion of training, will satisfy the requirements of 46 CFR 12.505 (c), Junior Engineer, PROVIDED the student has completed the Engineering Plant Maintenance and Basic Refrigeration & HVAC courses; AND there is evidence of at least 90 days of sea service while endorsed as a QMED FOWT prior to starting this training. This course also meets the assessment guidelines from NVIC 18-14 (6.1.A, 6.2.A, 6.3.A, 10.1.A, 10.2.A) and need not be presented.

Prerequisites: Must hold RFPEW and 180 days seetime after FOWT in engine department.

Basic Motor Plant Operations (SHLSOS-63) 66 hours

This is the last of three courses required to earn a USCG rating as a Fireman/Watertender Oiler (FOWT) and the last of three courses required to satisfy STCW endorsement as a Ratings Forming Part of the Engineering Watch. The objective of this course to provide students with knowledge and practical operational skills required of rated engine department watchstanders in motor plants as they prepare to sail in the capacity of Oiler. Successful completion of this course and presentation of the certificate within ONE year of completion, will receive 30 days sea service credit towards a QMED rating, and will be accepted as having completed the tasks for *General Subjects*, *Electrical Subjects*, *Motor Propulsion subjects* and the motor/diesel practical assessments from NVIC 07-14 (1.1.A, 1.1.B(M), 1.1.H(M), 1.1.I(M), 1.1.J, 1.1.K, 1.2.B, 1.2.C, 1.2.D, 2.1.A, 2.1.B, 2.1.C, 2.2.A, 2.2.B, 2.3.A, 4.2.B) need not be presented.

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 one of three courses required for those seeking as a QMED - Junior Engineer

endorsement. This course provides the cognitive and practical mechanical skills required of Basic Refrigeration and HVAC. Successful completion of this course and presenting the certificate within ONE year of completion of training, will satisfy the requirements of 46 CFR 12.505 (c), Junior Engineer, PROVIDED the student has completed the Engineering Plant Maintenance and Basic Electricity courses; AND there is evidence of at least 90 days of sea service while endorsed as a QMED FOWT prior to starting this training.

Prerequisites: Must hold RFPEW and 180 days seetime after FOWT in engine department.

Basic Steam Plant Operations (SHLSOS-73) 70 hours

This is the second of three courses required to earn a USCG rating as a Fireman/Watertender Oiler (FOWT) and the second of three courses required to satisfy STCW endorsement as a Ratings Forming Part of the Engineering Watch. The objective of this course to provide students with knowledge and practical operational skills required of rated engine department watchstanders in steam plants as they prepare to sail in the capacity of F/WT. Successful completion of this course and presentation of the certificate within ONE year of completion, will receive 30 days sea service credit towards a QMED rating, and will be accepted as having completed the tasks for *General Subjects*, *Electrical Subjects*, *Steam Propulsion subjects* and the steam practical assessments from NVIC 07-14 (1.1.B(S), 1.1.H(S), 1.1.I(S), 2.1.A, 2.1.B, 3.1.A, 3.1.C, 3.1.D, 3.1.E, 3.1.F, 3.1.G, 3.1.H, 3.1.I, 3.1.J) need not be presented.

Prerequisites: Must have BAPO and 180 days engine seetime

Designated Duty Engineer (Non-STCW)

This test prep course is intended for candidates for certification as a designated duty engineer in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more. This course reviews topics that will be given on the USCG examination.

Prerequisites: Must have Water Survival, Advanced Fire Fighting, Medical Care Provider and 1080 days total sea time. Recommended to have Coast Guard approval letter valid through dates of the class.

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

This is one of three courses required for those seeking as a QMED - Junior Engineer endorsement. The course provides cognitive and practical mechanical skills required of engineering plant maintenance. Successful completion of this course and presenting the certificate within ONE year of completion of training, will satisfy the requirements of 46 CFR 12.505 (c), Junior Engineer, PROVIDED the student has completed the Basic Refrigeration & HVAC and Basic Electricity courses; AND there is evidence of at least 90 days of sea service while endorsed as a QMED FOWT prior to starting this training. The course will meet the assessment guidelines from NVIC 18-14 (5.1.C,

Distance Learning Courses

We offer several distance learning courses. All can be done as self-paced courses under the guidance of the Academic department. A few can be done remotely. A list of courses appears below. For more information, contact the Academic department.

MSC Environmental Awareness
Hazardous Material Control and Management
Hearing Conservation
Heat Stress Management
Shipboard Pest Control
Respiratory Protection
Shipboard Water Sanitation

5.2.A, 7.1.A, 7.3.A, 7.4.A, 7.5.A, 8.1.A, 8.1.B, 10.5.A, 10.6.C, 10.7.A, 10.8.A, 10.8.B, 10.9.A) as well as a limited number of OICEW assessments (5.2.D, 5.2.E, 8.2.B, 8.3.A9.1.A, 9.1.B) in conjunction with this course.

Prerequisites: Must hold RFPEW and 180 days seetime after FOWT in engine department.

Engine Room Resource Management (SHLSOS-187) 35 hours

Successful completion of our Engine Room Resource Management course will satisfy the ERM training requirements in 46 CFR 11.325(a)(3)(i) and (b)(1); 11.327(a)(3)(i) and (b)(1); 11.329(a)(4)(iv); 11.331(a)(93)(i) and (b)(1); and 11.333(a)(3)(i) and (b)(1); AND specific task 1.4.A from NVIC 17-14 OICEW.

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 situation 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; upgrading to or hold an Engineering license

High-Voltage Safety (SHLSOS-219) 3 days

Successful completion of this course will satisfy the High-Voltage Power Systems training requirements in 46 CFR 12.611(a)(4)(ii) for an STCW endorsement as Electro-Technical Rating on vessels powered by main propulsion machinery of 750 kW/1000 HP or more; AND the following assessments have been found to meet the National Assessment Guidelines as documented in NVIC 24-14 for ETR 1.1.A and 1.1.B and NVIC 08-14 for OICEW 6.1.E.

The objective of the High Voltage Safety and Operations Course is to provide Engine Department personnel with the theoretical and practical knowledge and the skills necessary to operate and maintain the ship's high voltage distribution system and related equipment safely and efficiently.

Prerequisites: Proof of completion of





SHLSOS Marine Electrician course OR hold QMED-any rating with 120 days of seetime as an Electrician

Machinist (SHLSOS-261) 102 hours

This course provides mariners cognitive and practical mechanical skills in the area of general metalworking and machine tool operations. Successfully completing the Machinist course and presenting the Certificate of Training WITHIN ONE YEAR OF THE COMPLETION OF TRAINING will satisfy the written examination requirements of 46 CFR 12.505(a) for the Machinist portion of the combined QMED-Pumpman/Machinist endorsement of 46 CFR 12.501(b)(1)(v) PROVIDED applicant currently holds a QMED-Pumpman rating or has completed and approved QMED-Pumpman course within one year of this application. Assessments will meet the requirements of 8.1.A of NVIC 17-14 for the use of hand tools.

Prerequisites: Completed Junior Engineer course, 120 days seetime as a Junior Engineer and hold RFPEW.

Management of Electrical and Electronic Control Equipment (MEECE) (SHLSOS-176) 1 week

Course satisfies the training requirements of 46 CFR 11.325(a)(3)(iii) and (b)(3), 11.327(a)(3)(iii) and (b)(3), 11.331(a)(3)(iii) and (b)(3) and 11.333(a)(3)(iii) and (b)(3). This course does NOT satisfy the competencies required by STCW, as amended 2010.

Prerequisites: 36 months of seagoing service in the engine department; upgrading to or hold an Engineering license

Marine Electrician (SHLSOS-269) 280 hours

The objective of the Marine Electrician course is to provide Engine Department personnel the ability to perform Function: Electrical, Electronic, and Control Engineering at the Support Level; Maintenance and Repair at the Support Level; and Controlling the Operation of the Ship and Care for Persons on Board at the Support Level. 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. Successfully completing this course and presenting the certificate of training will satisfy the examination requirements of 46 CFR 12.501 (b)(4) for the Electrician portion of the combined QMED-Electrician/Refrigerating Engineer, if presented within one year of

the completion of training; PROVIDED the applicant presents evidence of 90 days of engine room service while holding an endorsement as a QMED prior to the commencement of this training; AND the accepted tasks from the National Assessment Guidelines of NVIC 17-14 of OICEW (6.1.D, 6.1.E, 6.2.A, 7.1.A, 7.2.A, 7.2.B, 7.3.A, 7.4.A). Task sheets need not be presented for STCW certification.

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

Marine Refrigeration Technician (SHLSOS-274) 210 hours

The objective of the Marine Refrigeration Technician Course 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. Successfully completing the Marine Refrigeration Technician course and presenting the certificate of training WITHIN ONE YEAR OF COMPLETION OF TRAINING will satisfy the written exam requirements of 46 CFR 12.505(a) for the Refrigerating Engineer portion of the combined QMED-Electrician/Refrigerating Engineer endorsement of 46 CFR 12.501(b)(1)(iv) PROVIDED applicant currently holds a QMED-Electrician rating or has completed and approved QMED-Electrician course within one year of this application.

Prerequisites: 120 days seetime after completion of SHLSS JE course; Must have completed Marine Electrician course.

Pumpman (SHLSOS-380) 70 hours

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. Successfully completing of the Pumpman course and presentation of the certificate of training WITHIN ONE YEAR of completion of training will satisfy the written exam requirements of 46 CFR 12.505(a) for the Pumpman portion of the combined QMED-Pumpman/Machinist endorsement of 46 CFR 12.501(b)(1)(v) PROVIDED applicant currently holds a QMED-Machinist rating of has completed an approved QMED-Machinist course within one year of this application, AND complete tasks 5.1.A, 5.2.A, 5.2.B, 5.2.C, 5.2.D, 5.2.E from National Guidelines for OICEW NVIC 17-14. Task sheets need not be presented for STCW certification.

Prerequisites: Must have completed machinist and welding courses

Welding and Metallurgy Skills and Practices (SHLSOS-551) 105 hours

The objective of the course is to Engine Department personnel to tack and run a straight bead in a variety of situations and to test a weld using dye penetrant. Successful candidates will earn a SHLSS certificate of training in Welding & Metallurgy – Skills and Practices. This course is part of the Pumpman Program and the Officer in Charge of an Engineering Watch Program.

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 storage, food safety management systems, training hourly employees, and more. A fee is required to take the test.

Prerequisites: No additional prerequisites

Galley Operations 293 hours

The course introduces mariners to safe and sanitary practices necessary for a career in the Steward Department and covers the topics of cleaning and sanitizing the shipboard environment, food borne illness, contamination, personal hygiene, measurements, abbreviations, safe food handling, ordering and storage, and salad bar production.

Prerequisites: 365 day's sea time as an SA, or Phase III UA's deciding on a Steward Dept career

Certified Chief Cook Six 2-week modules

This course provides steward department personnel with an understanding and knowledge of sanitation, nutrition, and the preparation, production 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 199 hours

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

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

Chief Steward 525 hours

This course trains stewards to take charge of a production galley, supervise employees

in galley operations, plan and prepare meals, incorporate a wellness environment in menu structure, order inventory, determine scheduling and oversee galley sanitation. On meeting the minimum requirements for Chief Steward, culinary students will be trained to take charge of a production galley. The course stresses the competencies related to management, breakfast production, communication, leadership, inventory control, ordering, scheduling, sanitation, healthy menu planning and healthy baking.

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 Table AVI/3 of the STCW Code 2010 as amended and 46 CFR 11.303; —AND—the Advanced Fire Fighting training requirements of 46 CFR 11.205(d) for an original 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 extinguishing equipment before going through shipboard simulations and actual firefighting drills.

Prerequisite: Must be rated

Advanced Fire Fighting Revalidation (SHLSOS-777) 3 days

This course will satisfy the Advanced Firefighting training revalidation requirements of STCW Code Section A-VI/3 and 46 CFR 11.201(h)(1) and 11.303(d) provided that the mariner has at least 1 year of sea service in the last 5 years; AND tasks 1.3.A, 1.5.A, 2.1.A, 2.1.B, 3.1.A, 3.1.B, 4.1.A, 4.1.B, and 4.1.C from NVIC 09-14 of the national assessment guidelines.

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

Prerequisite: Must have completed Ad-

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.



vanced Firefighting or Combined Basic/Advanced Firefighting within the last 5 years

Basic Fire Fighting (SHLSOS-53) 16 hours

This course is an element of Basic Training and satisfies the following: 1) Fire Prevention per STCW table A-VI/1; 2) Fire Prevention per 46CFR 11.302(a)(2) and 12.602(a)(2) and; 3) Basic Fire Fighting training required by 46CFR 11.201(h)(2) [Basic only] and 11.201(h)(3); and 4) Fire Fighting requirements for national tanker endorsement in 46CFR 13.201(c)(3), 13.301(c)(3), 13.401(d), and 13.501(c)(3).

Prerequisites: No additional prerequisites

Basic Fire Fighting (SHLSOS-57) 35 hours

This course is part of the UA Program and satisfies the following: 1) Fire Prevention per STCW table A-VI/1; 2) Fire Prevention per 46CFR 11.302(a)(2) and 12.602(a)(2); 3) Basic Fire Fighting required by 46CFR 11.201(h)(2) [Basic only] and 11.201(h)(3); and 4) Fire Fighting requirements for national tanker endorsement in 46CFR 13.201(c)(3), 13.301(c)(3), 13.401(d), and 13.501(c)(3). This course satisfies all the associated tasks from NVIC 08-14 for Fire Prevention and Fire Fighting: 3.2.A, 3.7.A, 3.8.A, 3.8.B, 3.8.C, 3.8.D.

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 (SHLSOS-53), First Aid/CPR/AED (SHLSOS-203), Personal Safety & Social Responsibilities (SHLSOS-359), and Personal Survival Techniques (SHLSOS-363).

Prerequisites: No additional prerequisites

Basic Training Refresher (SHLSOS-68) 21 hours

Successful completion of this course satisfies the requirements of 46 CFR 11.202(b) for the minimum standard of competence for Basic Training provided the mariner has been previously certified in Basic Training per Section A-VI/1 of the STCW code, as amended.

The course reintroduces students to the fundamental knowledge and skills of basic shipboard safety necessary for employment aboard vessels as set out in the STCW Tables A-VI/1-1 through 1-4. These are personal survival techniques (1-1), fire prevention and firefighting (1-2), elementary first aid (1-3), and personal safety and social responsibilities (1-4).

Prerequisite: Basic Training within last 5 years

Basic Training Revalidation (SHLSOS-718) 8 hours

A mariner who successfully completes the course will satisfy the continued competency requirements for Personal Survival Techniques and Fire Prevention and Fire Fighting in STCW Section A-VI/1 of STCW as amended, 46 CFR

11.302(d) and 46 CFR 12.602(d), provided that they have at least 1 year of sea service in the last 5 years; and continued competency for PSC in Section A-VI/2, STCW as amended 2010 and 46 CFR 12.613(b)(3) provided they have at least 1 year of sea service in the last 5 years; and firefighting course requirement of 46 CFR 13.121(d)(1) and (2); and all tasks from NVIC 04-14; and tasks 1.14.B, 1.14.D, 1.14.E, 1.14.F, 1.14.G, 3.7.A, 3.8.A, 3.8.B, 3.8.C, 3.8.D from NVIC 08-14. Assessments need not be presented at the time of STCW application.

Prerequisite: Basic Training within last 5 years and proof of 1 year sea service within the last 5 years

Basic Training & Advanced Fire Fighting Revalidation (SHLSOS-823) 35 hours

A mariner who successfully completes this course AND having been previously endorsed for BT, AFF and PSC, AND showing evidence of 1 year sea service in the last 5 years will: satisfy the BT Revalidation continued competency requirements for PST, Fire Prevention and Fire Fighting in STCW as amended 2010 Section A-VI/1, 46 CFR 11.302(d) and 12.602(d); satisfy the Advanced Fire Fighting revalidation requirements of STCW Section A-VI/3 and 46 CFR 11.201(h)(1) and 11.33(d), AND satisfy the PSC continued professional competence requirements of 46 CFR 12.613(b). It also satisfies the National Assessment Guidelines from NVIC 08-14 for BT (1.3.B, 1.14.A, 1.14.B, 1.14.D, 1.14.E, 1.14.F, 1.14.G, 3.7.A, 3.8.A, 3.8.B, 3.8.C, 3.8.D) and 09-14 for Advanced Fire Fighting (1.3.A, 1.5.A, 2.1.A, 2.1.B, 3.1.A, 3.1.B, 4.1.A, 4.1.B, 4.1.C). Assessments in this course need not be presented at the time of STCW application.

Prerequisite: Previously endorsed for Basic Training, Advanced Fire Fighting, and Proficient in Survival Craft and proof of 1 year sea service within the last 5 years

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

This course satisfies 1) Basic Fire Prevention and Firefighting per STCW table A-VI/1 and A-VI/1-2 of the STCW Code as amended and 46 CFR 11.202(B)(2); AND 2) Basic and Advanced Firefighting training required for an officer endorsement by 46CFR 11.205(d) and 11.401(g)(1) for an officer endorsement; AND 3) Advanced Fire Fighting Training requirements of Section and Table A-VI/3; AND 4) Firefighting requirements for national tanker endorsement in 46CFR 13.207, 13.307(a), 13.407, and 13.507.

Prerequisites: Must be rated

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

This course satisfies the *Control passengers and other personnel during emergency situations* competency requirement of Table A-V/2 of the STCW code as amended and the requirements of 46 CFR 11.1005 and 11.1105 for Officers on Ro-Ro Passenger Ships and non 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 the Crowd Management training requirements of Paragraph 1 of Section A-V/2 and A-V/3; and the Safety Training requirements of Paragraph 3 and 4 of Section A-V/2 and A-V/3 of the STCW Code as amended; AND satisfies the requirements of 46 CFR 11.1005 and 11.1105 for Officers on Ro-Ro Passenger Ships and non Ro-Ro Passenger Ships.

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-197) 21 hours

This course is part of the UA program and satisfies: (1) the Elementary First Aid per Table A-VI/1-3; (2) Elementary First Aid per 46 CFR 11.302(a)(3) and 46 CFR 12.602(a)(3); and (3) the First Aid and CPR training requirements of 46 CFR 11.201(i)(1).

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

First Aid/CPR/AED (SHLSOS-203) 8 hours

This course is part of the BT classes and satisfies: (1) the Elementary First Aid per Table A-VI/1-3; (2) Elementary First Aid per 46 CFR 11.302(a)(3) and 46 CFR 12.602(a)(3); and (3) the First Aid and CPR training requirements of 46 CFR 11.201(i)(1).

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

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. A mariner who successfully completes this course will satisfy the training requirements of 46 CFR 12.627(a)(1) and STCW Table A-VI/6-1 for an STCW endorsement for Security Awareness.

Prerequisites: No additional prerequisites

Medical Care Provider (SHLSOS-310) 21 hours

This course will satisfy the following: STCW Code Table A-VI/4-1; and The competency requirements of 46 CFR 12.619(a)(2); and The Medical First-Aid Provider training requirements of 46 CFR 11.309(a)(4)(i), 11.317(a)(3)(i), 11.319(a)(4)(i), 11.329(a)(4)(i), 11.335(a)(3)(i), and 12.619(a)(1).

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

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

This course is part of the BT classes and satisfies the Personal Safety & Social Responsibilities competency and training requirements of Table A-VI/1-4 of the STCW Code 2010 as amended and 46 CFR 10.302(a)(4) and 12.602(a)(4). This course will also satisfy the renewal requirements for PSSR under STCW Section A-VI/1, as amended.

This course familiarizes students with the fundamental knowledge and skills of basic shipboard safety, social interactions, communication, and sexual harassment as necessary for employment aboard deep-sea vessels. This is accomplished through classroom lectures.

Prerequisites: No additional prerequisites

Personal Survival Techniques (SHLSOS-363) 12 hours

This course is part of the BT classes and satisfies 1) PST competency and training requirements of A-V/1 and Table A-V/1-1 of STCW as amended; 2) continued competency requirements of 46 CFR 11.302(b) and 12.602(b) and requirements of A-V/1 and Table A-V/1-1 of STCW as amended; 3) renewal requirements of 46 CFR 11.302(e) and 12.602(e) for renewal of PST; and 4) continued competency requirements of 46 CFR 12.613(b)(3) for renewal of PSC provided there is documented 1 year of sea svc in the last 5 years.

Topics include: Planning Ahead, Station Bill, Lifeboats, Inflatable Liferrafts, Personal Life Saving Equipment, Survival at Sea, Signaling, Rescue Procedures, and Abandoning Ship.

Prerequisites: No additional prerequisites

Social Responsibilities (SHLSOS-465) 27 hours

This course is part of the UA Program and satisfies the Personal Safety & Social Responsibilities competencies to comply with emergency procedures, take precautions to prevent pollution of the marine environment and observe safe working practices of Table A-VI/1-4 of the STCW Code, as amended, and 46 CFR 11.202(b)(4).

Prerequisites: No additional prerequisites





Vessel Personnel with Designated Security Duties (VPDSD) (SHLSOS-747) 7.5 hours

This course satisfies the training requirements of 46 CFR 12.625(a)(1) and the STCW Table A-VI/6-2 for an STCW endorsement as Vessel Personnel with Designated Security Duties.

Prerequisites: No additional prerequisites

Vessel Security Officer (SHLSOS-573) 14 hours

This course satisfies the training requirements for knowledge, understanding, and proficiency in Table A-VI/5 of the STCW Code and the mandatory training requirements in 33 CFR 104.215(d)(2) and meets the competencies as outlined in NVIC 21-14.

Prerequisites: No additional prerequisites

Tanker Courses

Tank Barge Dangerous Liquids (SHLSOS-491) 38 hours

This course satisfies the training requirements of 46 CFR 13.309 for an endorsement as Tankerman-PIC (Barge); AND satisfies the training requirements of 46 CFR 10.227(d)(8) (C) for renewal of a merchant mariner credential endorsed as Tankerman PIC (Barge Dangerous) Liquids.

Prerequisites: Basic Fire Fighting, Tankerman Assistant Endorsement

Tank Ship Dangerous Liquids (SHLSOS-501) 38 hours

This course satisfies the training requirements of 46 CFR 13.201(c)(4) for an endorsement as Tankerman-PIC DL and 13.201(c)(4) for an endorsement as Tankerman-PIC (Barge) DL; the requirements of 46 CFR 13.603(a)(2), 46 CFR 13.603(b)(2), 46 CFR 13.603(c)(2) and STCW code Table A-V/1-1-2 for an STCW endorsement for Advanced Oil Tanker Cargo Operations; and the requirements of 46 CFR 13.605(a)(2), 46 CFR 13.605(b)(2), 46 CFR 13.605(c)(2) and STCW Code Table A-V/1-1-3 for an STCW endorsement for Advanced Chemical Tanker Cargo Operations. The course will also satisfy training requirements for endorsements as Tankerman-Assistant DL, Tankerman-Engineer DL and Basic Oil and Chemical Tanker Cargo Operations.

Prerequisites: Basic Firefighting, Tank Ship Familiarization DL course

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

This course satisfies training requirements of 46 CFR 13.201(c)(4) for an endorsement as Tankerman-PIC DL and 13.201(c)(4) for an endorsement as Tankerman-PIC (Barge) DL; the requirements of 46 CFR 13.603(a)(2), 46 CFR 13.603(b)(2), 46 CFR 13.603(c)(2) and STCW code Table A-V/1-1-2 for an STCW endorsement for Advanced Oil Tanker Cargo Operations; and the requirements of 46 CFR 13.605(a)(2), 46 CFR 13.605(b)(2), 46 CFR 13.605(c)(2) and STCW Code Table A-V/1-1-3 for an STCW endorsement for Advanced Chemical Tanker Cargo Operations. The course will also

satisfy training requirements for endorsements as Tankerman-Assistant DL, Tankerman-Engineer DL and Basic Oil and Chemical Tanker Cargo Operations.

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 DL course

Tank Ship Familiarization (DL & LG) (SHLSOS-506) 67 hours

This course will satisfy the course requirements of 46 CFR 13.401 (e)(1) for an endorsement as Tankerman-Assistant DL; AND the requirements of 46 CFR 13.609(a)(2) and STCW Code Table A-V/1-1-1 for an endorsement for Basic Oil and Chemical Tanker Cargo Operations; AND the course requirements of 46 CFR 13.401 (e)(1) for an endorsement as Tankerman-Assistant LG; AND the requirements of 46 CFR 13.611(a)(2) and STCW Code Table A-V/1-2-1 for an endorsement for Basic Liquefied Gas Tanker Cargo Operations.

Prerequisite: Basic Fire Fighting within 5 years

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

This course satisfies the course requirements of 46 CFR 13.401(e)(1) for an endorsement as Tankerman-Assistant LG; AND the requirements of 46 CFR 13.611 (a)(2) and STCW Code Table A-V/1-2-1 for an endorsement for Basic Liquefied Gas Tanker Cargo Operations.

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: Basic or Advanced Firefighting within 5 years, must be rated

MSC Courses

Government Vessels 5 days

This week includes the following courses: 1d Marine Environmental Awareness, 2d Damage Control, and 2d Chemical, Biological, Radiological—Defense (CBR-D). See below for course descriptions. This week of training is required of all students in the UA program during Phase 3.

Marine Environmental Awareness 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.

Prerequisites: No additional prerequisites

Damage Control 2 days

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.

Prerequisites: No additional prerequisites

Chemical, Biological, Radiological Defense (CBR-D) Orientation

2 days

Students successfully completing this course will understand the triad of CBR survivability measures - equipment, detection, and decontamination - that must be taken to protect their ship and the crew. The primary focus of this course is the knowledge of Personal Protection Equipment, with an emphasis on survivability of the individual and the ship, and to impart confidence in their ability to survive and work in a contaminated environment for the rapid restoration of mission.

Prerequisites: No additional prerequisites

MSC Individual Small Arms Training and Qualification Course 32 hours

This course meets the standards and content of OPNAVINST 3591.1 Series, Small Arms Training and Qualification and Course. The purpose of MSC's Individual Small Arms Training and Qualification Course is to provide CIVMARs, CONMARs, and shipboard contract security personnel with the knowledge, skills and abilities to safely, responsibly and effectively employ small arms in individual and unit self-defense of Department of Defense assets to the standards set by the Office of the Chief of Naval Operations and the Commander, Military Sealift Command.

Prerequisites: No additional prerequisites

Shipboard Helicopter Firefighting Team Member 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 firefighting 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.

Prerequisites: No additional prerequisites

MSC Readiness Refresher 39 hours

This is a refresher course is composed of our current USCG approved 21-Hour Basic Training Renewal course (SHLSOS-69) and the assessment components of Helicopter Fire Fighting, Chemical, Biological—Radiological Defense (CBRD) and Damage Control (DC). Marine Environmental Protection (MEP) is offered in the evenings as a self-study computer-based training administered through our Academic department. The course is intended for Civil Service Mariners and Contract Mariners who work aboard MSC-contracted ships.

Prerequisites: Basic Training, Damage Control, CBR-D and Helicopter Fire Fighting





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\$150,000 in awards ranging from \$500 to \$4,000 are available annually to students attending college, trade or graduate schools.

The 2017 Union Plus Scholarship application is now available.

Deadline to apply: January 31, 2017, 12 pm ET

Learn more at UnionPlus.org/Scholarship



USS RISING: A CAPITAL FUNDING CAMPAIGN

**THE UNITED SEAMEN'S SERVICE
CALLING THE WORLD**



**SUPPORT SEAFARERS MOVING OUR
CARS, MACHINERY, CLOTHING
FOOD, OIL, ELECTRONICS, MILITARY
EQUIPMENT AND MORE!**

CROWD FUNDING SITE: www.youcaring.com/USSRising

Best Wishes from USNS Maury



Longtime Seafarer Brandon Maeda submitted this photo of fellow SIU members aboard the USMMI-operated *USNS Maury* in early December. "As we look forward to celebrating the holiday season, those of us who are working aboard the *Maury* wish the membership health, happiness and harmony in the coming year," he wrote. Standing left to right are AB Jeffrey Angeles, GVA Kassem Salem, Steward/Baker Ed Ong, Storekeeper Michael Dupee, GVA Garry Brandon, OMU Christopher Edwards, OMU Corey Chandler, QMED Jeffrey Thrash, AB John Paul Reyes and AB Demilton Wheat. Kneeling (from left) are AB Eugene Evans, Chief Cook Toriano Brown and Bosun Adiener "Chuy" Alfaro.

2016 Annual Funding Notice for SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2015 and ending July 31, 2016 (the "2015 Plan Year").

How Well Funded Is Your Plan

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

	Funded Percentage		
	2015 Plan Year	2014 Plan Year	2013 Plan Year
Valuation Date	August 1, 2015	August 1, 2014	August 1, 2013
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$104,944,388	\$105,886,470	\$106,718,842
Value of Liabilities	\$91,194,455	\$83,624,556	\$90,126,169

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2016 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 2015 annual report filed with the Department of Labor in May 2017.

	July 31, 2016	July 31, 2015	July 31, 2014
Fair Market Value of Assets	\$101,458,617	\$107,839,193	\$111,642,407

Endangered, Critical, or Critical and Declining Status

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

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

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 1,913. Of this number, 824 were current employees, 1,077 were retired and receiving benefits, and 12 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

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

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

Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations

	Percentage
1. Cash (Interest bearing and non-interest bearing)	9.0%
2. U.S. Government securities	17.1%
3. Corporate debt instruments	19.3%
4. Corporate stocks (other than employer securities):	54.6%
5. Other	0.0%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2014 Plan Year and earlier Plan Years are available now. The annual report for the 2015 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2017. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

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

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

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

Benefit Payments Guaranteed by the PBGC

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

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

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

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

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

Where to Get More Information

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

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

EUGENE ARUTA

Brother Eugene Aruta, 55, became a union member in 1983. He initially sailed aboard the *LNG Virgo*. Brother Aruta worked in the deck department, most recently on the *Oakland*. He attended classes on three occasions at the maritime training center in Piney Point, Maryland. Brother Aruta calls San Pablo, California, home.



MIKE BAY

Brother Mike Bay, 65, joined the SIU in 2002. His first trip was aboard the *Seabulk Challenge*. Brother Bay sailed in the deck department. He upgraded in 2010 and 2014 at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Brother Bay last worked on the *USNS Bruce Heezen*. He resides in the Philippines.



ROBERT BLUNT

Brother Robert Blunt, 65, started sailing with the Seafarers in 2008. He originally worked aboard the *Green Point*. Brother Blunt enhanced his skills in 2008 at the Piney Point school. The steward department member last shipped on the *OS Santorini*. Brother Blunt lives in the Philippines.



MARY BRAYMAN

Sister Mary Brayman, 66, became an SIU member in 1989. She initially worked on the *Independence*. Sister Brayman sailed in the steward department. On three occasions, she took advantage of educational opportunities available at the maritime training center in Piney Point, Maryland. Sister Brayman's most recent voyage was aboard the *ATB Corpus Christi*. She is a native of Los Angeles and now makes her home in Fredericksburg, Texas.

CARLOS CANO

Brother Carlos Cano, 66, joined the SIU ranks in 2003. He originally sailed on the *Constellation*. Brother Cano shipped in the deck department. He last worked aboard the *Liberty Grace*. Brother Cano is a resident of Houston.



JAMIE CASTILLO

Brother Jamie Castillo, 71, began sailing with the union in 1993. He was first employed on the *Independence*. Brother Castillo enhanced his skills in 1996 and 2002 at the Paul

Hall Center. The steward department member most recently worked aboard the *Maersk Alabama*. Brother Castillo makes his home in San Diego.



JOSE CERENO

Brother Jose Cereno, 66, joined the union in 2006. His first ship was the *Pride of America*; his most recent, the *2nd Lt. John Paul Bobo*. Brother Cereno worked mainly in the deck department. He resides in Norfolk, Virginia.



WILFREDO CUSTODIO

Brother Wilfredo Custodio, 65, signed on with the Seafarers in 1999. His first trip was on a vessel operated by Maersk Line, Limited. That same year, Brother Custodio took advantage of educational opportunities available at the maritime training center in Piney Point, Maryland. He was born in Manilla and sailed in the engine department. Brother Custodio last sailed aboard the *USNS Sisler*. He lives in Virginia Beach, Virginia.

MARK DOWNEY

Brother Mark Downey, 64, began shipping with the SIU in 1968. One of his earliest voyages was on the *Point Susan*. Brother Downey, who sailed in the deck department, enhanced his skills twice at the Piney Point school. He most recently shipped aboard the *Cape Kennedy*. Brother Downey calls Denham Springs, Louisiana, home.



DALE GRAHAM

Brother Dale Graham, 66, first donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He was an engine department member. Brother Graham upgraded in 2001 at the Piney Point school. He last worked on the *Coast Range*. Brother Graham was born in Norfolk, Virginia, and now makes his home in Sedro Woolley, Washington.



DAVID GREEN

Brother David Green, 65, joined the Seafarers in 1970. He first sailed on the *Trans Oneida*, as a member of the deck department. Brother Green upgraded frequently at the union-affiliated school in Piney Point, Maryland. He last shipped aboard the *Star of Texas*. Brother Green is a resident of Staten Island, New York.

MANUEL HERNANDEZ

Brother Manuel Hernandez, 65,

signed on with the SIU in 2000. His first trip was on the *USNS Indomitabile*. Brother Hernandez attended classes in 2000 at the Paul Hall Center. He worked in the engine department, most recently aboard the *Horizon Reliance*. Brother Hernandez resides in Corpus Christi, Texas.



ELOUISE JAMES

Sister Eloise James, 75, started sailing with the Seafarers in 2004. She originally sailed aboard the *USNS Waters*. Sister James worked in the steward department and upgraded on two occasions at the maritime training center in Piney Point, Maryland. She last shipped on the *Howard O. Lorenzen*. Sister James was born in Wilmington, California, and now calls Lancaster, California, home.



GREGORY JOHNS

Brother Gregory Johns, 64, joined the union in 1970. He initially worked aboard the *Thgtis*. A member of the engine department, Brother Johns enhanced his skills often at the Piney Point school. His most recent ship was the *Maersk Montana*. Brother Johns makes his home in Sanford, Florida.



STEPHEN KASTEL

Brother Stephen Kastel, 65, became a Seafarer in 1968. His first trip was on the *American Victory*. Brother Kastel upgraded twice at the Paul Hall Center and worked in the deck department. His last vessel was the *Maersk Denver*. Brother Kastel lives in Phoenix, Arizona.



THOMAS KELLY

Brother Thomas Kelly, 65, first donned the SIU colors in 1989. He originally sailed on the *Independence*. Brother Kelly enhanced his skills frequently at the Piney Point school. He was a member of the steward department and last shipped aboard the *USNS Brittin*. Brother Kelly is a resident of Seattle.



ANTONIO MIANA

Brother Antonio Miana, 70, signed on with the SIU in 1996. He was initially employed on the *Independence*. Brother Miana was a member of the deck department. In 2002, he took advantage of educational

opportunities available at the Seafarers-affiliated school in southern Maryland. Brother Miana's most recent voyage was aboard the *Horizon Reliance*. He resides in Waipahu, Hawaii.



PHILLIP NILES

Brother Phillip Niles, 71, began his SIU career in 2001 when the NMU merged into the Seafarers International Union. He was born in Houston and sailed in the engine department. Brother Niles upgraded twice at the Paul Hall Center. His final ship was the *Philadelphia Express*. Brother Niles continues to call Houston home.



HAROLD SEBRING

Brother Harold Sebring, 60, joined the SIU in 1976. He originally shipped in the inland division with G&H Towing. Brother Sebring was a member of the deck department. He most recently worked aboard the *Seabulk Challenge*. Brother Sebring lives in Winona, Texas.



JAMES SOUCI

Brother James Souci, 71, started sailing with the Seafarers in 1990. He was initially employed on the *USNS Harkness*. Brother Souci worked in the deck department. He attended classes on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Brother Souci's most recent trip was aboard the *Sealand Express*. He is a resident of Paradise, California.



LOUELLA SPROUL

Sister Louella Sproul, 64, became a Seafarer in 1978. The steward department member first sailed on the *Santa Maria*. Sister Sproul often upgraded at the Paul Hall Center. She finished her career as a member of the shore gang in Oakland, California. Sister Sproul makes her home in Fairfax, California.



HORACE THOMPSON

Brother Horace Thompson, 65, donned the union colors in 1988. His first ship was the *USNS Harkness*; his most recent, the *Horizon Trader*. Brother Thompson attended classes in 2002 at the Piney Point school. He worked in both the steward and deck departments. Brother Thomp-

son resides in San Francisco.

HUGH WILDERMUTH

Brother Hugh Wildermuth, 69, started sailing with the Seafarers in 1991. He was initially employed on the *Bonny*. Brother Wildermuth worked in the steward department. He enhanced his skills in 2000 at the Paul Hall Center in Piney Point, Maryland. Brother Wildermuth's final ship was the *Maersk Chicago*. He is a resident of Suwanee, Georgia.

INLAND

WILLIAM BELL

Brother William Bell, 64, began shipping with the union in 1975. He mainly sailed aboard vessels operated by Dravo Basic Materials Company. Brother Bell was born in Alabama. The deck department member now makes his home in Mobile.

KELVIN CARPENTER

Brother Kelvin Carpenter, 62, first donned the SIU colors in 1993. He primarily worked aboard Allied Transportation Company vessels. Brother Carpenter sailed in the engine department. He is a resident of Fairmont, West Virginia.

CHARLES MISPAGEL

Brother Charles Mispagel, 58, signed on with union in 1980. He originally shipped on the *LNG Virgo*. The engine department member upgraded several times at the union-affiliated school. Brother Mispagel most recently worked with G&H Towing. He calls Corpus Christi, Texas, home.



DAVID OWENS

Brother David Owens, 68, joined the union in 1973. He originally shipped with Allied Transportation Company. Brother Owens worked in the deck department. He was last employed with Bulk Fleet Marine Corporation. Brother Owens makes his home in Bohannon, Virginia.

GREAT LAKES

TAHA ELNAHAM

Brother Taha Elnaham, 68, started shipping with the SIU in 1969. He first worked aboard the *American Seaocean*. Brother Elnaham sailed in all three departments. His final trip was on the *Richard J. Reiss*. Brother Elnaham retired to Detroit.



Final Departures



DEEP SEA

LENZY BARNEY

Pensioner Lenzy Barney, 73, died August 29. He joined the SIU in 1991 in Mobile, Alabama. Brother Barney shipped as a member of the engine department. His first vessel was the *Equality State*; his last, the *Cleveland*. Brother Barney retired in 2008 and made his home in Mobile.

CHARLES FINCHER

Pensioner Charles Fincher, 69, passed away August 27. He became a union member



in 1990. Brother Fincher's first trip was aboard the *USNS Chauvenet*. His final voyage was on the *Westward*

Venture. Brother Fincher began collecting his pension in 2012. The steward department member called Middleburg, Florida, home.

WILLIAM GOINES

Pensioner William Goines, 88, died August 5. He started shipping with the Seafarers in 1967. Brother Goines initially worked on the *Oceanic Victory*. He sailed in the steward department. Brother Goines last shipped aboard the *Ultra-mar*. He became a pensioner in 1993 and lived in Wisconsin.

WILLIAM HAMPSON

Pensioner William Hampson, 86, passed away October 6. Brother Hampson signed on with the SIU in 1951, originally sailing with A.H. Bull Steamship Company. He worked in the deck department and was a native of Brooklyn, New York. Prior to Brother Hampson's retirement in 1991, he sailed on the *Cape Henry*. He was a resident of Royal Palm Beach, Florida.



PATRICK HELTON

Pensioner Patrick Helton, 70, died September 9. He began his seafaring career in 1988. Brother Helton's first ship was the *Maj. Stephen W. Pless*; his last was the *Eugene A. Obregon*. He sailed in the steward department. Brother Helton

started receiving his pension in 2011. He resided in Reno, Nevada.

JOHN HUDGINS

Pensioner John Hudgins, 77, passed away September 29. He began sailing with the SIU in 1967.

Brother Hudgins initially sailed aboard the *Cape Junction*. He worked in the steward department.



Brother Hudgins' final vessel was the *Cape Ducato*. He was a native of Virginia.

DAVID LOCSIN

Pensioner David Locsin, 91, died August 18. He joined the SIU in 1970. Brother Locsin



was born in the Philippines and originally sailed on the *Mobilian*. Brother Locsin concluded his seafaring career aboard the *Enterprise*. A member of the engine department, he started collecting his retirement compensation in 1996. Brother Locsin called California home.

BERT RICHARDSON

Brother Bert Richardson, 76, passed away July 8. He became a union member in 1968 in San Francisco.

Brother Richardson sailed in the steward department, most recently aboard the *Cape Mohican* in 1998. He was born in Mississippi and made his home in Henderson, Nevada.



INLAND

LUTHER ELLIS

Pensioner Luther Ellis, 80, died September 18. Brother Ellis started sailing with the SIU in 1968. He was employed with HVIDE Marine for the duration of his career. Brother Ellis was born in Orange, Texas, and sailed in the deck department. He went on pension in 1990 and resided in Oklahoma.

CLYDE EVANS

Pensioner Clyde Evans, 74, passed away September 14. He began his SIU career in 1980



and was an engine department member. He originally worked with American Towing & Transportation. Brother Evans was a native of

Maryland. He most recently shipped on a Penn Maritime vessel. Brother Evans started collecting his pension in 2008 and settled in Tangier, Virginia.

GEORGE GARRITY

Pensioner George Garrity, 88, died August 24. He signed on with the union in 1962. Brother Garrity was first employed with Delaware River Ferry. He last worked aboard a Chester Ferry Corporation vessel. Brother Garrity became a pensioner in 1990 and lived in Mickleton, New Jersey.

ARIS NORRIS

Pensioner Aris Norris, 95, passed away September 23. He became a union member in 1962. Brother Norris primarily sailed with Moran Towing of Texas. The Mississippi-born mariner shipped in the engine department. Brother Norris was a resident of San Antonio, Texas. He went on pension in 1983.

WILLIE PETTWAY

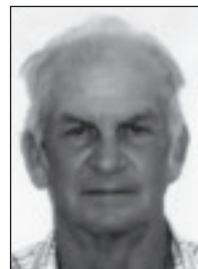
Pensioner Willie Pettway, 63, died August 6. Brother Pettway signed on with the SIU in 1973, originally sailing in the deep sea division on the *Bethex*. A native of Jacksonville, Florida, he worked in the engine



department. Brother Pettway was last employed aboard a Crowley Towing of Jacksonville vessel. He started collecting his retirement pay in 2009. Brother Pettway continued to reside Florida.

DONNIS WARS

Pensioner Donnis Wars, 71, passed away August 30. He joined the SIU in 1997 in Houston. Brother Wars was born in Groveton, Texas. He



initially sailed in the deep sea division aboard the *Performance*. Brother Wars was a member of the engine department. He last sailed with G&H Towing and continued to make his home in Texas.

MELVIN WILLIS

Pensioner Melvin Willis, 75, died September 20. Brother Willis began sailing with the union in

1962. He was originally employed with R.K. Davis Transportation. Brother Willis was a deck department member. He last sailed with Steuart Transportation Company. Brother Willis began receiving his pension in 2007 and lived in North Carolina.



GREAT LAKES

JOSEPH SCHEFKE

Pensioner Joseph Schefke, 79, passed away September 13. Brother Schefke started shipping with the SIU in 1963. The steward department member was primarily employed with American Steamship Company. Brother Schefke retired in 1991 and called Michigan home.

NATIONAL MARITIME UNION

RUDOLPH BRYANT

Pensioner Rudolph Bryant, 85, died August 25. Born in Houston, Brother Bryant started receiving his pension in 1994. He resided in Georgetown, Texas.

GUILLERMO DALINA

Pensioner Guillermo Dalina, 79, passed away August 26. He was a native of Puerto Rico. Brother Dalina began collecting his pension in 1980. He lived in Bayamon, Puerto Rico.

ROLAND DARBY

Pensioner Roland Darby, 74, died September 16. Brother Darby was born in New Orleans. He went on pension in 2007 and continued to make his home in New Orleans.

JOSEF DEGEN

Pensioner Josef Degen, 77, passed away September 1. Born in the Cayman Islands, Brother Degen started receiving his pension in 1989. He was a resident of Nederland, Texas.

VICENTE ESCOBAR

Pensioner Vicente Escobar, 88, died July 29. Brother Escobar was born in Houston. He retired in 1967 and continued to reside in Houston.

ADOLPH GIUSTI

Pensioner Adolph Giusti, 96, passed away September 4. The Michigan native became a pensioner in 1984. Brother Giusti called Pearland, Texas, home.

LUTHER HADLEY

Pensioner Luther Hadley, 93, died September 22. Brother Hadley was born in Alabama. He started collecting his pension in 1975 and was a resident of Mobile, Alabama.

PERFECTO QUINONES

Pensioner Perfecto Quinones, 89, passed away August 20. A native of Fajardo, Puerto Rico, he became a pensioner in 1987. Brother Quinones made his home in Rio Grande, Puerto Rico.

DAVID TAUREL

Pensioner David Taurel, 82, died August 3. He was born in Argentina. Brother Taurel started collecting his retirement pay in 1997 and lived in Houston.

The following individuals, all former members of the National Maritime Union, have also passed away. Insufficient data, however, was available to develop narratives on their respective careers.

Name	Age	DOD
Brink, Karl	94	Aug. 6
Da Luz, Gregorio	85	Aug. 22
Lopez, Lorenzo	96	Sept. 17
McMahon, Francis	87	Sept. 26



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.

GARDEN STATE (Crowley), October 17 – Chairman **Frank P. Hedge**, Secretary **Roderick L. Clay**, Educational Director **Jacob G. Diefenbach**, Steward Delegate **Thomas Smith**. Chairman thanked crew members for organizing departments aboard new ship and working safely. He advised all members to vote in union election. Secretary stated that Jacksonville union hall had been contacted concerning absentee ballots. Educational director recommended mariners upgrade at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Crew would like gym equipment aboard vessel. Suggestion was made to increase pension benefits.

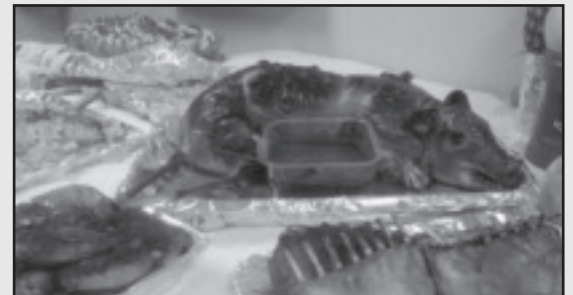
MATSON TACOMA (Matson), October 19 – Chairman **Richard A. Szabo**, Secretary **Keesha Holloway**, Educational Director **Paula Gomez**, Engine Delegate **James Donohue**, Steward Delegate **Nasser Ahmed**. Chairman reported smooth sailing and expressed his gratitude to crew for their hard work. Mariners were urged to leave rooms clean and supplied with fresh linen for reliefs. Educational director advised members to enhance skills at maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. All departments were thanked for a job well done.

PHILADELPHIA EXPRESS (Crowley), October 10 – Chairman **Jose A. Jimenea**, Secretary **Norma Y. West**, Deck Delegate **Michael Brisco**, Engine Delegate **Phillip Niles**, Steward Delegate **Mauricio Castro**. Bosun announced payoff upon arrival in Houston. He reported \$340 had been collected for *El Faro* crew members' families. Request was made for new towels. Educational director urged mariners to keep documents up-to-date and reviewed requirements for STCW Basic Training when renewing merchant mariner credential after January 1, 2017. No beefs or disputed OT reported. Steward department was



Thanksgiving Feast at Sea

Only the most poorly timed diet imaginable could have prevented mariners aboard the *APL Thailand* from enjoying the spread put out by Recertified Steward Joel Molinos (back left in photo left) and the rest of the galley gang.



thanked for a job well done.

SBX (TOTE), October 9 – Chairman **Weldon Heblch**, Secretary **Larry D. Pugh**, Educational Director **David L. Garrett**, Deck Delegate **Cindy Galarza**, Engine Delegate **Crescencio Gonzalez**, Steward Delegate **Regie C. Ignacio**. Chairman lead discussion on SIU's voluntary fund, SPAD (Seafarers Political Activity Donation). He reminded members of the importance of voting in both the national and SIU elections. Secretary urged members to register at the union hall, update beneficiary cards and keep union dues current. Educational director advised mariners to take advantage of upgrading opportunities avail-

able at the Paul Hall Center in Piney Point, Maryland. Treasurer stated \$200 in ship's fund. No beefs or disputed OT reported. Suggestion was made that all retirees receive a pay increase. Seafarers were advised to check expiration dates on necessary documents and make sure they have Basic Training endorsement to meet STCW requirements. Next port: Honolulu.

ST. LOUIS EXPRESS (Crowley), October 17 – Chairman **Matthew T. Sagay**, Secretary **Marlon A. Battad**, Deck Delegate **Celso I. Castro**. Bosun stated ship had a good trip and acknowledged all SIU crew for a job well done. He urged everyone to donate to SPAD and MDL. Secre-

tary thanked crew for helping keep vessel clean. Educational director advised mariners to enhance skills at maritime training center in Piney Point, Maryland. No beefs or disputed OT reported but crew talked about transportation issues getting to Houston. Next port: Charleston, South Carolina.

YORKTOWN EXPRESS (Crowley), October 2 – Chairman **Michael Ratigan**, Secretary **Jeffrey J. Badua**, Educational Director **James W. Demouy**, Deck Delegate **Damon J. Anderson**, Steward Delegate **Florence M. Brinson**. Chairman stressed importance of voting in national election. Secretary requested more shirts and hats for crew. Edu-

educational director urged members to pay attention to expiration dates on necessary seafaring documents. Treasurer stated \$49 in slop chest. No beefs or disputed OT reported. Suggestion was made to lower sea time requirements in order to qualify for pension benefits. It was noted that ship needs new curtains and chairs in state rooms. Next ports: Houston, Savannah, Georgia and Norfolk, Virginia.

PATRIOT (TOTE), November 20 – Chairman **Ion Irimia**, Secretary **Jayne M. Peterson**, Educational Director **Tyesha Boyd**. Bosun requested clarification on overtime pay rate and penalty rate. Educational director urged members to enhance their skills at the Paul Hall Center to excel in their positions. No beefs or disputed OT reported. Members requested treadmill for gym.

SAFMARINE NGAMI (Maersk Line, Limited), November 13 – Chairman **Domingo Leon**, Secretary **Rang V. Nguyen**, Educational Director **Michael P. Deren**, Deck Delegate **Andre Skevnick**, Steward Delegate **Carlos Diaz**. Chairman thanked all departments for their hard work during voyage. Secretary expressed gratitude for fellow crew members helping keep ship clean. Educational director recommended training at the Piney Point school. Treasurer reported \$1,990 in ship's fund. No beefs or disputed OT reported. Request was made for clock in crew lounge and new shampoo machine. Mariners were reminded not to use vacuum cleaner when floor is wet. Steward department was thanked for outstanding food. Recommendations were made pertaining to medical, vacation and pension benefits.

TEXAS CITY (OSG), November 6 – Chairman **Lonnie J. Porchea**, Secretary **Jeffrey N. Beasley**, Educational Director **Pedro J. Santiago**. Chairman read and discussed president's report in the *Seafarers LOG*. Educational director urged members to upgrade seafaring abilities at the Paul Hall Center and to keep documents current. No beefs or disputed OT reported. Suggestions were made concerning vacation pay. Next port: Corpus Christi, Texas.

Holiday Gathering in Baltimore



SIU members and officials in Baltimore got a slight jump on the winter holidays when they gathered at the union hall for the annual Christmas party. Among those pictured are (back row, left to right starting fifth from left) SIU VP Atlantic Coast Joseph Soresi, Executive VP Augie Tellez, VP Contracts George Tricker and (front row, far left) Port Agent Elizabeth Brown.



Spotlight on Mariner Health

Closer Look at High Lipid Panels

A high lipid panel means that you have a higher than normal level of either low-density lipoproteins (LDL), triglycerides, or cholesterol. If you have elevated LDL or triglycerides, you can possibly have an increased risk for coronary artery disease (CAD).

There are many things, such as medical conditions, genetics, age, and bad eating habits, that can cause high cholesterol and triglycerides.

Foods that contain saturated fats are mostly found in animal-based food products such as cheese, milk, butter, and steak (red meat). Some plant foods such as palm oil and coconut oil also have saturated fats in them. With that in mind, learning to read food labels can be a life saver.

A lack of mobility can increase the LDL (the bad cholesterol) in your blood. Remember that exercise can increase your good cholesterol (the high-density lipoprotein or HDL), which can decrease your risk of many diseases.

High cholesterol and triglyceride levels can be checked with your yearly blood testing and physicals. It's a simple blood test. When you need to have your lab work drawn, you must fast for at least 12 hours before testing. Water is allowed, but nothing else. This will help ensure that you have an accurate account of your lipid panel.

For acceptable lab guidelines, you do not want your LDL to be above 160, triglycerides above 200, total cholesterol above 240, and your HDL less than 40.

If you cannot get your levels at a normal value, then your doctor may want to put you on statins. There are many different types that the doctor can use if diet and exercise do not help (including Lipitor-Atorvastatin, Lescol-Fluvastatin, Crestor-Rosuvastatin, and Zocor-Simvastatin). There are also medications called cholesterol absorption inhibitors that lower your cholesterol by not letting your body absorb dietary cholesterol. And, there are bile-acid-binding resins that prevent bile resins (which contain cholesterol) from being absorbed by the small intestine.

Some doctors may also put you on Omega-3 fatty acids. These tend to lower triglycerides and LDL. Omega-3 is a polyunsaturated fat that is good for your health. Niacin has also been used to increase HDL levels.

Remember that you can help prevent high cholesterol and triglycerides by limiting your daily intake of saturated fats, and eating more whole grains, fruits and vegetables. It's also beneficial to consume less red meats, whole milk, junk foods, processed meats, and fast foods.

High cholesterol and triglycerides can affect your heart and blood vessels. This can in turn put you at an increased risk for heart disease, heart attacks and stroke.

See your doctor regularly. Have blood tests done to check on lab values, and take medications as prescribed. Take care of your heart and blood vessels. Only you can do this to help ensure a healthier life.

Healthful Recipe

Teriyaki-Glazed Grilled Chicken with Pineapple Salsa (25 Servings)

INGREDIENTS:

- 7 3/4 pounds chicken breast half without skin
- 1 1/2 cups pineapple juice
- 1 1/8 cups low sodium soy sauce
- 3 1/8 tablespoons garlic, minced fine
- 3 1/8 teaspoons fresh ginger, grated
- Teriyaki Sauce:
 - 1 1/8 cups low sodium soy sauce
 - 1 1/2 cups pineapple juice
 - 3/4 cup brown sugar
 - 3 1/8 teaspoons fresh ginger, grated
 - 2 1/2 tablespoons garlic, minced fine
 - 2 1/2 tablespoons cornstarch, mix with cold water
 - 1 1/4 cups cold water
- Salsa:
 - 9 3/4 cups fresh pineapple, 1/2" cubes
 - 6 1/4 tablespoons jalapeno, chopped
 - 3/4 cup red onion, chopped
 - 6 1/4 tablespoons fresh cilantro, chopped

aside.

PINEAPPLE SALSA: Mix all of the salsa ingredients together in a large bowl; set aside.

CHICKEN: Mix all the ingredients together in a large container. Refrigerate in marinate for 24 hours. Take out of refrigerator, discard the used marinade. Grill the chicken on a well-oiled grill over medium-high heat. Cook for about 5-7 min. per side until internal temp of 165°f is reached. Spoon 1 tablespoon of the teriyaki sauce over each chicken breast and cook 30 seconds longer. Serve the glazed chicken with the pineapple salsa.

Per Serving (excluding unknown items): 212 calories; 2g fat (7.4% calories from fat); 28g protein; 20g carbohydrate; 1g dietary fiber; 66mg cholesterol; 977mg sodium. Exchanges: 0 grain (starch); 3 1/2 lean meat; 1 vegetable; 1 fruit; 0 fat; 1/2 other carbohydrates.

Provided by the Paul Hall Center's Harry Lundeberg School of Seamanship

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 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 mon-

ies 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

Notice/Reminders About SIU Text Message Alerts

The union occasionally sends text messages to Seafarers (and others) who have signed up for such alerts. Those texts contain information relevant to members' careers, including important news about the SIU, its contracted companies and the industry as a whole. The messages may include alerts about open jobs, information about grassroots campaigns, and other time-sensitive bulletins.

The SIU does not charge for this service, but there may be costs associated with receiving messages, depending on an individual's phone-service plan that they have with their provider. People can unsubscribe from SIU text alerts at any time, simply by texting the word STOP to 97779.

To sign up for the alerts, text the word JOIN to 97779.

Terms and Conditions

By signing up for this service, you acknowledge that you understand there may be costs associated with the receipt by you of such text messages depending on the cell phone service plan that you have with your provider. You are providing your cell phone number and your consent to use it for these purposes with the understanding that your cell phone number will not be distributed to anyone else without your express consent and that this service will not at any time be used for the purpose of distributing campaign materials for official elections for union office.

January & February Membership Meetings

Piney Point.....	*Tuesday: January 3, Monday: February 6
Algonac.....	Friday: January 6, February 10
Baltimore.....	Thursday: January 5, February 9
Guam.....	Thursday: January 19, February 23
Honolulu.....	Friday: January 13, February 17
Houston.....	Monday: January 9, February 13
Jacksonville.....	Thursday: January 5, February 9
Joliet.....	Thursday: January 12, February 16
Mobile.....	Wednesday: January 11, February 15
New Orleans.....	Tuesday: January 10, February 14
Jersey City.....	Tuesday: January 3, February 7
Norfolk.....	Thursday: January 5, February 9
Oakland.....	Thursday: January 12, February 16
Philadelphia.....	Wednesday: January 4, February 8
Port Everglades.....	Thursday: January 12, February 16
San Juan.....	Thursday: January 5, February 9
St. Louis.....	Friday: January 13, February 17
Tacoma.....	Friday: January 20, February 24
Wilmington.....	**Tuesday: January 17, **Tuesday: February 21

*Piney Point change created by New Year's Day Holiday

**Wilmington changes created by Martin Luther King Day and Washington's Birthday observances, respectively.

Each port's meeting starts at 10:30 a.m

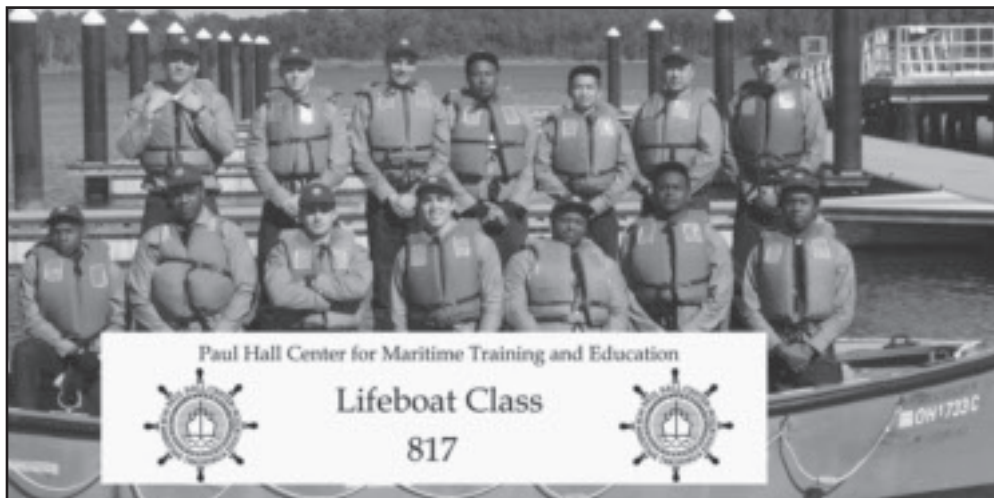


Dispatchers' Report for Deep Sea

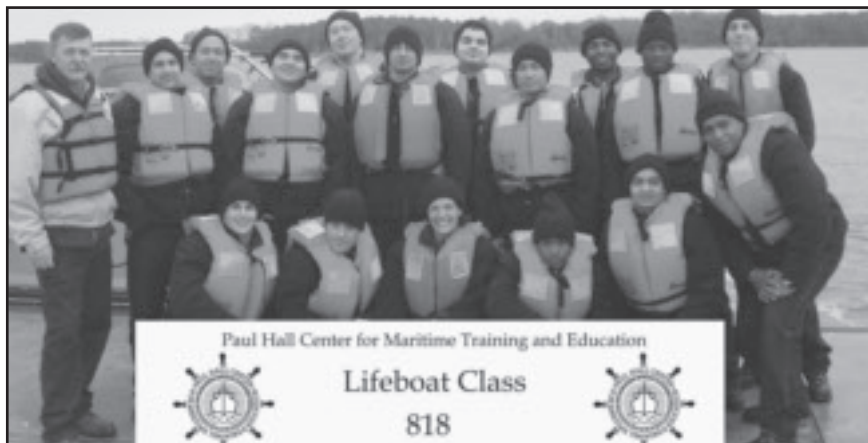
November 14, 2016 - December 14, 2016

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	24	7	1	15	5	0	1	24	9	2
Anchorage	3	1	0	0	1	1	1	3	3	0
Baltimore	6	3	3	4	3	3	2	9	4	3
Fort Lauderdale	23	15	4	21	8	6	11	21	16	3
Guam	3	2	0	4	2	0	0	4	5	0
Harvey	9	3	5	5	0	1	2	17	4	6
Honolulu	9	10	0	9	4	1	4	19	15	1
Houston	70	8	13	41	6	9	26	102	17	16
Jacksonville	41	20	11	38	9	4	22	61	27	24
Jersey City	45	8	3	28	9	4	19	60	17	3
Joliet	5	1	1	3	1	3	0	3	4	1
Mobile	6	6	7	7	3	2	3	10	4	6
Norfolk	29	19	1	17	16	1	17	37	26	2
Oakland	14	2	0	16	2	0	13	29	4	3
Philadelphia	3	1	0	1	3	0	1	5	5	0
Piney Point	0	4	0	0	2	0	1	3	5	0
Puerto Rico	5	5	1	4	5	0	6	9	11	1
Tacoma	46	11	2	48	9	2	21	58	15	2
St. Louis	3	5	4	2	1	0	0	7	4	5
Wilmington	39	12	2	20	10	5	15	56	21	5
TOTALS	383	143	58	283	99	42	165	537	216	83
Engine Department										
Algonac	1	2	1	4	2	1	1	1	3	0
Anchorage	0	0	0	0	0	0	0	2	0	0
Baltimore	5	5	3	4	3	1	2	6	4	3
Fort Lauderdale	9	1	0	5	3	0	5	14	8	0
Guam	0	1	0	0	1	0	0	1	1	1
Harvey	3	1	0	4	2	0	2	4	0	0
Honolulu	7	5	0	4	6	0	0	18	14	0
Houston	18	13	4	10	8	0	7	41	15	4
Jacksonville	25	13	3	14	9	3	9	37	21	4
Jersey City	16	8	2	10	4	0	3	30	17	4
Joliet	4	0	0	2	2	0	0	6	1	0
Mobile	3	3	2	6	2	0	6	6	4	2
Norfolk	12	15	2	8	13	2	4	20	20	2
Oakland	10	5	0	11	8	0	5	18	7	2
Philadelphia	2	0	1	3	2	0	1	2	2	1
Piney Point	1	8	0	0	3	0	1	1	6	0
Puerto Rico	7	5	1	3	2	0	2	6	12	1
Tacoma	20	9	1	17	10	2	7	26	16	0
St. Louis	3	1	0	3	2	0	1	0	1	0
Wilmington	4	10	0	13	6	0	8	14	20	0
TOTALS	150	105	20	121	88	9	64	253	172	24
Steward Department										
Algonac	1	4	0	0	4	0	0	3	3	1
Anchorage	1	0	0	1	1	0	2	0	0	0
Baltimore	5	0	0	4	1	0	3	5	0	0
Fort Lauderdale	9	2	0	9	1	0	9	13	3	1
Guam	1	0	0	0	0	0	0	2	1	0
Harvey	3	2	0	5	1	0	4	6	1	0
Honolulu	7	2	1	13	1	1	3	18	2	1
Houston	33	5	1	10	4	0	4	44	6	2
Jacksonville	20	9	3	17	4	2	12	28	8	2
Jersey City	12	6	1	4	2	0	1	17	9	1
Joliet	1	1	0	0	0	0	0	1	1	1
Mobile	3	3	0	3	0	0	0	4	4	0
Norfolk	11	12	2	15	10	2	12	23	15	2
Oakland	21	3	2	14	4	1	12	29	6	4
Philadelphia	2	0	0	3	1	0	1	4	1	0
Piney Point	4	2	0	1	0	0	0	9	2	0
Puerto Rico	1	4	0	0	3	0	2	3	4	0
Tacoma	14	4	0	11	4	0	4	20	2	1
St. Louis	1	1	0	4	1	0	2	2	0	0
Wilmington	23	4	2	14	3	0	6	49	13	1
TOTALS	173	64	12	128	45	6	77	280	81	17
Entry Department										
Algonac	4	4	3	0	5	0	2	6	9	6
Anchorage	0	0	10	0	0	3	1	0	1	5
Baltimore	0	0	3	0	0	0	0	0	0	3
Fort Lauderdale	0	1	4	0	1	3	2	2	5	6
Guam	0	1	1	0	1	0	0	0	1	1
Harvey	2	0	5	0	2	2	0	2	1	5
Honolulu	0	5	8	1	6	4	2	2	7	13
Houston	6	7	5	3	5	9	7	4	21	4
Jacksonville	2	17	23	4	10	24	8	5	27	45
Jersey City	6	18	7	2	6	2	2	5	35	10
Joliet	0	1	0	0	1	0	0	0	0	1
Mobile	0	0	1	1	1	2	1	0	2	2
Norfolk	1	12	22	0	15	10	4	1	25	23
Oakland	3	10	11	1	6	6	3	5	16	16
Philadelphia	0	3	0	0	2	0	0	0	1	1
Piney Point	0	1	0	0	0	3	0	0	4	2
Puerto Rico	1	0	0	1	0	0	0	7	0	0
Tacoma	3	7	12	4	7	9	1	12	18	10
St. Louis	0	1	1	0	1	0	0	0	1	1
Wilmington	3	14	21	1	7	15	6	4	32	23
TOTALS	31	102	137	18	76	92	39	55	206	177
GRAND TOTAL:	737	414	227	550	308	149	345	1,125	675	301

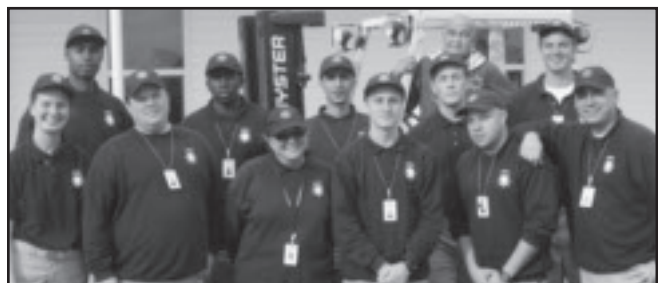
Paul Hall Center Classes



Apprentice Water Survival Class #817 – Completing this course Nov. 4 (above, in alphabetical order) were: James Alcorn, Marsalis Dawson, Dalrick Fleming, Tony Hamaguchi, Jacob Laroche, June Margaja, Eddie O'Bannon III, Resean Peters, Donnel Polk Jr., Joseph Reilly, Stephen Robles Matos, Gavin Roth, Christopher Webster and Javaris Wright.



Apprentice Water Survival Class # 818 – Graduating from this course Dec. 2 (above, in alphabetical order) were: Arnold Baluyot, George Beauflis, Shawn Benosa, Kevin Brown, David Bussey, Charles Collins III, David Cornelius, Julian Drago, James Fisher, Tyler Gardner, Raymond Green, Abby Lacombe, Mathew McClintock, Jared Nichols, Joseph Rogers and Jerald Welcome. Class instructor Tom Truitt is at the far left.



RFPNW – Eleven Phase III apprentices completed this course Dec. 2. Graduating (above, in alphabetical order) were: Steven Bryant, Benjamin Dorries, Darla Ferranti, Kevin Hampton, Mohsen Abdulshafiq Hassain, Omiles Johnson, Brandon Kernodle, Nicholas Kragh, William Asdrubal Mercado Ramos, Alicia Plunkett and Zachery Robbins. Bernabe Pelington, their instructor, is second from right in the extreme back. Each plans to sail in the deck department of SIU-contracted vessels upon the completion of their training.



BAPO – The following Phase III apprentices (above, in alphabetical order) graduated from this course Dec. 2: John Abernathy, Kofi Amoako Amponsem, Blake Caviness, Kirk Chambers, Raibonne Charles, Justin D'Angelo, Daniel Dunn, Paul Klear, Sebastian Krowicki, Mackenzie Latta, Dylan Pauls, Mark Richardson and John Zimmerman. Class instructor John Wiegman III is at the far right in the back row. Each of the graduates plans to sail in the engine department aboard union contracted vessels.



Galley Ops – Six Phase III apprentices (above, in alphabetical order) graduated from this course Dec. 2: Norma Baucan, Christian Borroto Lopez, Rene Harrington, Alexander Marcelino Dominguez, Bernard Hudson and Craig Wooten. Each plans to sail in the steward department of SIU-contracted vessels following the completion of their training.



Water Survival – Upgrader Shaif Abdulaziz Alomary (above) has successfully completed the enhancement of his skills in this course. He graduated Dec. 2.



UA to AS-Deck – The following upgraders (above, in alphabetical order) completed this course Nov. 4: Abdulla Ahmed Alawi, James Blackburn III, Mark Bolin, Austin Duckworth, Bryan Hardison, Sterling Kirk, Adam Laliberte, Jonas Paul Panghulan Libang, Anthony Martone, Trevor Patterson, Kevin Quenzer, Osman Gabriel Ramirez Fajardo, Kyle Seibel and Jordan Walton. Instructor Stan Beck is at the far right in the back row.



Welding – Eight upgraders (above, in alphabetical order) graduated from this course Nov. 11: Michael Banks, Edward Molesky Jr., James Pascocello, Joseph Ritchey, Michael Robinson, Teon Shelton, Steven Supplee and James Williamson. Class instructor Chris Raley is at the far left.



Tank Ship Familiarization – Twenty-two upgraders graduated from this course Dec. 2. Graduating (above, in alphabetical order) were: Emmanuel Olabode Adeoti, Vince Adolph, Wadea Saleh Alnasafi, Alexander Cancino Bermudez, Patrick Chalmers Jr., Glenn Christianson, Gregory Crowder, Anthony Green Jr., Antonio Griffin, Christian Haber, Yolanda Legaspi, Michael Merrell Jr., Kirk Pegan, Cesar Arnaldo Rivera-Polanco, Noel Genisan Segovia, Teon Shelton, Scott Snodgrass, Donna Sylvia, Charles Toliver, Elpidio Avergonzado Toyco, Charles Wharton and Igor Vasilevich Yakunkov.



Medical Care Provider – Eight Seafarers improved their skills by completing this course Nov. 4. Graduating (above, in alphabetical order) were: Ali Mohsen Alhamyari, J.K. Borden, Demorris Duggins, Jason Hardy, Peter Malone, Saleh Mohamed Mothana, Daniel Tapley and Igor Vasilevich Yakunkov. Instructor John Thomas is at the far right.

Basic Training (First Aid, CPR & AED) – Eighteen upgraders completed this course Nov. 18. Graduating (photo at right, in alphabetical order) were: Vince Adolph, Alexander Cancino Bermudez, Justin Bing, Patrick Chalmers Jr., Glenn Christianson, Arthur Cross, Gwendolyn Garcia, Louis Johnson, Julian Lacuesta Jr., Efrén Degracia Matias, Johnnie McGill Jr., Michael Merrell Jr., David Parker, Garland Scott, Scott Snodgrass, Donna Sylvia, Charles Toliver and Charles Wharton. Instructors Mike Roberts and Joe Zienda are at the far left and far right, respectively.



Paul Hall Center Classes



Government Vessels – The following upgraders (above, in alphabetical order) graduated from this course Nov. 18: James Abilad, Darrol Bates, Jamison Boyd, Carleous Brown Jr., Larisa Buhler, Shawn Clark, Robert Davis, Ricardo Dayrit, Willie Frink, Lionel Hall, Khaled Ahmed Mohamed Hussein, Yolanda Vina Legaspi, Devin Mays, Mohamed Ali Nagi, Timoteo Nunez, Arthur Peoples, Tharwat Hussein Saleh, Teon Shelton, Cornelius Watkins and Igor Vasilevich Yakunkov. Tom Truitt, their instructor, is at the far right.



GMDSS – Seven upgraders graduated from this course Nov. 18. Finishing their requirements (above, in alphabetical order) were: Ali Mohsen Alhamyari, J.K. Borden, Jason Hardy, Brian Luba, Peter Malone, Saleh Mohamed Mothana and Sean Wilson. Instructors Patrick Schoenberger and Brian Moore are situated at the far left and fourth from left, respectively.



Machinist – The following individuals (above, in alphabetical order) graduated from this course Dec. 2: Oscar Cordero, Kabir Garcia Santiago, Todd Lander, Nicholas Panagakos, Michael Robinson, Steven Supplee and Bernard Wade II.



Radar Observer – Eight upgraders completed this course Dec. 2. Graduating (above, in alphabetical order) were: Ali Mohsen Alhamyari, J.K. Borden, Joseph Bowen, Joel Fahselt, Peter Malone, Saleh Mohamed Mothana, Harry Phillip and Sean Wilson. Instructor Susan Fagan is at the far left.



Marine Electrician – Seven Seafarers graduated from this course Nov. 4. Completing their requirements (above, in alphabetical order) were: Mohammed Elazzouzi, John Harvey, Derek Ivory, Ann Mensch, Danielle Smith, Brett Van Pelt and Pavis Whitley. William Dodd, their instructor, is at the far right.



UA to FOWT – The following individuals (above, in alphabetical order) graduated from this course Nov. 4: Ryan Brandle, Eric Castle, Oscar David Cesena Olachea, Joshua Claffey, Liam Daly, Patrick Dean, Kayla Doiron, Ferdinand Gabonada Hullana, Antrell Jordan, Kenneth Kincaid, Justin Nicholson, Harlan Ouellette, Douglas Pentecost Jr., James Rightnour, Daren Acido Rumbaoa, Richard Stone and Jep Sumpter. John Wiegman III, their instructor, is at the far right.



GAP (Galley Evaluation) – Two upgraders completed this steward department course Nov. 11. Graduating were Juanita Kidder (above, left) and Debra Kinerk.



Chief Steward – Five steward department upgraders finished this course Nov. 4. Graduating (above, from left) were: Thomas Hely Jr., Arthur Peoples, Tereza Padelopoulou, Gordon Major and Maili Wang.



Steward Department Courses – Two upgraders, Delia Peters (above left) and Elena Hoener, recently graduated from upgrading courses in the steward department. Peters finished the certified chief cook course while Hoener completed galley operations.

SEAFARERS LOG

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2016 in Review

New Tonnage Every Month Punctuates Year of Remembrance

The year 2016 saw an abundance of new, SIU-contracted tonnage enter the American-flag fleet, signaling job security for Seafarers. Every month of 2016, at least one vessel was either christened, delivered or reflagged under the Stars and Stripes. Most of them are Jones Act ships.

Additionally, 2016 served as a solemn milestone, as the one-year anniversary of the loss of the *El Faro* was memorialized at sea and ashore, including during dedications at the Jacksonville, Florida, union hall and at the Paul Hall Center in Piney Point, Maryland.

The following is a look back at many of the most significant stories of 2016.

New Tonnage

It was a banner year for new tonnage, particularly when it came to ships entering the Jones Act fleet. A total of 18 different vessels either were newly crewed by SIU mariners or reached construction milestones. They included commercial ships and government-operated military support vessels.

Crowley introduced the *Texas*, *Louisiana*, and *West Virginia*, a line of tanker ships that can be converted for propulsion by liquefied natural gas (LNG). The first vessel in the line, the *Ohio*, was christened in 2015. Additionally, Crowley subsidiary Intrepid Personnel and Provisioning entered the tanker *Bay State* into service.

TOTE took delivery of the LNG-powered containership *Perla Del Caribe*, as well as the reflagged car carrier *Patriot*. Seabulk Tankers introduced the ECO tankers *Independence* and *Constitution*, while Kirby and NY Waterway both christened new boats. American Petroleum Tankers also added the LNG-ready tankers *Garden State*, *Magnolia State* and *American Endurance*.

In addition, Chesapeake Crewing LLC became the new operator of two reflagged vessels, the heavy lift ship *M/V Corsica* and the Military Sealift Command-chartered tanker *SLNC Goodwill*, while Intermarine launched the reflagged heavy lift ship *Ocean Glory*. SIU Government Services crews also began serving aboard new vessels in 2016, as the expeditionary fast transport vessels (EPF) *USNS Carson City* and *USNS Yuma* were delivered.

El Faro Remembered, NTSB Investigates

The National Transportation Safety Board (NTSB) located the *El Faro*'s voyage data

recorder (VDR) on April 26, after which it was retrieved and analyzed by the NTSB's investigators. Throughout the year, the NTSB held hearings in Jacksonville, during which maritime experts were questioned on various factors that could have contributed to the loss of the vessel. A third and final hearing will be conducted once the contents of the recorder have been thoroughly analyzed.

On the anniversary of the sinking, many ceremonies were held to memorialize those lives lost. At the Jacksonville hall, family members, union officials and union brothers and sisters gathered for the dedication of a lighthouse, adorned with 33 stars and shining its light towards the final resting place of the crew near the Bahamas. In Piney Point, members, officials and Paul Hall Center students gathered for a formal remembrance. (Another *El Faro* dedication had taken place at the school in June.) In many SIU halls, as well as on board several vessels, mariners held moments of silence for their departed brothers and sisters of the sea.

Rescues, New Training Vessel and More

SIU members were involved in their fair share of rescues at sea. In May, the *Maersk Kentucky* helped rescue 11 individuals while en route to Singapore, pulling the men from a sinking fishing boat and transporting them safely to Colombo, Sri Lanka. Three months later, the *Ocean Glory* rescued a lone fisherman from his wrecked vessel in the Bali Strait on their way to Banyuwangi, Indonesia. Finally, the *CS Dependable* rescued 14 fishermen off the coast of Mumbai, India, in September, delivering them to the Indian Coast Guard before continuing to their destination.

The Paul Hall Center was a busy place in 2016, receiving a visit from then-MSC Commander Rear Adm. T.K. Shannon as well as U.S. Sen. Barbara Mikulski (D-Maryland). The school also hosted several special events, including the Paul Hall Center Advisory Board meeting, the annual Seafarers Waterfront Classic fishing tournament (benefiting the Wounded Warrior Anglers as well as the school) and the triennial SEATU convention. Additionally, the school saw several major milestones, such as the first class to complete the AB to Mate program, the creation of the Engine Assessment Program, and certainly the most visible addition to the campus: the arrival of the school's new training ship, the *Freedom Star*.

In response to changing STCW require-



The new training ship *Freedom Star* arrives in Piney Point, Maryland.

ments, the school also added two new Basic Training courses, designed to help members stay compliant in the most efficient ways.

Several contracts were ratified, including at Crescent Towing, Express Marine, Petty's Island and Port City Marine Services. In each case, the new contracts increased wages while either maintaining or increasing members' benefits.

Some of those same union benefits also saw increases and additions in 2016. For the first time, members can choose to direct deposit their vacation checks, a frequent request from Seafarers. Additionally, the dental coverage increased substantially for mariners and their dependents, and a new smoking cessation program was launched to help members kick the habit.

The Fourth Arm of Defense

As USTRANSCOM Director, Operations and Plans Air Force Maj. General Giovanni Tuck expressed in his remarks at the Maritime Trades Department Convention in San Diego, "Our command has always and will always depend on America's Merchant Marine."

Numerous SIU crews participated in military support exercises including Ssang Yong, Freedom Banner, Pacific Partnership and JLOTS. Seafarers-crewed vessels taking part in those operations included the *USNS Mercy* and *USNS Sacagawea* from the Government Services Division, as well as the Crowley-operated *USNS Stockham* and *USNS Williams*, the TOTE-operated *USNS Wheeler* and *Fast Tempo*, the AMSEA-operated *USNS Bob Hope* and *USNS Brittin*, and the Ocean Shipholdings-operated *USNS Montford Point*.

Additionally, the *USS Frank Cable* (crewed by SIU Government Services Division members) was awarded the SECNAV Safety Excellence Award, given to the vessel with the best afloat safety program across the entire Navy, and the Crowley-operated *USNS LCPL Roy M. Wheat* carried "the largest single Army-run shipment of ammunition to Europe in more than two decades," according to the U.S. Army.

Election Year Saw Victories for Maritime

Although the SIU-supported candidate didn't win the presidential election, Seafarers-backed candidates in the House and Senate fared well on Nov. 8. The union supported 106 House and 17 Senate candidates (from both

major political parties), and enjoyed a win rate of 90 percent in those races.

Elsewhere, the union remained active in the international arena, including through vibrant participation in the International Transport Workers' Federation (ITF). The union also maintained a strong presence in the AFL-CIO, where SIU President Michael Sacco is the longest-serving member of the executive council.

Crossed the Final Bar

The maritime industry lost several close friends and advocates in 2016, including Ret. General Duane Cassidy, first commanding officer of USTRANSCOM; Tony Sacco, ITF Inspector and President Sacco's son; Bob McGlotten, labor rights defender; Tim Brown, MM&P President Emeritus; UIW National Director John Spadaro; Congresswoman Helen Delich Bentley; and Congressman Steve LaTourette. Their contributions to the maritime industry will be sorely missed.



SIU President Michael Sacco (right) welcomes Air Force Maj. General Giovanni Tuck to the Maritime Trades Department meeting.



An *El Faro* memorial is dedicated at the SIU hall in Jacksonville, Florida, where (from left) SIU President Michael Sacco, Secretary-Treasurer David Heindel and Asst. VP Archie Ware are pictured.



The SIU-crewed Jones Act fleet added a number of new vessels including the Crowley tanker *West Virginia*, built at Philly Shipyard (a union facility).