



The

# Seafarers Log

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO

## TOTE Orders LNG-Powered Containerships

*Vessels Slated for Construction at Union Yard in San Diego*



New SIU jobs are on the horizon following TOTE, Inc.'s recent announcement that the company has ordered construction of at least two LNG-powered containerships. The plan includes options for up to three additional ships. Construction will take place at General Dynamics NASSCO in San Diego, a yard that employs union members. An artist's rendering of the flagship is above. Page 3.

## Members Ratify Contract At Petty's Island

SIU members at Crowley's Petty's Island, N.J., facility have unanimously ratified a three-year contract including yearly wage increases and maintaining all benefits. Many of those Seafarers are pictured in the photo below, at the nearby SIU hall in Philadelphia. Page 3.



## Annual Course Guide Available

This edition includes the annual Paul Hall Center for Maritime Training and Education course guide – a listing of many of the classes available at the union-affiliated school in Piney Point, Md. In addition to course listings, the guide provides details on course length, content and prerequisites required for enrollment, if any. A complete catalogue is posted in the Paul Hall Center section of the website [www.seafarers.org](http://www.seafarers.org). Upgraders in an engine department course are pictured in photo at right. Pages 9-16.



## Seafarers Assist Victims Of Hurricane Sandy in NY, NJ

SIU members were among the first people to assist with post-Hurricane Sandy relief efforts in the New York-New Jersey area. At press time, Seafarers aboard the vessels *Empire State*, *Wright* and *Kennedy* had been on the job for weeks, assisting in what promises to be a lengthy recovery. Some of those members are pictured above, on the *Empire State*. From left, starting in front, are SA Yazan Ahmed, SA Ali Nassir, AB Angel Carrillo, SA Abdulhakim Ahmed, GUDE John Cahill, (middle row, seated) SA Alfonso Thomas, SA Anthony Henry, GUDE Joseph Humphrey, (standing) SA Alfredo Martinez, OMU Aleksander Djatschenko, SA Mohamed Aljahmi, OMU William Harrison, SA Vernon Humbles, AB Karl Mayhew, SA Palanivel Karupiah, AB Brandon Albro, SIU New York Patrolman Mark von Siegel and GUDE Tony Bassali. Page 2.

# President's Report

## Another Year of Progress

The SIU enjoyed another successful year in 2012, thanks in large part to the hard work of rank-and-file members, union officials, and the instructors and staff at our affiliated school in Piney Point, Md. We also did well – despite the economy – thanks to productive, cooperative relationships with our contracted ship operators, with military leaders and with key personnel at federal agencies that affect maritime.



Michael Sacco

If I were to put it in football terms, I'd say we won big but didn't post a shutout. Overall, though, it was a year of many gains, most importantly when it comes to new contracts and new ships.

As I enter another year serving as your president, I still very much consider it an honor. It's a challenging, exciting, rewarding job – one that constantly keeps me energized. One thing that's been the same in each of those years is that all of the efforts by the union and the school point back

to the jobs and job security of Seafarers. That's what it's all about, and as I've said in slightly more colorful terms, without jobs, the rest is really meaningless.

Even though we've bucked national trends with our contracts, we recognize that these are leaner and meaner times. We have to understand the economics of the industry in order to secure those good contracts. We must – and do – support and work with our operators through the inevitable ups and downs of the business. When you combine that kind of mutual respect with the top-notch, well-trained shipboard manpower the SIU delivers, that's how you end up with collective bargaining agreements that I believe are the best in the industry.

We've got a year-in-review piece in this edition of the *LOG* and I encourage Seafarers to check it out. It's a good look at our accomplishments and a reminder of what we can achieve by working together.

Meanwhile, I believe the best thing that's recently happened to us outside of our industry is the re-election of President Obama and Vice President Biden. We continue to have friends on both sides of the aisle on Capitol Hill, but it's a relief knowing we'll move forward with a pro-worker administration that backs maritime. As we take one last look back on 2012, I again thank Seafarers for your support during all of the campaigns, including your participation in SPAD.

For those members who haven't contributed to SPAD, which is the union's voluntary political action fund, I'd encourage you to think about it. We support pro-maritime candidates through many grassroots activities that don't involve money, but financial contributions are an important part of today's politics, and that won't change anytime soon. Please contribute as much as you can.

Looking ahead, I'm optimistic about our future. After Thanksgiving, in my role as a vice president of the AFL-CIO Executive Council, other labor leaders and I met with Vice President Biden at the White House. I came away from that meeting convinced that we can, and will, have true opportunities to help America's working families and grow the labor movement.

One way to help achieve those goals is to keep the federation's political machine running, and that's exactly what's happening. Election Day 2012 may have passed, but the AFL-CIO and its affiliates, including us, already are looking to the congressional campaigns in 2014 along with a few governors' and state house races slated for this year. Here's hoping they won't follow the Michigan right-to-work (for less) example and will see less extremism and a more civil tone when that time rolls around.

For now, I continue to view the SIU as a family and team that cares about each other and works together. That has worked to our advantage since our founding, and will be our plan for growth and strength as we enter our seventy-fifth year as the Brotherhood of the Sea.

## TOTE Orders LNG-Powered Containerships

At least two new ships – and possibly as many as five – are on the horizon following last month's announcement by SIU-contracted TOTE, Inc., that the company has ordered construction of LNG-powered containerships.

Believed to be the first of their kind, the vessels reportedly will operate in TOTE's SIU-crewed Sea Star Line service between Puerto Rico and the U.S. mainland. They're slated for construction at General Dynamics NASSCO in San Diego (a yard that employs union members and whose president is a former union mariner). The contract calls for two vessels and includes options for three more.

When completed, the 764-foot-long containerships are expected to be the largest ships of any type in the world primarily powered by liquefied natural gas (LNG). Construction of the first containership is scheduled to begin in the first quarter of 2014, with delivery by the fourth quarter of 2015; the second ship is slated for delivery in the first quarter of 2016.

According to NASSCO, the ships will be designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering (DSME), located in Busan, South Korea. NASSCO has successfully partnered with DSEC previously for the design and construction of five State-class product tankers which currently operate in the

U.S. Jones Act market with SIU crews.

Anthony Chiarello, president and CEO of TOTE said, "This investment demonstrates our commitment to the people of Puerto Rico and our environment. These vessels mark a new age of shipping using the best technology in the world."

The company said each new ship will have capacity of 3,100 20-foot-equivalent units.

"This project breaks new ground in green ship technology," said Fred Harris, president of General Dynamics NASSCO. "It adds to our design and production capabilities and validates our reputation as one of the nation's leading shipyards for commercial and government new-construction shipbuilding. Securing this contract has been a real team effort and will help sustain the jobs of the talented skilled tradesmen and women in our workforce."

The shipyard's announcement indicated the vessels "will operate on either fuel oil or gas derived from LNG, which will significantly decrease emissions while increasing fuel efficiency as compared to conventionally powered ships. The LNG-powered containerships will also include a ballast water treatment system, making them the greenest ships of their size in the world." Last summer, TOTE reported plans to modify two of its roll-on/roll-off ships to also run on LNG.

## Seafarers Continue to Aid Sandy Recovery

### Mariners Determined to Stay Until the Job is Done

Already on the job for more than a month, Seafarers worked well into December helping the New York-New Jersey area recover from the lingering effects of Hurricane Sandy. SIU members were among the first to respond when the storm hit in late October, and the Seafarers aboard three vessels docked in the region were determined to stay until the job was done.

"They were all proud to be doing their part," said SIU New York Patrolman Terence Maxwell. "Nobody's complaining. They're enjoying the work."

Almost immediately after the storm made landfall Oct. 28, Seafarers rushed to action. Within days, three ships – the Crowley-operated *SS Wright*, Massachusetts Maritime Academy training ship *Kennedy* and Fort Schuyler, N.Y.-based training ship *Empire State* – were crewed, docked in the region and ready to help. More than 60 Seafarers crewed the three ships, which served as a sort of floating hotel and base for emergency workers and FEMA personnel – each providing housing, hot food, and showers to the hundreds of emergency responders working to deal with the storm's aftermath.

Statistics from a recent day – Nov. 20 – reflect the mariners' efforts. On that day, the *Empire State* housed more than 470 overnight passengers, while the steward department served 1,079 meals. Aboard the *Kennedy*, 461 passengers were housed and 957 meals were served. On the *Wright*, 185 individuals were housed overnight. The majority of the overnight guests were listed as emergency responders.

In all, the three ships provided sleeping space for as many as 1,200 people per night at their peak. By Thanksgiving weekend, they had accumulated more than 17,000 overnight guests and served approximately 31,000 meals.

Those numbers began to thin, however, as conditions improved. As of publication of the *LOG*, the three ships were scheduled to return home by late December.

Tom Bushy, who serves as master for the *Kennedy*, said his crew has remained in good spirits, despite being docked in Staten Island's Home Port Pier for the duration of their work. He added an example of that

dedication could be seen in OS **Jose David Colon-Martinez** aboard the *Kennedy*.

At 3:47 a.m. Nov. 15, Colon-Martinez joined his wife, Miranda, as their son Dixon was born. Determined to return to his duties, Colon-Martinez made it to work on time a few hours later, likely without much sleep.

That kind of dedication and positive attitude, Bushy added, was common among the Seafarers docked in the region.

"Their demeanor has always been pleasant and upbeat," Bushy said, adding their training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., made them exceptionally well-prepared for the work. "They all possess excellent skill sets and work ethic – they are great shipmates."

Maxwell said that the crews were just happy to be of some help.

"Everybody feels proud," he said.

Their service didn't go unrecognized. Following a tour of the three ships, Kevin Tokarski, associate administrator for National Security at the Maritime Administration, raved about the work that was being done by Seafarers. He added he witnessed the "significant praise" the ships' crews were receiving from the emergency response officials they were feeding and housing.

"Most of that praise is directly attributed to the steward departments for meals, comfortable accommodations and clean spaces," Tokarski said. "This has been a great team effort."

Praise has also come from the Maritime Administration. Prior to their return home, crews from the relief vessels received the U.S. Merchant Marine Medal for Outstanding Achievement from Maritime Administrator David Matsuda.

Maxwell, meanwhile, said he's not surprised by the recognition. He's been impressed by the mariners' hard work and said their determination to get the job done stemmed from their intense desire to help.

"They were just doing their part to make a difference in somebody's life," he said.



Seafarers on the *Empire State* are among those pictured with Maritime Administrator David Matsuda (sixth from left), who visited the vessel Thanksgiving Day.



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



The 610-foot-long bulk carrier *Mary Ann Hudson* is a new addition to the SIU fleet. (Photo by John Curdy)



Crew members gather for a meeting aboard the *Barbara Kessel*.

# SIU Gains Jobs Following Acquisition

## *International Shipholding Corp's Purchase Nets New Tonnage*



Steward Roxanne Fike smiles aboard the *Barbara Kessel*, which is one of four new ships joining the Seafarers-crewed fleet following International Shipholding Corporation's acquisition of United Ocean Services.

The new year is bringing new jobs to the SIU.

Those jobs are coming thanks to the \$111 million acquisition in late 2012 of United Ocean Services (UOS) by SIU-contracted International Shipholding Corporation (ISH). The acquisition resulted in four new Gulf Coast-based ships being added to the SIU's fleet.

"We're very excited to bring new tonnage into the SIU family," said SIU Vice President Contracts George Tricker. "Any time we can secure new jobs for the members it's a plus."

The new, three-year contract with ISH subsidiary Waterman covering the acquired tonnage will include yearly wage increases and feature all of the SIU's premium benefit plans. The ships will serve as Jones Act vessels making dry cargo runs throughout the Gulf Coast.

SIU Ft. Lauderdale Port Agent Kris Hopkins has visited the ships and said the news of the acquisition and new jobs was widely celebrated along the Gulf Coast.

"We've all been very excited since we've known about it. These are additional jobs for our members in the Gulf," Hopkins said. "It's something I'm glad I got to see come to pass. It's a great addition of jobs to the membership."

The ships, which consist of two dry cargo bulk carriers (the *Mary Ann Hudson* and the *Sheila McDevitt*) and two integrated tug-barges (the *Barbara Kessel* and the *Sharon Dehart*), were part of UOS's 131,000-dead weight tons Jones Act fleet. The ISH acquisition of UOS puts it in a prominent position when it comes to the U.S. Jones Act dry bulk market, bringing the company's total ca-

capacity to more than 197,000 dead weight tons. The UOS's long-term contracts and customers will remain under the new agreement.

Niels M. Johnsen, ISH's chairman and chief executive officer, described the deal as a win for everybody involved.

"This acquisition enables management to capitalize on a growth opportunity," he said. "The addition of these vessels strengthens our presence and improves our operating efficiencies in the U.S.-flag Jones Act dry bulk market."

The addition of the new SIU jobs, Hopkins added, "goes to show the constant work that goes on by our contracts department. There are things they do all the time that maybe members don't always see. But they keep us rolling."

## **Members at Crowley-Petty's Island Unanimously Approve 3-Year Pact**

In many ways, the new contract between the SIU and Crowley covering members at Petty's Island, N.J., may be viewed as a model of what labor and management can accomplish by working together through the industry's inevitable ups and downs.

After making sacrifices in recent years, Seafarers at the company's Petty's Island facility unanimously have approved a new three-year agreement featuring annual wage increases and maintaining all benefits, including top-of-the-line CorePlus medical coverage through the Seafarers Health and Benefits Plan. The agreement also allows members to regain some wage-related items that had been forgone earlier.

Negotiating for the SIU were Vice President Atlantic Coast Joseph Soresi, Philadelphia Port Agent Joe Baselice, and members **Scott Smith** and **Mike Fay**. The contract, ratified in mid-November, covers 40 or so Seafarers.

"I think it paid dividends for us to have done what we had to do during hard times these past two years," Smith observed. "To land a great contract like this one now is definitely well-deserved. The membership on the island and the SIU pulled together to make it happen, and I can't say enough about everything Joe Soresi and Joe Baselice did for us.

The membership appreciates everything the union has done."

Smith added that the cooperative spirit between the SIU and Crowley was evident Nov. 28 when company President and CEO Tom Crowley and other company officials visited the job site and met with members.

Fay described the contract as a true win-win.

"We were thanking them for it and they were thanking us," he recalled. "It doesn't get any better than that, when both sides see it as a victory."

He added, "We've worked hard and they recognized that. They gave us a nice package, but it wasn't a gift — it was fair."

Soresi agreed that the contract is good for both sides and also noted, "We have a great working relationship with Crowley. They respect the guys and the guys respect the company."

Baselice said the negotiations went smoothly, though some of them initially were complex.

"But everyone did a great job," he stated. "It was satisfying in a lot of ways and it's a good agreement for a great group of guys. They have an impeccable safety record and I think the company recognized what an outstanding group we have."



From left: Crowley VP Rudy Leming, Crowley President/CEO Tom Crowley, Seafarer Scott Smith, Terminal Manager Ken Orbin, Seafarer Mike Fay.



Seafarer Stanley Williams, President Tom Crowley



President Tom Crowley, Seafarer Rob Weinhardt Jr.

# SIU Election Results Soon will be Announced

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 District/NMU will be announced, in accordance with the SIU Constitution, upon completion of the tallying committee's work. Results of balloting on the two proposed constitutional amendments also will be announced.

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) along with the proposed constitutional amendments. Individuals elected in this round of balloting will serve a four-year term lasting from 2013 through 2016.

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, the constitutional committee's report and other related information appears on pages 6-10 of the October 2012 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.

## Several Union-Contracted Companies Capture CSA Environmental Awards

Seafarers-contracted companies take a back seat to no one when it comes to protecting the environment, and a number of them recently were recognized for those efforts.

SIU-contracted operators and other companies were honored Nov. 13 by the Chamber of Shipping of America (CSA), which sponsored a ceremony in Washington, D.C. The CSA traditionally extends accolades to U.S.-based maritime companies twice a year – once in the summer, when awards are presented for sustained accident-free periods, and again near year's end, when environmental recognition is given.

At the November event, companies earned 2012 CSA Environmental Achievement Awards for having operated "incident-free" for at least two years. The SIU-contracted companies that were recognized included Alaska Tanker Company, Crowley Maritime and many of its subsidiaries, E.N. Bisso & Son, Farrell Lines, American Overseas Marine, Harley Marine, Horizon Lines, Keystone, Maersk Line Limited, Moran Towing, OSG Ship Management, Patriot Contract Services, Sea Star Line, Seabulk Tankers, Totem Ocean Trailer Express, U.S. Shipping Corporation, and U.S. Vessel Management.

According to the CSA, the average number of years operating without inci-

dent for vessels honored is 6.9 years, but roughly one-fourth of those recognized "have logged more than 10 years each of environmental excellence."

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

Coast Guard Rear Adm. Joseph A. Servidio, the agency's assistant commandant for prevention policy, participated in the award ceremony and cited the great work performed by the industry.

According to the CSA, the awards are open to all owners and operators of vessels that operate on oceans or inland waterways. The organization represents 37 U.S.-based companies that own, operate or charter oceangoing tankers, container ships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.



Recertified Bosun Raphael James, Recertified Steward Tyler Laffitte, AB Robert Pesusilima, GUDE Justin Bing, SA Taha Ismail, QMED Muniru Adam

## Thanksgiving on Maersk Alabama

Being at sea didn't prevent Seafarers and officers aboard the *Maersk Alabama* from enjoying a traditional Thanksgiving feast. Vessel master Capt. Larry Aasheim emailed these photos from the holiday meal.



AB Fred Gongora, Recertified Bosun Raphael James, AB Celestino Daluz



CSA President Joseph Cox



Coast Guard Rear Adm. Joseph Servidio

Photos by Barry Champagne



Recertified Steward Tyler Laffitte



Chief Cook Wardell Paze

## Operations Remain 'Business As Usual' At SIU-Contracted OSG

On Nov. 14, SIU President Michael Sacco sent a message to Seafarers employed by Overseas Shipholding Group

(OSG) reassuring them that the union's contracts with OSG remain in place and that it's "business as usual" despite the company's recent filing for Chapter 11 bankruptcy reorganization.

In an email to the company's tanker and inland fleets, the union president pointed out that OSG's strategic move "was widely expected throughout our industry, and the SIU and OSG have been

communicating throughout the process leading to the actual filing. All of our contracts with OSG remain in place, and we are very confident in the company's viability both in the short term and the long term."

He added that members' benefits also are safe, and no layoffs or other reductions are planned. Additionally, he wrote, "Keep in mind that Chapter 11 is

not an ending – it's a way for companies to restructure their debts and move forward. When this process is complete, the SIU strongly believes that OSG's American-flag operation will emerge in a much stronger position and will continue functioning as a key player in the Jones Act trades. That includes not only their tankers but all of OSG's inland fleet as well."



This is one of four boats repelled by the security team.



Members of the crew and security team are pictured on the Ocean Atlas. Back row, from left: AB Wadee Alnasafi, ACU Joel Ababa, GUDE Sean Branch, QMED/Electrician Chris Eason, AB Nicolas Byers, Chief Steward Connie Denoma, 3rd Mate Matthew Welsh, Captain Scott A. Lund, AB Sergio Ordonez, Recertified Bosun David Hetrick, and 3rd Engineer Analisa Stewart. The security team is in front. Not pictured: Chief Mate Daniel Vonder-Haff, 2nd Mate Michael Rawlins, Chief Engineer Jean Parenteau, and 1st Engineer Robert Daly.

# Ocean Atlas Repels Piracy Attacks

The SIU crew and the officers of the Crowley Maritime Corp.-managed *M/V Ocean Atlas* are safe after recently fending off multiple attempts by pirates to board the vessel while off the coast of Lome, Togo. The crew's anti-piracy safety training coupled with the on-board security team from Nexus Consulting ensured the safety of the cargo and all personnel on board.

The *Ocean Atlas* anchored three miles off the port of Lome on Nov. 21 in a highly congested area to wait to receive fuel. The security team set up surveillance to ensure a safe perimeter while awaiting the arrival of the fueling vessel.

Just before midnight, a skiff carrying six men used the numerous fishing and fueling vessels in the area as cover while searching for a location to board the ship. Twice, the men attempted to board the vessel along the port side using a rope-and-wooden ladder but were spotted by the surveillance team, which in coordination with the crew members prevented the pirates from boarding. When safe, the crew radioed the Togo navy to report the attack and request assistance.

Following anti-piracy safety protocol, the crew members remained on the bridge while the security team guarded all entry points on the vessel. These measures prevented a

second attempt to board the vessel 30 minutes later, this time by pirates in three separate skiffs. Throughout the remainder of the night, as the vessel awaited fuel, the crew members worked with the security team to keep surveillance on the pirate skiffs as they continued their attempts to board the ship.

"We are grateful all of our crewmembers made it home safely after these recent events," said Nick Orfanidis, Crowley's director of fleet operations. "The crew's performance in this high-stress situation showed its high level of professionalism and the value of Crowley's anti-piracy security and safety training. The crew's safety also would not

have been possible without the expertise and skill of the Nexus Consulting security team."

*Ocean Atlas* Vessel Master Capt. Scott Lund also credited the crew and security team for their efforts.

The *Ocean Atlas* is operated by Intermarine LLC through its U.S.-flag affiliate, US Ocean LLC, as part of its U.S.-flag heavy-lift service. Crowley began managing vessels for Intermarine in October 2011, including the technical management of the *Ocean Atlas*. This U.S.-flag, heavy-lift/multipurpose cargo vessel operates around the world and is 393 feet long with a gross tonnage of 7,252.

## USNS Spearhead, First JHSV, Delivered

Progress continued in the Navy's joint high-speed vessel (JHSV) program with the Dec. 5 delivery of the *USNS Spearhead*, the first in a planned 10-ship fleet that means new jobs for SIU members.

As previously reported, the first four JHSVs will be crewed by civil service mariners (CIVMARS), while the rest will be manned by seafarers employed by operating companies under contract to the Navy's Military Sealift Command.

The *Spearhead* was delivered at Austal Shipyard in Mobile, Ala. It will feature a crew of 22, including members of the SIU Government Services Division. The vessel was scheduled to undergo "operational testing" before sailing to its layberth in Little Creek, Va.; the Navy expects the ship to start its missions in the first quarter of this year.

Retired U.S. Army Chief Warrant Officer Four Kenneth Wahlman is the ship's sponsor. Wahlman was inducted into the Transportation Corps Hall of Fame in July 2004 after 38 years of distinguished contributions to the Army ranging from support to the Naval Nuclear Power Unit at McMurdo Station in Antarctica, to assisting with the launch of the Army prepositioning fleet in 1987. (SIU crewed ships for decades have delivered vital cargo to McMurdo Station, and numerous SIU crewed

vessels help form America's prepositioning fleet.)

According to an MSC news release, the Navy honored the ship's original U.S. Army-chosen name and sponsor after the 2011 decision to transfer five JHSVs – originally slated to be owned and operated by the Army – to the Navy. Subsequent JHSVs will be named after U.S. counties, such as the *USNS Choctaw County* (JHSV 2).

By any names, the new vessels (each 338 feet long) will be fast. They reportedly are capable of transporting approximately 600 tons of military troops, vehicles, supplies and equipment 1,200 nautical miles at an average speed of 35 knots. Additionally, each JHSV has sleeping accommodations for up to 42 crew members and 104 mission personnel, and airline-style seating for 312 people.

Flexibility is another eagerly anticipated feature of the JHSVs. Each ship will have a 20,000-square-foot mission bay area that can be reconfigured to adapt to different tasks. Examples given by MSC included carrying containerized portable hospitals to support disaster relief, or transporting tanks and troops.

Further, the JHSVs can operate in shallow-draft ports and waterways. Their flight decks can support operations for a wide variety of aircraft.



The *USNS Spearhead* means new jobs for Seafarers and a stronger U.S.-flag fleet.

## Union Crews Rescue Nine

The officers and crews aboard a pair of SIU-contracted vessels demonstrated the finest traditions of Brotherhood of the Sea recently when they saved international fishermen from possible peril on the high seas during two rescues.

Officers and CIVMARS aboard the Military Sealift Command operated *USS Ponce* plucked seven distressed fishermen from the frigid waters northeast of Bahrain Oct. 29 while their counterparts aboard the *MV Green Cove* duplicated the deed 24 days later on Nov. 22 for two fishermen near Mexico.

### Rescue by Ponce

During the early morning hours of Oct. 29, watchstanders aboard the *USS Ponce* spotted seven fishermen aboard two small skiffs waving their arms in distress some 30 nautical miles from Bahrain. Weather conditions at the time were far from ideal. U.S. Navy meteorologists stationed in Bahrain reported 30-35 knot winds with hail measuring more than one-third of an inch in size.

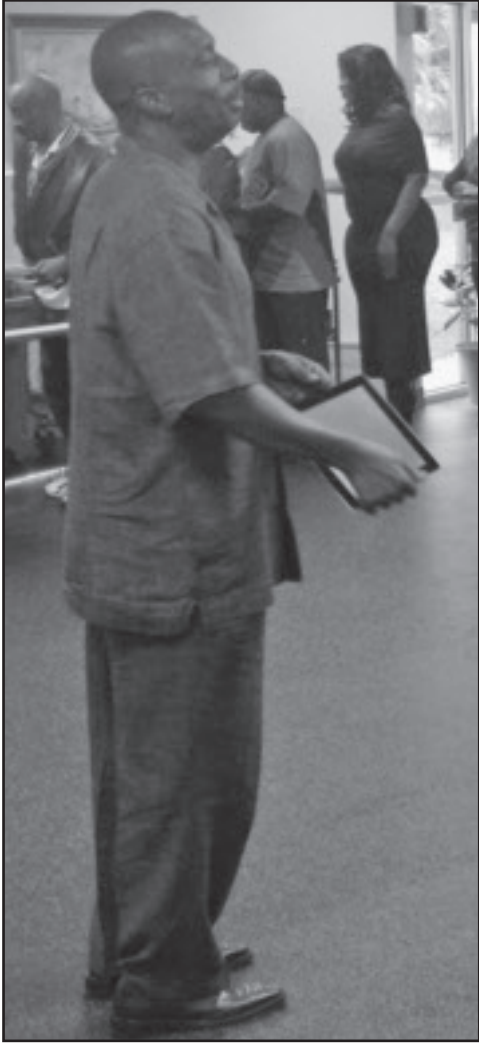
Watchstanders noticed that the fishermen showed signs of extreme cold and exhaustion. The *Ponce's* captain positioned his vessel in such a fashion that allowed the fishermen to maneuver their crafts close enough to retrieve lines which had been thrown to them. They were later brought aboard the *Ponce* via the vessel's accommodation ladder, given medical care, dry clothes and food.

The *Ponce* returned to port in Bahrain early that same afternoon where the seven fishermen and their fishing boats were transferred to the Royal Bahraini Coast Guard.

### Green Cove Liberates Two

Crew members standing watch aboard the *MV Green Cove* picked up a flashing light on the horizon in rough seas off the coast of Mexico during the morning hours of Nov. 22. Upon closer investigation, they discovered that the illumination in fact was coming from a fishing boat's freezer box that was carrying two people.

With the assistance of the vessel's officers, crew members pulled the two fishermen to safety aboard the *Green Cove*. Once aboard, they were given food, water and medical assistance. Crew members also helped the fishermen make contact with their families and accommodated them until the ship reached Panama.



SIU Asst. VP Archie Ware



## *Holiday Spirit Very Much Alive and Well During Annual Gathering in Jacksonville*

More than 250 people turned out Nov. 15 for the annual winter holiday gathering at the SIU hall in Jacksonville, Fla. The event took place Nov. 15 under casual and cordial circumstances, as guests came and went from 11:30 a.m. until 2 p.m.

Attendees included active and retired Seafarers and their families, union officials, representatives from SIU-

contracted companies including Crowley and TOTE, employees from the local medical clinic and others. Rank-and-file Seafarers enthusiastically volunteered to help stage the get-together, which featured a traditional Thanksgiving menu.

All of the photos on this page were taken at the hall the day of the gathering.



Safety Director Ashley Nelson, Recertified Steward Gerald Kirtsey



Chief Cook Michael Harris



Chief Cook Shirley Bellamy



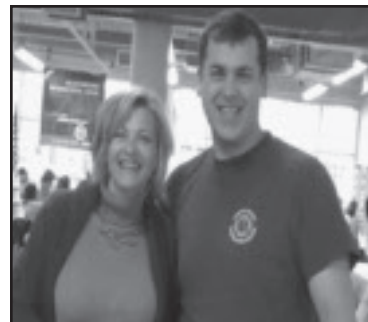
Seafarers Larry Genetiano and Jose Alcaide



SA Maude Solomon



Guests from local health clinic



UA David Garrett and his mother



Guests from TOTE and Patrolman Brian Guiry (second from right)



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



SIU VP Nick Marrone, U.S. Rep. Barbara Lee, SIU Asst. VP Nick Celona



Calif. Attorney General Kamala Harris, Asst. VP Nick Celona, San Francisco Fire Chief Joanne Hayes-White

# Oakland's Traditional Event: 'Fantastic!'

Buoyed by Election Day success – and a mouthwatering menu – Seafarers and guests were especially festive for the 2012 pre-Thanksgiving gathering Nov. 20 at the SIU hall in Oakland, Calif.

Roughly 250 people shared good food and fellowship for the twenty-second annual gala, which for many years has been known locally as the kickoff of the holiday season. As usual, attendees included members of Congress, state and local politicians, shipping company representatives, officials from other unions, plus SIU members, retirees and their families.

SIU Assistant Vice President Nick Celona once again worked closely with the committee that organized the event.

“It was fantastic!” he proclaimed. “The whole thing went very smoothly, and I think the aftermath of Election Day really helped the mood. Labor won every initiative here in California,

and of course, many pro-worker candidates were elected, from the White House to Congress.”

U.S. Rep. Nancy Pelosi, the Democratic Leader, has attended the Oakland feasts in years past but couldn't make it this time. However, she sent a letter that was read aloud during the get-together. The note said in part: “My special thanks to (SIU Vice President West Coast) Nick Marrone and Nick Celona for hosting this wonderful gathering year after year. We are all grateful to the Seafarers for your steadfast efforts that are vital to our national and economic security. . . . Thank you for this opportunity to express my deepest appreciation to all of you for protecting, building and loving America.”

Pelosi also noted, “Democrats in the 113th Congress are committed to working in a bipartisan way to create jobs and strengthen the middle class. With your leadership we will continue our fight for America's working

families – to make our country more secure, create jobs, protect Social Security and Medicare and promote innovation, technology and education to make sure America remains number one in the world. We know that when we make it, grow it and build it in America, our country grows stronger, our workers more secure and our nation leads the world economy.”

U.S. Rep. Barbara Lee (D-Calif.), also a regular attendee, presented Marrone and Celona with a congressional letter of recognition for the SIU.

*Editor's note: Special thanks to Charles Farrugia for providing the photos on this page.*



Bosun Richard Grubbs (white cap) and the San Francisco Fire Department Color Guard



Cindy Shortall of Matson, Patrolman Nick Marrone II



Sheet Metal Workers Local 104 Sec.-Treas. Joe Maraccini



## 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*

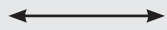
**Dean Corgey, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram,**

*Vice President Government Services*



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(301) 899-0675

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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  
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### GUAM

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606 Kalihi St., Honolulu, HI 96819  
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### JACKSONVILLE

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10 East Clinton St., Joliet, IL 60432  
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(504) 328-7545

### NEW YORK

635 Fourth Ave., Brooklyn, NY 11232  
(718) 499-6600

Government Services Division: (718) 499-6600

### 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

*Editor's note: This month's question was answered by Seafarers in Piney Point, Md. Some were enrolled in classes, while others were there just for the December membership meeting.*

**Question: What are some of the things you're looking forward to in the New Year?**



is go as far with this career as I can.



**Steve Shaffer**  
*QMED*

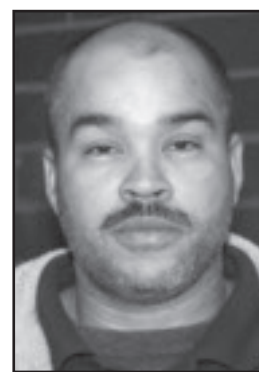
I'm looking forward to getting some more sea time in and I want to take more classes. I've been sailing since 2008 and I'm just trying to get good jobs and keep working.

getting some more time to spend with my family.



**Davon Brown**  
*QMED*

I'm looking to upgrade so I'll be making some more money and then buy a new home for my family. I'm really looking forward to that raise.



**Ricardo Fuentes**  
*GUDE*

Upgrading to get better pay. Right now I'm taking BAPO (basic auxiliary plant operations). I'm also looking forward to getting in my time (to qualify) for benefits, taking some vacation and seeing my family.

in the spring.



**Stacy Murphy**  
*AB*

Taking a break after I pass (the mate's course) and then going back to Crowley. Our family also just purchased property in Texas, and I'm moving out there with my puppies. I want to be out in the middle of nowhere.

**Stravon Jordan**  
*Electrician*

I'm already sitting for my [third assistant engineer] license. I'm looking forward to getting more hands-on experience and putting the theory to practice. What I'm trying to do

**Jesse Mixon**  
*AB*

My goal is to move up and advance and upgrade in the industry. I'm hoping I'll be able to earn more money. I'm also looking forward to maybe

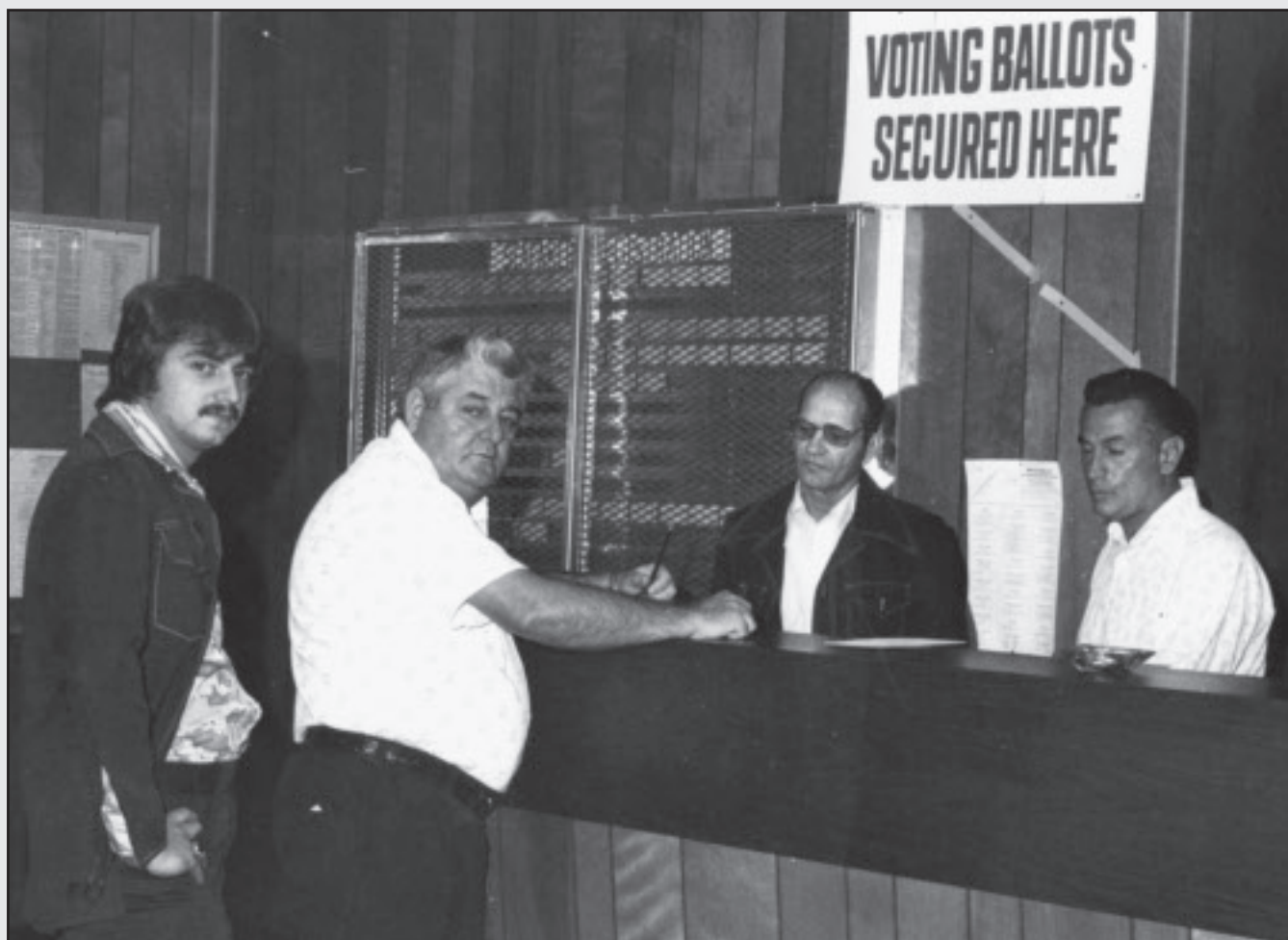


**Samantha Murphy**  
*AB*

Getting a license and working as a mate. My final goal is to be a pilot, so I'll work towards that. But I want to find a mate's job in the SIU - I don't want to leave. I'm also engaged, and planning to get married sometime



## Pic-From-The-Past



This photo was taken in late 1975 at the old hall in Jacksonville, Fla. From left, members Thomas Dodson and Jack Nelson secure ballots from SIU representatives Jimmy Davis and Tony Aronica as the Seafarers prepare to vote in the union's election.

*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](mailto:webmaster@seafarers.org)*



## Paul Hall Center School Supplement

This course guide for the Paul Hall Center and its Seafarers Harry Lundeberg 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, Md., at the confluence of the Potomac River and St. George's Creek. It features state-of-the-art equipment, knowledgeable instructors and helpful staff members.

Tens of thousands of rated and licensed seamen have

completed upgrading classes at the training center. Additionally, more than 23,000 men and women from every state in the U.S., Puerto Rico and several U.S. territories have graduated from the trainee program for those just beginning their maritime careers.

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

The Paul Hall Center—which includes, among other components, the Seafarers Harry Lundeberg 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](http://www.seafarers.org), in the Paul Hall Center section.

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

The basic eligibility for SIU members who want to upgrade at Piney Point includes a valid clinic card, a TWIC, 125 days' sea time in the previous year, one day of sea time in the last six months prior to the date the class starts, a copy of their z-card (front and back), or a merchant mariner credential, a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in italic.

For more information about the Paul Hall Center or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075, or call (301) 994-0010.

# Paul Hall Center Course Guide for 2013

## Deck Department

### Advanced Navigation (SHLSOS-19)

This course meets the mandatory minimum requirements for knowledge, understanding, and proficiency in Table A-II/2 of STCW 1995 for the function, "Navigation at the Management Level." It is intended for mariners sailing or wishing to sail aboard U.S.A.-flagged ships under contract to Seafarers International Union and who meet all of the requirements to enroll in the course. This functional element provides detailed knowledge to support the training outcomes related to the Navigation at the Management Level. This course supports training in the following Management Level control sheets: M-1-1A, Create a Navigation Plan; M-1-1B, Position Reporting Systems; M-1-2G, Great Circle Sailing; M-1-2H, Mercator Sailing – Course & Distance; M-1-2I, Mercator Sailing – Final Position; M-1-3A, Position Fix by Terrestrial Bearings; M-1-4A, GPS Waypoint Entry; M-2-1A, Determine Magnetic compass Deviation; M-2-1B, Construct a Deviation Table; M-2-1C, Amplitude of the Sun; M-2-1D, Apply Compass Error to Magnetic Course; M-1-2E, Apply Compass Error to Magnetic Bearings; and M-2-1F, Apply Compass Error to Gyrocompass Course.

*Prerequisite: Meet eligibility requirements for Management level license*

### Advanced Shiphandling (SHLSOS-22)

This course meets the requirements from IMO model course 7.01 and the 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. The objective is for students to have a practical understanding of shiphandling. Students will apply lecture material to practical simulator exercises designed to meet the assessment standard of this course. This functional element provides detailed knowledge to support the training outcomes related to the Navigation at the Management Level.

This course specifically addresses the following Advanced Shiphandling (Management Level) assessments: M-7-1A Actions after Grounding, M-7-2A Re-floating a Grounded Ship, M-7-3A Prepare for Collision, M-7-3B Actions After a Collision, M-7-4A Emergency Steering, M-7-5A Emergency Towing, M-8-1A Maneuver to Embark/Disembark a Pilot, M-8-2A Transit Restricted Waters, M-8-3A Constant Rate of Turn Techniques, M-8-4A

Shallow Water Effects—Squat, M-8-5A Shallow Water Effects—Passing Vessels, M-8-6A Vessel Docking—Starboard Side To, M-8-6B Vessel Docking—Port Side To, M-8-7A Turn vessel with Tug Assistance, M-8-8A Anchoring, M-8-9A Dragging anchor.

*Prerequisite: Meet eligibility requirements for Management level license*

### Apprentice Mate (Steersman) (SHLSOS-31) (INST 249)

The Paul Hall Center's 103-hour Apprentice Mate (Steersman), Near Coastal course is a self-certifying course for mariners who are employed, or maybe employed, on uninspected towing vessels sailing under U.S. flag or registered/documented under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Apprentice Mate (Steersman) of Towing Vessels (Near Coastal and Great Lakes;—OR—(2) the examination requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Master of Towing Vessels (Near Coastal and Great Lakes) provided that they also provide evidence of service in the towing industry before May 21, 2001, AND that the requirements of 46 CFR 10.464(h) are also met.

After obtaining the requisite sea service and

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

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

### Automatic Radar Plotting Aids (ARPA) (SHLSOS-37)

Applicants completing our 32-hour Automatic Radar Plotting Aids (ARPA) course, including successful demonstration of all practical assessments, satisfy the ARPA training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC) and of 46 CFR 10.205(m)(1). The practical assessments conducted in this course are equivalent to the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-3-2A; OICNW-3-2B; OICNW-3-2C; OICNW-3-2D; OICNW-3-2E; OICNW-3-2F; OICNW-3-2G; OICNW-3-

2H; OICNW-3-2I; OICNW-3-2J; OICNW-3-2K; OICNW-3-2L; and OICNW-3-2M. (Navigation exercises assume background in chart work and coastal navigation.)

This course of instruction incorporates the use of ARPA simulation equipment to operate, observe, and use the radar plotting aids. Students gain an understanding of the limitations of the aids as well as their performance factors, sensor inputs and malfunctions and gain knowledge of tracking capabilities, processing, operational warnings, and target acquisition.

*Prerequisite: Radar Observer*

### Basic Meteorology (SHLSOS-62) (INST 239)

Any applicant who has successfully completed our 40-hour Meteorology (Operational Level) course will satisfy the Meteorology training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments conducted in this course will be accepted as the equivalent of OICNW-1-7A; OICNW-1-7B; and OICNW-1-7C from the National Assessment Guidelines for Table A-II/1 of the STCW Code. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

*Prerequisite: AB with one year of sea service*

### Bridge Resource Management (SHLSOS-75)

Applicants completing our 30-hour Bridge Resource Management course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/ 2, Part 3-1 of the STCW Code. Bridge Resource Management-Unlimited is designed for persons with significant shipping experience who hold or are seeking a U.S. Coast Guard license. This course fulfills the training requirements of effective bridge teamwork as set forth in STCW 95, A-II/1, A-II/2, and B-VIII/ 2 and 46 CFR 10.25 and 10.209.

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

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

Students who successfully complete this course will have the knowledge and experience needed to continually reassess the alloca-



tion and use of bridge resources using bridge management principles. Applicants completing our 26-hour Bridge Resource Management (1600 Tons) course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

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

#### Celestial Navigation (SHLSOS-103)

Applicants completing our 126-hour Celestial Navigation course with a passing grade of at least 80 percent satisfy the Celestial Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-1A; OICNW-1-1B; OICNW-1-1C; OICNW-1-1D; OICNW-1-1E and OICNW-1-1F.

The course covers the areas of celestial navigation required for licensing as a second or third mate unlimited and for all limited licenses. Students are instructed in latitude observations by sun and Polaris, running fixes by sun, stars, and planets, compass error by amplitude and azimuth, star identification, and care and use of the sextant.

*Prerequisites: ARPA, Radar Observer*

#### Crisis Management & Human Behavior (SHLSOS-138)

Applicants completing our 7-hour Crisis Management & Human Behavior course satisfy: (1) the Crisis Management & Human Behavior training requirements of Table A-V/2 and Paragraph 5 of Section A-V/2 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Ships;—AND—(2) the Passenger Safety training requirements of Paragraph 4 of Section A-V/2 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Ships.

This course is designed for any person responsible for the safety of passengers in an emergency on 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)

Applicants completing our four-hour Crowd Management course satisfy: (1) the Crowd Management training requirements of Paragraph 1 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels;—AND—(2) the Safety Training requirements of Paragraph 3 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels. This course profiles the required knowledge and applicable skills 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*

#### Designated Deck Engineer (Non-STCW)

This course prepares the student for the USCG examination for Designated Duty Engineer (DDE). The object of the course is to familiarize the student with the subjects and topics required for successful preparation for the USCG examination and to prepare the student to act in these capacities as outlined in the Code of Federal Regulations (CFR). Instruction includes the CFR, environmental protection and oil pollution, general safety precautions for engine room personnel, piping, air, hydraulics, power and control systems, refrigeration, heating, air conditioning and ventilation systems, electrical theory and shipboard lighting and auxiliary deck machinery.

*Prerequisites: General admission requirements, prior Coast Guard approval letter valid through test dates of the class*

#### Electronic Chart Display Information Systems (ECDIS) (SHLSOS-179)

Applicants completing our 35-hour Electronic Chart Display Information Systems (ECDIS) course are considered to have successfully demonstrated the competencies "Plan and Conduct a Passage and Determine Position: Thorough Knowledge of and Ability to Use ECDIS" of Table A-II/1 of the STCW Code AND "Determine Position and the Accuracy of Resultant Position Fix: Position Determination Using ECDIS With Specific Knowledge of its Operating Principles, Limitations, Sources of Error, Detection of Misrepresentation of information and Methods of Correction to Obtain Accurate Position Fixing" of Table A-II/2 of the STCW Code.

The course provides training in the basic theory and use of electronic chart display and information systems (ECDIS) for those who will be in charge of a navigational watch on vessels equipped with ECDIS. Students learn to use, update, and verify electronic chart information. The training comprises all safety-relevant aspects and aims beyond the use of operational controls. All theoretical aspects and major characteristics of ECDIS data, such as data contents, system integration, information layers, and data updating, are covered in depth.

*Prerequisites: General admission requirements; ARPA certificate; Radar certificate; Terrestrial and Coastal Navigation training for license preparation; USCG-approved STCW Basic Safety Training course*

#### Electronic Navigation (SHLSOS-181) (NST 246)

Any applicant who has successfully completed our 40-hour Electronic Navigation course will satisfy the Electronic Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in this course will be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-4A; OICNW-1-4B; OICNW-1-4C; and OICNW-1-4D. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

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



*vice, radar and ARPA*

#### Fast Rescue Boats (SHLSOS-193)

Applicants completing our 30-hour Fast Rescue Boats course satisfy the requirements of Table A-VI/2-2 of the STCW Code, Specification of the Minimum Standard of Competence in Fast Rescue Boats. The Pau Hall Center's Fast Rescue Boats course trains students to handle and take charge of fast rescue boats during of after launch in adverse weather and sea conditions. Students learn how to operate a fast rescue boat engine, use all locating devices, including communication and signaling equipment between the rescue boat and a helicopter and the ship, and how to carry out search patterns.

*Prerequisites: Basic Safety, Survival Craft and Rescue Boats other than fast rescue boats.*

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

Applicants completing our 70-hour Global Maritime Distress & Safety System (GMDSS) course with a passing grade of at least 75 percent satisfy the GMDSS training requirements of 46 CFR 10.205(n) and Table A-IV/2 of the STCW Code. Applicants for this 70-hour course must hold a 200-ton or greater license, or show a current U.S. Coast Guard approval letter indicating they are eligible to sit for a license greater than 200 tons. The class is designed to meet the requirements set forth in Table A-IV/2 of the amended STCW convention. Topics include principles of the global marine distress and safety system communications, distress alerting and operational procedures for VHF DSC, INMARSAT-C, MF/HF, NAVTEX, EPIRB, SART, and VHF (SCT). The course blends classroom instruction and practical exercises.

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

#### Government Vessels

This three-week class is open to mariners sailing in any department. The course is structured as three one-week, stand-alone modules. The modules may be taken in any order.

Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control, CBRD (chemical, biological, radiological defense), anti-terrorism level I and hazardous materials training. The second week features forklift operations, underway replenishment and vertical replenishment. Cargo-handling and crane operations are included in the third week. (This course is required of students attending AB or FOWT courses.)

*Prerequisites: No additional prerequisites*

#### Magnetic and Gyro Compasses (SHLSOS-262) (NST 240)

Any applicant who has successfully completed our 20-hour Magnetic and Gyro Compasses course will satisfy the Compass—Magnetic and Gyro training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in

this course will be accepted as the equivalent of assessments OICNW-1-5A; OICNW-1-5B; OICNW-1-5C; OICNW-1-5D; and OICNW-1-5E from the National Assessment Guidelines for Table A-II/1 of the STCW Code. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

*Prerequisite: AB with one year of sea service*

#### Master 100 Tons (SHLSOS-281)

The Pau Hall Center's 90-hour Master 100 Tons, Near Coastal course is a self-certifying course for mariners who are employed, or may be employed, on passenger vessels sailing under U.S. flag or registered/documented under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.206(i) for original license, 46 CFR 10.209(c) (iii) for renewal, and 46 CFR 209(f) for reissue. 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 10.205(i) for reissuance of a license.

After obtaining the requisite sea service and fulfilling other U.S. Coast Guard requirements pertaining to this license, successful 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. Students successfully completing the course will be issued a certificate for successful completion for a Master 100 Ton, Near Coastal license.

*Prior to the scheduled class convening date, each candidate must meet the following entrance requirements: Successfully completed a USCG-approved STCW Basic Safety Training course; possess current TWIC, U.S. Merchant Mariner Credential/Document or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5; Fundamentals of Navigation, valid Radar Observer Unlimited certificate; Able Seaman endorsement (any)*

#### Medical Care Provider (SHLSOS-310)

Applicants completing our 21-hour Medical Care Provider course satisfy the Medical First Aid training requirements of Section A-VI/4 and Table A-VI/4-1 of the STCW Code and 46 CFR 12.13-1. This course is designed for mariners who are employed or may be employed on U.S.-flag ships. It meets STCW requirements. Students successfully completing this course must take a refresher course within five years or provide information to the U.S. Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must be renewed annually.

Training as a Medical First Aid Provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body struc-





ture, 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: Candidates for the course must possess current certification from the American Red Cross for CPR for the Professional Rescuer or equivalent certification issued through a similar authorizing agency. Candidates also need First Aid.*

#### **Oil Spill Prevention and Containment**

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

*Prerequisites: No additional prerequisites*

#### **Personal Safety & Social Responsibilities (SHLSOS-359)**

Applicants completing our four-hour Personal Safety & Social Responsibilities course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Safety & Social Responsibilities training requirements of 46 CFR 10.205(l)(4) and Section A-VI/1 and Table A-VI/1-4 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code. This course provides the unlicensed apprentice candidate with a general understanding and basic knowledge of human relationships, social skills necessary for living and working aboard operational merchant ships, and a working knowledge of issues impacting preparedness for international travel.

*Prerequisites: No additional prerequisites*

#### **Personal Survival Techniques (SHLSOS-363)**

Applicants completing our 12-hour Personal Survival Techniques course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(1).

*Prerequisites: No additional prerequisites*

#### **Proficiency in Survival Craft/Personal Survival Techniques (Lifeboatman)**

Applicants completing our 37-hour Proficiency in Survival Craft/Personal Survival Techniques course satisfy: (1) the Survival Craft training requirements of Section A-VI/2 and Table A-VI/2-1 of the STCW Code;—AND—(2) the training requirements of 46 CFR 12.10-3(a)(6) for any endorsement as Lifeboat-

man, PROVIDED that sea service requirements are also met;—AND—(2) if presented WITHIN ONE YEAR of the completion of training, the written and practical examination requirements of 46 CFR 12.10-5 for a Lifeboatman endorsement (exam module 481xx) and the written "Survival Craft" examination requirements for service on vessels not equipped with lifeboats (exam module 441xx or 706xx),—AND—(3) the Personal Survival Techniques training requirements of Section A-VI/1 and Table AVI/1-1 of the STCW Code and 46 CFR 10.205(l)(1). This course helps mariners develop the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, students learn the procedures necessary to take charge and maintain a survival craft and protect embarked personnel while on board.

*Prerequisites: 180 days of deck sea time*

#### **Radar Observer (Unlimited) (SHLSOS-399)**

Applicants completing our five-day Radar Observer (Unlimited) course, including successful demonstration of all practical assessments, satisfy the requirements of 46 CFR 10.480 for an endorsement as Radar Observer (Unlimited) and the radar training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-2B; OICNW-1-2C; OICNW-3-1A; OICNW-3-1B; OICNW-3-1C; OICNW-3-1D; OICNW-3-1E; OICNW-3-1F; OICNW-3-1G; OICNW-3-1H; OICNW-3-1I; OICNW-3-1J; and OICNW-3-1K. 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 audiovisual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

*Prerequisites: General admission requirements*

#### **Radar Observer Recertification (SHLSOS-402)**

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

*Prerequisites: Radar Observer Unlimited*

#### **Radar Observer Refresher (SHLSOS-406)**

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

*Prerequisite: Radar Observer Unlimited*

#### **Ratings Forming Part of a Navigational Watch/Able Seaman (SHLSOS-416)**

Applicants completing our four-week Ratings Forming Part of a Navigational Watch/Able Seaman program satisfy: (1) the training, seagoing service, and assessment requirements of 46 CFR 12.05-3(c) and Section A-II/4 of the STCW Code, Mandatory Minimum Requirements for Certification of Ratings Forming Part of a Navigational Watch;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written examination requirements of 46 CFR 12.05-9 for the "Deck General & Navigation General" and "Deck Safety & Rules of the Road" exam modules for any Able Seaman endorsement and the practical (knot tying) examination requirements of 46 CFR 12.05-9 for any Able Seaman endorsement PROVIDED that all other requirements of 46 CFR Subpart 12.05, including sea service, are also met. The course consists of hands-on training and class-





room work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, first aid, anchoring, and mooring, and aids to navigation.

*Prerequisites: Sea service, Water Survival (Lifeboatman), STOS*

*Special: 12 months' service on deck, two months' sea service under the supervision of the Master, the OIC of the navigational watch, or qualified ratings (STCW)*

*Limited: 18 months' service on deck, two months' sea service under the supervision of the Master, OIC, or qualified ratings*

*Unlimited: three years' deck, two months' sea service under the supervision of the Master or OIC*

#### **Search and Rescue (Operational Level) (SHLSOS-447) (NST 245)**

Any applicant who has successfully completed our 16-hour Search & Rescue (Operational Level) course will satisfy the Search & Rescue training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC).

*Prerequisite: AB with one year of sea service*

#### **Specially Trained Ordinary Seaman (STOS) (SHLSOS-465)**

Applicants completing our 70-hour Specially Trained Ordinary Seaman course and presenting our Certificate of Training at a Regional Exam Center, satisfy the training requirements for service as a Specially Trained Ordinary Seaman AND the training and assessment requirements of Table A-II/4 of the STCW Code, "Specification of Minimum Standard of Competence for Ratings Forming Part of a Navigational Watch," and 46 CFR 12.05-3(c) PROVIDED they also present evidence of at least six months' sea-going service performing navigational watchkeeping functions under the supervision of the Master or officer in charge of the navigational watch. If the applicant does not present evidence of six months of this service, he or she satisfies the training and assessment requirements for certification as Rating Forming Part of a Navigational Watch RESTRICTED to lookout duties only. This certification is valid for one year and may not be renewed. This course is designed for deck trainees who need a fast track to Ratings Forming Part of the Navigational Watch. It meets the requirements of 46 CFR 12.05.3(c) and STCW Table A-II/4. Topics covered in the course include: anchoring, mooring, knot-tying, gyro and magnetic compass, wheel watch, error chain analysis and pilot interactions, helm control, rules of the road, IALA buoy systems, shipboard communication, helm watch relief and lookout watch.

*Prerequisites: UA Program Phases 1 and 2, or 180 days as an OS*

#### **Tank Barge Dangerous Liquids (SHLSOS-491)**

Applicants completing our 38-hour Tank Barge Dangerous Liquids Course and presenting our Certificate of Training at a Regional Exam Center, satisfy the training requirements of 46 CFR 13.309 for an endorsement as Tankerman-PIC (Barge).

*Prerequisites: Basic Fire Fighting*

#### **Tank Ship Dangerous Liquids (SHLSOS-501)**

Applicants completing our five-day Tank

Ship Dangerous Liquids course satisfy the training requirements of 46 CFR 13.113(d) (1) (ii) (A), 13.115 (b) (1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tanker endorsement. This course provides training for masters, chief engineers, officers, and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. It comprises a specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

*Prerequisites: three months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) covering STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR Paul Hall Center Basic Fire Fighting, USCG-approved STCW Basic Safety Training course*

#### **Tank Ship Dangerous Liquids (Simulator) (SHLSOS-503)**

Applicants completing our 53-hour Tank Ship Dangerous Liquids (Simulator) course satisfy the training requirements of 46 CFR 13.113(d)(1)(ii)(A), 13.115(b)(1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tanker endorsement;—AND— receive credit for: (1) two loadings and two discharges which may be applied toward satisfying the requirements of 46 CFR 13.203(b)(1);—AND— (2) one commencement of loading and one completion of loading which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(2);—AND— (3) one commencement of discharge and one completion of discharge which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(3). This course provides training for masters, chief engineers, officers, and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. It comprises a specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

*Prerequisites: three months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) (Paul Hall Center "Tanker Assistant" course) to cover STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR Paul Hall Center Basic Fire Fighting, U.S.C.G.-approved STCW Basic Safety Training course*

#### **Tank Ship Familiarization (Dangerous Liquids) (SHLSOS-505)**

Applicants completing our 63-hour Tank Ship Familiarization (Dangerous Liquids) course satisfy the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant DL. This course meets the Code of Federal Regulation requirements for personnel not having the required sea service. The objective of this course is to provide students with the knowledge and skills necessary to conduct operations on tankships. Topics include the 16-hour worker health and safety (HAZWOPER) First Responder/ Operations Level, Ship Design and Operation, Cargo Characteristics, Enclosed Space Entry, Cargo Transfer and Shipment, and Pollution Prevention, and Emergency Operations and Response.

*Prerequisite: Fire Fighting*

#### **Tank Ship Familiarization (Liquefied Gases) (SHLSOS-507)**

Applicants completing our 30-hour Tank Ship Familiarization (Liquefied Gases) course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant (LG);—AND— (2) the tanker familiarization training requirements of paragraphs 1-7 of Section A-V/1 of the STCW Code. This course consists of a safety program designed to meet STCW requirements for those who have not served on LNG ships. The course of instruction includes LNG fire fighting, 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 ops), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater.

*Prerequisite: Advanced Fire Fighting*

#### **Vessel Security Officer (SHLSOS-573)**

This 12-hour course provides knowledge to those wishing to perform the duties and responsibilities of a Vessel Security Officer (VSO) as defined in section A/2.1.6 (and section A/12.1) of the ISPS Code with respect to the security of a ship, for implementing and maintaining a Ship Security Plan, and for liaising with the Company Security Officer (CSO) and Port Facility Security Officers (PFSOs). Successful students will be able to undertake the duties and responsibilities as Vessel Security Officer as defined in section A/12.2 of the ISPS Code.

*Prerequisites: No additional prerequisites*

#### **Visual Communications (Flashing Light) (SHLSOS-542)**

Applicants completing our one-day Visual Communications course with a minimum score of 80 percent will: (1) Satisfy the practical signaling examination requirements (flashing light) of 46 CFR 10.401(h) IF presented WITHIN 1 YEAR of the completion of training;—AND—(2) Be considered to have successfully demonstrated the competence "Transmit and Receive Information by Visual Signaling" of Table A-II/1 of the STCW Code.

*Prerequisites: No additional prerequisites*

#### **Water Survival (SHLSOS-549)**

The Water Survival course delivers 60 hours of training to those who are seeking a MMD endorsement for Lifeboatman as required by 46 CFR. The course also incorporates the personal survival training requirements as outlined in STCW 1995 VI/1. The course provides the student with the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, the student will understand the procedures necessary to take charge of and maintain survival craft and protect embarked personnel.

#### **Terrestrial & Coastal Navigation (SHLSOS-512) (NST 241)**

Any applicant who has successfully completed our 80-hour Terrestrial & Coastal Navigation course will satisfy the Terrestrial Navigation and Coastal Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of

500 or more gross tonnage (ITC). The practical assessments conducted in this course will be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table AII/1 of the STCW Code: OICNW-1-2A; OICNW-1-2B; OICNW-1-2C; OICNW-1-2D; OICNW-1-3A; OICNW-1-3B; and OICNW-1-3C. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

*Prerequisite: AB with one year of sea service*

#### **Emergency Procedures (Operational Level) (SHLSOS-185) (NST 244)**

The Paul Hall Center's 21-hour Emergency Procedures at the Operational Level course is designed for mariners who are employed, or may be employed, on U.S.-flagged vessels. This stand-alone course is a component of the Paul Hall Center's Officer in Charge of a Navigational Watch (OICNW) Program. The functional elements of this course specifically meet Function 1: Navigation at the Operational Level; Competence 1.4 Respond to Emergencies; and Knowledge, Understanding, and Proficiency 1.4.1 Precautions for Protection and Safety of Passengers of the International Maritime Organization's (IMO) OICNW Model Course No. 7.03 and the requirements of USCG Policy Letter 01-02. No OICNW assessments will be conducted in this course. Successful candidates will earn a Paul Hall Center certificate of training for Emergency Procedures at the Operational Level.

*Prior to the scheduled class convening date, each candidate must meet the following entrance requirements:*

*Successfully completed a USCG-approved STCW Basic Safety Training course; possess current TWIC, U.S. Merchant Mariner Credential/Document or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5*

#### **Basic Cargo Handling and Stowage (Operational Level) (SHLSOS-101) (NST 242)**

The Paul Hall Center's Basic Cargo Handling and Stowage course is a 40-hour course for students who are employed, or may be employed, on U.S.-flag vessels as required by STCW 1995, as amended, and are licensed or intending to be licensed personnel. On successful completion of this course, students will be able to use cargo plans and tables or diagrams of stability and trim data to calculate the ship's initial stability, drafts, and trim for any given description of cargo and other weights. They will also be able to determine whether stresses on the ship are within permitted limits by the use of stress data or calculation equipment, or software. They will understand safety precaution used prior to entering enclosed or potentially contaminated spaces.

Students should be able to supervise the preparation and dunnaging of holds and the operation of ships' cargo gear and will be aware of the importance of adequately securing cargo to prevent damage to the ship or cargo. Trainees will identify dangerous goods and know that they are stowed and separated according to requirements of the IMDG Code. They will also



know the hazards related to some bulk cargoes and the precautions to take during their loading, carriage, and discharge. Trainees will also have a basic knowledge of the piping and pumping arrangements of oil tankers.

This course specifically addresses "Function: Cargo handling and stowage at the operational level" and "Competence: Monitor the loading, stowage, securing, care during the voyage and the unloading of cargoes" and "Knowledge Under standing and Proficiency: Cargo handling, stowage, and securing" found in Table A-II/1 of the STCW Code, amended 1995. This is accomplished through classroom lecture and practical exercises. Students successfully completing this course will be awarded a Paul Hall Center Basic Cargo and Stowage at the Operational Level course certificate.

*Prior to the scheduled class convening date, each candidate must meet the following entrance requirements: Possess a current TWIC, U.S. Merchant Mariner Credential/Document; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 13.125; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling USCG-approved sea time requirements, completion of Basic Stability course*

#### Basic Shiphandling and Steering Control Systems (SHLSOS-72) (NST 247)

Any applicant who has successfully completed the 40-hour Basic Shiphandling and Steering Control Systems (Operational Level) course will satisfy the Basic Shiphandling and Steering Control Systems training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in this class will be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-6A; OICNW-1-6B; OICNW-5-1A; OICNW-5-1B; and OICNW-5-1C. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

*Prerequisite: AB with one year of sea service*

#### Ship Construction and Basic Stability (SHLSOS-449) (NST 243)

The Paul Hall Center's 40-hour Ship Construction at the Operational Level course is intended to provide training at the basic level for mariners who are employed, or may be employed, on U.S.-flag vessels whose responsibilities include maintaining the seaworthiness of the ship. It takes into account STCW Code Table A-II/1: Function: controlling the operation of the ship and care for persons on board at the operational level; Ship construction. Upon successful completion of the course, students will have general knowledge of the principal structural members of a ship and the proper names for the various parts. At course completion, successful students will receive a Paul Hall Center certificate of completion in Ship Construction at the Operational Level.

*This course is open to watchkeeping officers, seamen who are training to become watchkeeping officers, and those who are responsible for loading cargoes. Trainees will be expected to use simple graphs and basic arithmetical skills and must meet the following requirements: USCG-approved STCW Basic Safety Training course; a current TWIC, U.S. Merchant Mariner Credential/Document/or USCG license;*

*read, speak and understand the English language at a level sufficient to perform job duties; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-7*

#### Watchkeeping (Operational Level) (NST 248)

Any applicant who has successfully completed our 80-hour Watchkeeping (Operational Level) course will satisfy the Watchkeeping training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC); AND the Bridge Resource Management training requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. The practical assessments conducted in this course will be accepted as the equivalent of assessments OICNW-2-1A; OICNW-2-1B, OICNW-2-1C, OICNW-2-1D, OICNW-2-1E, OICNW-2-1F, OICNW-2-2A, OICNW-2-2B, OICNW-2-2C, OICNW-2-2D, OICNW-2-2E, OICNW-2-2F, OICNW-2-3A, OICNW-2-3B, OICNW-2-3C, OICNW-2-3D, OICNW-2-3E, OICNW-2-3F, OICNW-2-3G, AND OICNW-2-3H from the National Assessment Guidelines for Table A-II/1 of the STCW Code.

Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

*Prerequisite: AB with one year of sea service*

#### Engine Department

Many engine department courses have prerequisites. For example, to be accepted for Advanced Refrigeration/Containers, students must have successfully completed Basic Marine Electrician and Refrigeration System Maintenance and Operations.

#### Automated Cargo Operations

This six-week course of instruction in the pumpman career track includes classroom and simulator training in all facets of liquid cargo loading and discharge. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

*Prerequisites: QMED-Any Rating Class 3 or QMED Junior Engineer/Pumpman Class 3. Recommended: Basic and Intermediate Math and Computer Basic Advanced plant maintenance must be completed for advancement to QMED Class 2*

#### Basic Auxiliary Plant Operations (SHLSOS-51)

Applicants completing our 140-hour Basic Auxiliary Plant Operations course and who present our Certificate of Training at a Regional Exam Center WITHIN ONE YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety examination module, PROVIDED they have also completed either our 63-hour Basic Motor Plant Operations course and/or our 70-hour Basic Steam Plant Operations course. Applicants who have successfully completed our course need not present individually completed "Control Sheets" for the assessments in application for STCW certification.

The objective of this course is to provide students with knowledge and practical opera-



tional skills required of rated engine department watchstanders as they sail in the capacity of FOWT. This objective is accomplished through classroom lectures and shore-side auxiliary plant simulator practical exercises.

*Prerequisites: Same as FOWT program*

#### Basic Electricity (SHLSOS-52)

This is a 10-day course designed for students who have completed the Ratings Forming Part of an Engineering Watch program or rated engine department personnel desiring to upgrade their skills. The course is designed for those seeking qualification as a QMED and Junior Engineer endorsement. The course provides the mariner electrical skills required of a rated member of the engine department. Topics covered include the fundamentals of electricity, electrical safety, batteries, direct current circuits, alternating current theory, D.C. machines, A.C. machines, motor controllers, distribution systems, propulsion systems and communication systems. Detailed learning objectives are identified in Section II.

*Prerequisites: Tankerman Familiarization*

*Dangerous Liquids (DL) course, Basic Auxiliary Plant Operations course, Fireman Oiler Watertender (FOWT) program or hold FOWT endorsement, six months' equivalent sea service in the engine room*

#### Basic Motor Plant Operations (SHLSOS-63)

This is an upgrade course for rated Oilers as prescribed in table A-III/4 of the STCW Code, and 46 CFR 12.15-7, and 12.15-9. The course provides skills required of rated engine department watchstanders. Steam and water cycle and steam thermodynamics and components are covered as well as steam plant simulator operations, casualty control procedures, maintenance, watchkeeping, and conducting machinery space rounds.

#### Basic Refrigeration & Heating, Ventilation, and Air Conditioning (HVAC) (SHLSOS-64)

The Paul Hall Center's Basic Refrigeration & Heating, Ventilation, and Air Conditioning (HVAC) course is a 10-day (70 hour) course for students who have completed the Ratings Forming Part of an Engineering Watch program

### 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 as well as for those students who require basic skills, English language skills or wish to continue their education. There are a variety of opportunities offered to all students. Specific questions about the programs can be answered or explained 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. Assis-

tance is offered to prepare students to take the test in Maryland 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 de-

signed to augment the skills introduced in their vocational training classes. This program may be taken prior to attending the vocation class or concurrently with the vocational class. It is ideal for those students who have been away from the classroom, need to improve basic academic skills or who are not native English speakers.

#### 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 Associ-

ate 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.



or rated engine department personnel desiring to upgrade their skills. The course is a stand-alone course within the Qualified Member of the Engine Department (QMED) program and is designed for those seeking qualification as a QMED and Junior Engineer endorsement.

The course provides the mariner the cognitive and practical mechanical skills required of rated engine department personnel in the area of Basic Refrigeration and HVAC as they sail in the capacity of Junior Engineer during voyages on U.S.-flagged vessels. This objective is accomplished through classroom lectures and practical exercises. Proficiency and competency assessments are conducted through knowledge-based written tests and practical demonstrations of skills. Areas covered are electrical and refrigeration safety, refrigeration theory, an introduction to the refrigeration cycle and systems, troubleshooting, and an introduction to HVAC systems. Detailed learning objectives are identified in Section II.

#### Basic Steam Plant Operations (SHLSOS-73)

This course is designed for entry level engine department personnel desiring to upgrade to rated Firemen/Watertenders and Oilers (FOWT). It exceeds requirements prescribed in table A-III/4 of the STCW Code. The objective of this course is to provide the mariner skills required of rated engine department watchstanders in the area of steam plant watchstanding. This objective is accomplished through classroom lectures as well as shoreside steam plant simulator practical exercises. Areas covered are the steam and water cycle and steam thermodynamics, boiler types and classification, boiler waterside construction and arrangements, boiler fireside construction and arrangements, air registers and fuel atomizers, forced draft systems, fuel oil service systems, flame/smoke and stack gas analysis, automatic combustion controls, boiler protective devices, and boiler water chemistry and treatment. Also included are turbine types and classification, turbine construction, turbine protective devices and operating controls, steam condensers, condensate systems and air removal equipment, direct contact heaters, feed systems, steam systems, condensate drains systems, steam plant propulsion machinery, lubricating oil systems, and sea water systems. Additionally, steam plant simulator operations, casualty control procedures, burner atomizer maintenance, manual light-off of non-automated boilers, and watchkeeping and conducting machinery space rounds are covered.

*Prerequisites: Successful completion of the Paul Hall Center Unlicensed Apprentice Training Program, the Auxiliary Plant Operations course, basic safety training, six months' or equivalent sea service in the engine room.*

#### Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems. Students receive practical training in the operation and repair of diesel engines on board school training vessels.

*Prerequisites: QMED-Any Rating or equivalent inland experience*

#### Engineering Plant Maintenance (SHLSOS-191)

The 140-hour Engineering Plant Maintenance course is designed for mariners who have completed the Ratings Forming Part of an Engineering Watch program or who are rated engine department personnel desiring to upgrade their skills. The course is a stand-alone course within the Qualified Member of the Engine Department (QMED) Program and is for those seeking qualification as a QMED and USCG certification as a Junior Engineer/Deck Engineer rating, or for those already holding a rating to earn the Junior Engineer/Deck Engineer rating or acquire the requisite metalworking and mechanical maintenance skills.

The course provides mariners the cognitive and practical mechanical skills required of a rated member of the engine department. This is accomplished through classroom lectures and practical exercises. Proficiency and competency assessments are conducted through knowledge-based written tests and practical demonstrations of skills. Topics covered include the mechanics of pumps, drive couplings, heat exchangers, valves, distilling plants, oil/water separators, air compressors, marine sewage treatment plants, auxiliary boilers, and hydraulic systems, the fundamentals of diesel engines, bearings and gears, lubrication theory, lubrication systems and maintenance, fuel systems, and purifiers.

*Prerequisites: STCW certification in all areas of basic safety training, successful completion of the SHLSS Fireman Oiler Water Tender (FOWT) program or hold FOWT or Oiler rating endorsements.*

#### Fireman, Oiler & Watertender (FOWT) (SHLSOS-382)

Applicants completing Basic Auxiliary Plant Operations and both Basic Motor Plant Operations and Basic Steam Plant Operations will meet the requirements for endorsement as FOWT. (These classes are described elsewhere as stand-alone courses.) Applicants completing Basic Auxiliary Plant Operations and either Basic Motor Plant Operations or Basic Steam Plant Operations will be eligible for an FOWT (Restricted) endorsement.

*Prerequisites: Successful completion of the Paul Hall Center Unlicensed Apprentice Training Program; successful completion of the unlicensed apprentice sea voyage and required sea projects; unlicensed apprentice sea voyage performance evaluations within the engine department as completed by the First Assistant Engineer of at least satisfactory or better; recommendation by the unlicensed apprentice sea voyage participating vessel's Chief Engineer OR 6 months' sea time as wiper AND STCW certification in all areas of basic safety training; successful completion of the entry-level sea voyage and auxiliary plant familiarization*

*sea project; total USCG-approved sea service or equivalent sea service in the engine room of vessels of at least six months; meet all USCG physical standards for qualified members of the engine department. Military veterans meeting the prior military sea service requirement in the engine room of vessels must meet the following entrance requirements: Prior approval to the military veterans program for ratings forming part of an engineering watch; meet all USCG physical standards for qualified members of the engine department*

#### Hydraulics

The curriculum in the four-week hydraulics course blends practical training with classroom work. Fluids, actuators, control devices, pumps, reservoirs, symbols, and hydraulic systems in marine equipment are among the subjects covered in this class. Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors, and a variety of other shipboard systems.

*Prerequisite: QMED-Any Rating*

#### Junior Engineer

The Junior Engineer Program consists of stand-alone courses 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses.

#### Machinist (SHLSOS-261)

Applicants completing our 102-hour Machinist course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN ONE YEAR of the completion of training, for the Machinist examination module, provided they also present evidence of completing the requirements to be endorsed with a Junior Engineer rating endorsement prior to commencing the above training. This course provides mariners cognitive and practical mechanical skills in the area of general metalworking and machine tool operations.

*Prerequisites: SHLSS Junior Engineer or QMED-Any Rating*

#### Marine Electrician (SHLSOS-269)

Applicants completing our 280-hour Marine Electrician course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN ONE YEAR of the completion of training, for the Electrician examination module, provided they also present evidence of acquiring at least 90 days' engine room service while endorsed as a QMED-Junior Engineer prior to commencing the above training. This course provides engine department personnel with the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators, and controllers on board ship.

*Prerequisite: Six months QMED, SHLSS Junior Engineer, or QMED-Any Rating*

#### Marine Refrigeration Technician (SHLSOS-274)

The Paul Hall Center's Marine Refrigeration Technician course is a six-week (210-hour) course designed for mariners who are employed, or may be employed, on U.S.-flag vessels. Training meets or exceeds requirements of 46 CFR Section 12.15-9 (b) for Refrigeration Engineer. 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 will also be presented. Successful candidates will earn a Paul Hall Center certificate of training.

*Each candidate must have six months' sea time after Junior Engineer, QMED-Any Rating, or SHLSS Junior Engineer*

#### Pumpman (SHLSOS-380)

The Paul Hall Center's Pumpman course is a 70-hour, 10-day course designed for mariners who are employed, or may be employed, on U.S.-flag vessels. Training meets or exceeds requirements of 46 CFR Sec. 12.15-9 (c) for Pumpman. The objective of the Pumpman course 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 (COW) Systems, Vapor Recovery, and two days of assessment in the Cargo Simulator. On successful completion of this course, students will be awarded a Paul Hall Center certificate.

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

#### Refrigerated Containers Advanced Maintenance

This four-week course leads to certification in refrigerated containers maintenance and consists of classroom and practical shop training. The training experience enables students to assume the duties of a maintenance electrician on board ships carrying refrigerated containers. Students receive training in all phases of refrigerated container unit operation, maintenance, repair, and troubleshooting. This includes the various types of engines, refrigeration, and electrical systems.

The course is designed to help students develop a systematic approach to troubleshooting and maintenance procedures.

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

#### Welding (IMET 210)

Classroom instruction and hands-on training compose this four-week course, which features practical training in electric arc welding and cutting and oxyacetylene brazing, welding, and cutting.

*Prerequisites: No additional prerequisites*

## Steward Department

#### Galley Operations

This four-week course provides the student with understanding of the basic baking knowledge and skills potentially required of a member of the steward department.

*Prerequisites: Paul Hall Center UA Program and 240 days' sea time OR 365 days' sea time as an SA*





### Certified Chief Cook

This course consists of six two-week, stand-alone modules totaling 12 weeks. This structure allows eligible upgraders to enroll at the start of any module. The objective of the Certified Chief Cook Course (FSM 203) is to provide steward department personnel with an understanding and knowledge of sanitation, nutrition, and the preparation and service of soups, sauces, meats, poultry, and seafood.

*Prerequisites: Galley Operations and 180 days' sea time*

### Advanced Galley Operations

This course consists of four one-week modules (totaling four weeks). The course provides students with a thorough grasp of the advanced baking knowledge and skills required of a member of the steward department.

*Prerequisites: Paul Hall Center Certified Chief Cook and 180 days' sea time*

### Certified Chief Steward

The Certified Chief Steward course is a 12-week course for members of the steward department. The course is presented in eight modules. Each module is assessed independently of the others. Modules may be taken in one-week increments with breaks between. This course trains stewards to take charge of a production galley, plan and prepare meals, and supervise employees in galley operations for a period of not less than 28 days. On meeting the minimum requirements for Certified Chief Steward, culinary students will be competent to take charge of a production galley. The Certified Chief Steward course stresses the competencies related to the supervision of the galley, menu planning, requisitioning of supplies, inventory control, and sanitation.

*Prerequisites: Advanced Galley Operations and 180 days' sea time*

## Safety Classes

### Advanced Fire Fighting (SHLSOS-15)

Applicants completing our 35-hour Advanced Fire Fighting course satisfy the Advanced Fire Fighting training requirements of Section A-VI/3 and Table AVI/3 of the STCW Code and 46 CFR 10.205(1)(2);—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license. During this course, students learn to blueprint a vessel and organize emergency squads for fire fighting. 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: Basic Fire Fighting*

### Basic Fire Fighting (16-Hour)

Applicants completing our 16-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(1)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g)

and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

*Prerequisites: No additional prerequisites*

### Basic Fire Fighting (35-Hour)

Applicants completing our 35-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(1)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement. The objective of this course is to familiarize the student with the chemical process of fire, its behavior and the various methods and equipment used to combat it.

*Prerequisites: No additional prerequisites*

### Basic Safety Training

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

### Basic Safety Training Renewal (SHLSOS-69)

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

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

*Prerequisite: BST*

### Combined Basic & Advanced Fire Fighting (SHLSOS-125)

Applicants completing our 41-hour Advanced Fire Fighting course satisfy: (1) the Advanced Fire Fighting training requirements of



Section AVI/3 and Table AVI/3 of the STCW Code and 46 CFR 10.205(1)(2);—AND—(2) the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license. The objective of this course is to familiarize students with the fundamentals of shipboard and tank barge fire fighting.

*Prerequisites: No additional prerequisites*

### First Aid & CPR (21-Hour) (SHLSOS-199)

Applicants completing our 21-hour First Aid & CPR course satisfy: (1) the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table AVI/1-3 of the STCW Code and 46 CFR 10.205(1)(3);—AND—(2)—IF—presented WITHIN 1 YEAR of the date of training, the First Aid & CPR training requirements of 46 CFR 10.205(h)(1)(ii) and 10.205(h)(2)(iii) for original issuance of a license. Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. Successful students are awarded a certificate from the American Red Cross.

*Prerequisites: No additional prerequisites*

### First Aid (8-Hour)

Applicants completing our 8-hour Elementary First Aid course and presenting our Certificate of Training at the Regional Exam Center (REC) satisfy: (1) the First Aid training requirements of 46 CFR 10.205(h)(1)(ii) for original issuance of a license;—AND—(2) the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1-3 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(1)(3).

*Prerequisites: No additional prerequisites*

### HAZMAT Recertification

This one-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection, and monitoring equipment and new technology.

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

## MSC Courses

### Marine Environment

Marine Environment is a one-day, eight-hour course designed for mariners who are employed, or may be employed, on U.S.-flagged MSC vessels in accordance with MSC requirements. 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, to include MSC policies regarding compliance with regulations, pollution prevention and spill conservation response readiness.

### Anti-Terrorism



Level I: Anti-Terrorism/ Personal Protection Brief is a one-hour course designed for seafarers who are employed, or may be employed on government vessels. In addition, seafarers who are employed, or may be employed on other U.S.-flagged vessels may also attend this course. Level I: Anti-Terrorism/ Personal Protection Brief is designed to familiarize the students with the fundamental knowledge and skills necessary to protect themselves when traveling abroad, and meets the requirements issued by the Department of Defense in April 1997. This is accomplished exclusively through classroom lecture.

### Damage Control

Damage Control is a three-day (21-hour) course designed for mariners who are employed, or may be employed, on U.S.-flagged MSC vessels in accordance with MSC requirements. This course is designed as a module of the SHLSS Government Vessels Training Program; however, the course can also be utilized independently. The purpose of the Damage Control course is to provide the student with an understanding of the specific objectives of damage control and the knowledge and practical experience required for effective damage control operations. This is accomplished through classroom lecture and practical exercises.

### MSC Individual Small Arms Training and Qualification and MSC Individual Small Arms Sustainment Training and Qualification

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

### Helicopter Fire Fighting

This course provides tailored team training for mariners who may serve as a member of a ship's flight deck organization. This course will introduce the mariner to some of the dangers associated with flight deck operations, the equipment and the procedures they will employ when serving as a member of the ship's flight deck organization. This course will discuss helicopter nomenclature and hazards associated with helicopter operations, classes of fire, personal protective equipment, flight deck fire fighting equipment, helicopter pilot, crew and passenger rescue procedures, helicopter fire suppression and extinguishment procedures and techniques. The mariner will be drilled in the procedures and techniques of pilot rescue and helicopter fire suppression and extinguishment. The mariner will be required to demonstrate proficiency in those procedures and techniques during live fire field exercises.

### MSC Readiness Refresher

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

*Prerequisite: Basic Safety Training and Helicopter Fire Fighting*

# Paul Hall Center Upgrading Course Information

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

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

Students attending any of these classes should check in the Saturday before their course's start date. The courses listed here will begin promptly on the morning of the start dates. For classes ending on a Friday, departure reservations should be made for Saturday.

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

Title of Course	Start Date	Date of Completion
<b>Deck Department</b>		
Lifeboatman/Water Survival	February 2	February 15
	March 2	March 15
	March 30	April 12
	April 27	May 10
	May 25	June 7
	June 22	July 5
STOS	January 19	February 1
	April 27	May 10
Able Seaman	February 2	March 1
	March 16	April 12
	May 11	June 7
Radar Renewal (One day)	May 28	May 28
Radar Observer	May 4	May 17
ARPA	May 18	May 24
Bosun Recertification	July 13	August 5
GMDSS	January 19	February 1
ECDIS	February 23	March 1
Terrestrial/Coastal Navigation	February 2	February 22
<b>Engine Department</b>		
Basic Auxiliary Plant Operations (BAPO)	January 26	February 22
	March 23	April 19
	May 18	June 14
FOWT	February 23	March 22
	April 20	May 17
	June 15	July 12

Title of Course	Start Date	Date of Completion
Junior Engineer	January 28	March 22
	May 4	June 28
Marine Electrician	January 26	March 22
Marine Refer Tech	May 4	June 14
Machinist	January 19	February 8
	February 9	March 1
Welding	January 12	February 1
	February 9	March 1
	March 9	March 29
	April 6	April 26
	May 4	May 24
	June 1	June 21

<b>Safety Upgrading Courses</b>		
Basic Firefighting/STCW	February 23	March 1
	March 23	March 29
	April 13	April 19
	May 11	May 17
	June 15	June 21
Government Vessels	January 14	January 18
	February 11	February 15
	March 11	March 15
	April 15	April 19
Tank Pic Barge	May 4	May 10
Medical Care Provider	January 12	January 18

<b>Steward Department Upgrading Courses</b>		
Chief Steward	January 12	February 22
	April 13	May 24
	July 6	August 16
Steward Recertification	March 16	April 8
Serve Safe	March 9	March 15
	June 8	June 14
Galley Operations	These modules start every Monday.	
Chief Cook	These modules start every other week. The next class will begin January 19.	
Advanced Galley Operations	These modules start every Monday.	

## UPGRADING APPLICATION

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

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

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

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

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

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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



# 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

### LUIS ALMODOVAR

Brother Luis Almodovar, 60, signed on with the Seafarers in 1970 while in the port of New York. He originally sailed with Maimonides Transportation Corporation. Brother Almodovar shipped in the engine department. He upgraded often at the Paul Hall Center in Piney Point, Md. Brother Almodovar's most recent trip was on a Cargotec Services vessel. He was born in San Grande, P.R., and now lives in New York.



### LESLIE ALVAREZ

Sister Leslie Alvarez, 67, began sailing with the union in 1997. She initially shipped aboard the *Independence*. Sister Alvarez was born in Honduras and sailed in the steward department. She attended classes on two occasions at the Piney Point school. Sister Alvarez's most recent ship was the *St. Louis Express*. She is a resident of Houston.



### BERNARD BLUNT

Brother Bernard Blunt, 68, joined the SIU in 1976 while in New Orleans. He started in the inland division as a member of the deck department but spent most of his career sailing deep sea. Brother Blunt's first trip was with Z Louisiana Dock. He upgraded in 2009 at the union-affiliated school in Piney Point. Brother Blunt last worked aboard the *Ocean Charger*. He calls New Orleans home.



### LARRY COCHRANE

Brother Larry Cochrane, 65, donned the SIU colors in 1989. The engine department member's earliest trip was on the *Abby G*; his most recent was aboard the *USNS Altair*. Brother Cochrane makes his home in O'Brien, Fla.



### IOANNIS HATZIGIANNIS

Brother Ioannis Hatzigiannis, 66, joined the union in 1969. He was initially employed on the *Cantigny*. Brother Hatzigiannis was born in Greece and worked in engine department. He went to the Paul Hall Center in 1985 to enhance his skills. Brother Hatzigiannis last shipped aboard the *2nd Lt. John Paul Bobo*. He resides in Greece.



## JOHN KAMARA

Brother John Kamara, 72, became an SIU member in 1993 in Philadelphia. His first ship was the *Global Mariner*; his most recent, the *Endurance*. Brother Kamara sailed in the deck department. He was a frequent upgrader at the Piney Point school. Brother Kamara lives in Philadelphia.



## DENNY KASE

Brother Denny Kase, 66, was born in Indonesia. He began sailing with the SIU in 1997. Brother Kase originally worked on the *Independence*. In 2001, he took advantage of educational opportunities at the union-affiliated school in Piney Point. Brother Kase sailed as an engine department member. His most recent trip was aboard the *Benavidez*. Brother Kase settled in Brooklyn, N.Y.



## PATRICK LAVIN

Brother Patrick Lavin, 55, signed on with the Seafarers in 1974. The New York-born mariner first worked on the *Long Lines*. Brother Lavin enhanced his seafaring abilities on two occasions at the Paul Hall Center. A member of the deck department, he was last employed aboard the *Horizon Hawaii*. Brother Lavin calls Staten Island, N.Y., home.



## LLOYD LAWRENCE

Brother Lloyd Lawrence, 65, donned the SIU colors in 1972 while in St. Louis. He initially sailed with Inland Tugs. Brother Lawrence is a New York City native. He attended classes often at the Piney Point school. Brother Lawrence sailed in the steward department. His most recent voyage was on the *Green Cove*. Brother Lawrence resides in Kapolei, Hawaii.



## KENNETH LAWS

Brother Kenneth Laws, 71, became an SIU member in 2001 during the SIU/NMU merger. In 2006, he upgraded his skills at the maritime training center in Piney Point. Brother Laws worked aboard the *Gemini* and the *Cape Knox* during his seafaring career, among other ships. The former steward department member makes his home in Old Orchard Beach, Maine.



## CHRISTOS TSIPLIARELES

Brother Christos Tsipliareles, 62, was born in Greece. He joined the Seafarers in 1968. Brother Tsipliareles' first voyage was on the *Galicia Defender*. The engine department member attended classes in 2001 at the Paul Hall Center. Brother Tsipliareles most recently worked aboard the *Savannah*. He settled in Virginia Beach, Va.



## JOSE VAZQUEZ GOMEZ

Brother Jose Vazquez Gomez, 59, started sailing with the union in 1971. The engine department member was born in Bronx, N.Y. Brother Vazquez Gomez's earliest trip was on the *Western Comet*. He often took advantage of educational opportunities at the Piney Point school. Brother Vazquez Gomez's most recent ship was the *Horizon Discovery*. He lives in Palm Coast, Fla.



## INLAND

### LOUIS BARRA

Brother Louis Barra, 55, began shipping with the SIU in 1979. The deck department member initially sailed with Moran Towing of Texas. Brother Barra was a frequent upgrader at the maritime training center in Piney Point. Prior to his retirement he worked aboard a Penn Maritime vessel. Brother Barra calls Port Saint Lucie, Fla., home.



### CHARLES MAKI

Brother Charles Maki, 70, signed on with the union in 1979. He originally worked with STC Papa Guy Company. Brother Maki is a New York native. He sailed in the engine department. Brother Maki most recently was employed with Piney Point Transportation. He is a resident of Easton, Md.



## ANTHONY WILLIS

Brother Anthony Willis, 65, donned the SIU colors in 2001 while in Norfolk, Va. His earliest trip was on the *Edward A. Carter Jr.* Brother Willis was born in Moorehead City, N.C. The deck department member most recently sailed with Crowley Towing & Transportation of Jacksonville. Brother Willis upgraded often at the Paul Hall Center. He resides in Beaufort, N.C.



## GREAT LAKES

### RANDALL JOHNSON

Brother Randall Johnson, 62, joined the union in 1972 in Detroit. He worked with Luedtke Engineering Company for the duration of his career. Brother Johnson sailed in the deck department and enhanced his skills in 2001 at the Piney Point school. He makes his home in Bear Lake, Mich.



## This Month In SIU History

*Editor's note: The following items are reprinted from previous editions of the Seafarers LOG.*

### 1970

President Richard M. Nixon has sent his long-awaited legislative proposals for the overhaul of the U.S.-flag Merchant Marine to Capitol Hill— setting the stage for Congressional action in 1970 to restore vitality to the lagging American shipping and shipbuilding industries. With this action, Mr. Nixon became the first American president since Franklin Delano Roosevelt to come forward with a positive program for development of the nation's maritime potential. It was during FDR's tenure that the present merchant marine legislation was placed on the statute books.

### 1980

George Meany, who dedicated his life to bettering the lives of American workers, died January 10 at George Washington Hospital in Washington, D.C. He was 85. It was just two months ago that Meany retired as president of the 13.6 million member AFL-CIO, a post he held since the birth of the federation in 1955. When he retired, he had just recovered from one of his many bouts of ill health that had plagued him during the past year. He was confined to a wheelchair during the convention. But if his health and strength

were declining, his spirit, his wit and his ability to captivate his audience remained strong.

### 1990

Because existing U.S. Customs Service standards do not adequately define what makes a new and different fuel oil product, foreign-flag vessels have been able to circumvent American cabotage laws that require cargo transported between U.S. ports to be carried on U.S.-flag vessels built in the United States and owned by American citizens, the SIU charged this month. The inadequate Customs Service rules are allowing foreign-flag ships to pick up fuel oil in the United States, take it to another country to "blend" it and then bring it to another American port.... The SIU contends that blending, mixing or diluting oil does not meet the standard of manufacturing a new product.

### 2000

Voting ended as scheduled on January 31 in the proposed merger of the SIU and the National Maritime Union (NMU). Balloting began December 1. The next step is the election of an SIU tallying committee consisting of six full book members (two from each of the three departments). They will be elected at the membership meeting February 7 in Piney Point, Md. The committee members then will count the ballots and prepare a report to the rest of the membership.



# Final Departures



## DEEP SEA

### JAMES CHANEY

Brother James Chaney, 78, passed away May 10. He began sailing with the Marine Cooks & Stewards in 1966 while in the port of San Francisco. Brother Chaney was born in Texas. He worked in the steward department. Brother Chaney called San Francisco home.

### GREGORIO HERNANDEZ

Pensioner Gregorio Hernandez, 77, died July 16. Brother Hernandez joined the SIU ranks in 1952. The deck department member's first trip to sea was with A.H. Bull Steamship Company. Brother Hernandez was born in Wharton, Texas. He last shipped on the *Liberty Wave*. Brother Hernandez started collecting his pension in 1994 and made his home in Rosenberg, Texas.

### ERNEST HOITT

Pensioner Ernest Hoitt, 75, passed away July 26. Brother Hoitt became a Seafarer in 1965. His first vessel was the *Del Mar*; his last, the *Liberty Glory*. Brother Hoitt, who sailed in the steward department, went on pension in 2003. The New Hampshire native resided in Reserve, La.



### JAMES HUDSON

Brother James Hudson, 65, died June 15. He first donned the SIU colors in 2005 in Norfolk, Va. Brother Hudson's earliest trip was on the *Sea Venture*. The engine department member last worked aboard the *Observation Island*. Brother Hudson continued to live in his native state of Virginia.

### EARL JACOBSON

Pensioner Earl Jacobson, 99, passed away March 29. Brother Jacobson was born in Canada. He started his seafaring career in 1965 in San Francisco. Brother Jacobson was a steward department member. His final trip to sea was aboard the *President Jackson*. Brother Jacobson was a resident of San Mateo, Calif.

### GOSSIE MCKEE

Pensioner Gossie McKee, 92, died May 9. Brother McKee joined the Marine Cooks & Stewards in 1969 while in San Francisco. The Florida-born mariner shipped in the steward department. Brother McKee was last employed on the *Maui*. He settled in San Diego.

### RICHARD MORRIS

Pensioner Richard Morris, 82, passed away July 5. Brother Morris,



an Ohio native, joined the union in 1953 while in Mobile, Ala. He initially shipped on the *Alcoa Planter*. Brother Morris sailed in the deck department.

His last ship was the *Stonewall Jackson*. Brother Morris went on pension in 1991 and resided in Tuscaloosa, Ala.

### DENNIS NEVILLE

Pensioner Dennis Neville, 85, died July 25. Brother Neville was born in Newport, Ky. He began his seafaring career in 1952. He originally shipped with Bloomfield Steamship Company and primarily sailed in the engine department. Prior to his retirement in 1975, Brother Neville worked on a Michigan Tankers vessel. He was a resident of Oak Park, Ill.

### GLYN STEPHENS

Pensioner Glyn Stephens, 76, passed away August 23. Brother Stephens became an SIU member in 1961. He initially sailed aboard the *Mt. Evans* as a member of the deck department. Brother Stephens was a Minnesota native. His final ship was the *Independence*. Brother Stephens retired in 2000 and resided in Twin Harbors, Minn.



## INLAND

### ALVIN HIRSCH

Pensioner Alvin Hirsch, 94, died August 6. Brother Hirsch was a Baltimore native. The deck department member started shipping with the union in 1957. Brother Hirsch was mainly employed with McAllister Towing of Baltimore. He went on pension in 1984 and called Palm Harbor, Fla., home.



### THOMAS JAMIESON

Brother Thomas Jamieson, 62, passed away June 1. He started his SIU career in 2009. Brother Jamieson primarily worked with Crowley Towing & Transportation of Jacksonville. He lived in West Palm Beach, Fla.

### WILLIAM WALES

Pensioner William Wales, 69, died July 26. Brother Wales joined the union ranks in 1964. He was born in Leesville, La. Brother Wales shipped with



Higman Barge Lines for the duration of his career. He became a pensioner in 1997 and made his home in Florence, Col.

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

### JOHN ADKINSON

Pensioner John Adkinson, 85, died May 25. Brother Adkinson was born in Virginia. He went on pension in 1985. Brother Adkinson made his home in Newport News, Va.

### CHARLIE AGE

Pensioner Charlie Age, 85, passed away June 3. Brother Age, a native of New Orleans, started collecting his retirement compensation in 1974. He lived in New Orleans.

### CORNELIOUS AUSTIN

Pensioner Cornelious Austin, 89, died June 27. Born in Texas, Brother Austin became a pensioner in 1969. He called Philadelphia home.



### CONSTANTIN BACZU

Pensioner Constantin Baczu, 74, passed away May 23. Brother Baczu was born in Romania. He retired in 2006 and resided in Hemphill, Texas.

### DAVID BENDER

Pensioner David Bender, 68, died February 19. Brother Bender was a Seattle native. He began receiving his pension in 1990. Brother Bender continued to live in Washington State.

### OSCAR BLENMAN

Pensioner Oscar Blenman, 98, passed away June 4. Brother Blenman, a native of Barbados, West Indies, went on pension in 1984. He made his home in Cherry Hill, N.J.

### ATHANASIOS BOTSOLIS

Pensioner Athanasios Botsolis, 92, died May 3. Brother Botsolis started receiving his retirement compensation in 1978. He lived in Hoboken, N.J.

### SANTIAGO CRESPO

Pensioner Santiago Crespo, 94, passed away April 20. Brother Crespo was born in Puerto Rico. He retired in 1977 and settled in Chico, Calif.

### JAMES FLAVELL

Pensioner James Flavell, 85, died June 21. Brother Flavell was a Rockland, Mass., native. He became a pensioner in 1968 and called Plaquemine, La., home.

### WALTER FRAZA

Pensioner Walter Fraza, 89, passed away May 13. Brother Fraza, a native of Bremen, Germany, began collecting his pension in 1968. He resided in Brooklyn, N.Y.

### PEDRO GONZALEZ

Pensioner Pedro Gonzalez, 96, died May 14. Born in Mayaguez, P.R., Brother Gonzalez went on pension in 1971. He lived in Oakland Park, Fla.

### WILLIAM HARRISON

Pensioner William Harrison, 83, passed away June 11. Brother Harrison was born in Virginia. He retired in 1994 and was a resident of Portsmouth, Va.

### HARRY HEPPINSTALL

Pensioner Harry Heppinstall, 88, died May 28. Brother Heppinstall was an Atlantic City, N.J., native. He started receiving his retirement pay in 1969. Brother Heppinstall made his home in Philadelphia.

### ROY INOUE

Pensioner Roy Inouye, 83, passed away May 19. Brother Inouye, a Hawaii native, became a pensioner in 1975. He settled in Galveston, Texas.

### LEWIS JONES

Pensioner Lewis Jones, 83, died June 9. The Massachusetts-born mariner went on pension in 1987. Brother Jones called Lexington, Mass., home.

### OLGA LACOVELLI

Pensioner Olga Lacovelli, 89, passed away June 16. Sister Lacovelli was born in New Jersey. She began collecting compensation for her retirement in 1974. Sister Lacovelli made her home in Abingdon, Md.

### EDGAR LAFLEUR

Pensioner Edgar LaFleur, 88, died May 17. Born in Louisiana, Brother LaFleur started receiving his pension in 1968. He lived in Villa Platte, La.

### JOSEPH LESSARD

Pensioner Joseph Lessard, 86, passed away April 29. Brother Lessard was a native of Louisiana. He retired in 1967 and resided in Gonzales, La.

### RUSSELL LUTHER

Pensioner Russell Luther, 81,

died June 6. Brother Luther was born in Altoona, Pa. He became a pensioner in 1989. Brother Luther called Brownstown, Mich., home.

### GUILLERMO MARQUEZ

Pensioner Guillermo Marquez, 81, passed away May 5. Brother Marquez, a native of Peru, went on pension in 1992. He settled in Bronx, N.Y.

### EDGAR MCKOY

Pensioner Edgar McKoy, 91, died June 3. Brother McKoy was a native of Jamaica. He began receiving his retirement pay in 1990. Brother McKoy was a resident of Bronx, N.Y.

### LORENZO PACE

Pensioner Lorenzo Pace, 76, passed away May 11. Brother Pace was born in Saginaw, Mich. He retired in 2002 and made his home in Houston.

### ANTONIO SALINAS

Pensioner Antonio Salinas, 91, died June 26. He was born in McKay, Texas. Brother Salinas initially sailed on the *Pan Florida*. He was an engine department member. Prior to his retirement, Brother Salinas worked aboard the *Pine Tree State*. He was a resident of Baytown, Texas.



### DOMINIC SCARAFONE

Pensioner Dominic Scarafone, 82, passed away April 17. Brother Scarafone was born in Boston. He became a pensioner in 1994 and called Florida home.

### ISAAC SMITH

Pensioner Isaac Smith, 81, died May 26. Brother Smith was a native of Mobile, Ala. He started collecting his pension in 1996. Brother Smith resided in Philadelphia.

### SAMUEL SMITH

Pensioner Samuel Smith, 89, passed away April 19. He was born in South Carolina. Brother Smith began receiving compensation for his retirement in 1971. He lived in New Mexico.

### LAWRENCE TOUSSAINT

Pensioner Lawrence Toussaint, 88, died March 20. Brother Toussaint, a native of Trinidad, retired in 1986. He settled in Queens, N.Y.

### JOHN WESLEY

Pensioner John Wesley, 95, passed away June 21. Brother Wesley was born in Honduras. He went on pension in 1987 and made his home in New Jersey.

# 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.

**ADVANTAGE** (Sealift), October 6 – Chairman **Andrew C. Jones**, Secretary **Mosed D. Ahmed**, Educational Director **Perfecto Sambula**, Deck Delegate **Leonard Gregg**, Engine Delegate **George R. Box**, Steward Delegate **Isabel Miranda**. Chairman thanked crew for a great trip and reminded them to clean rooms for arriving mariners. Educational director encouraged members to upgrade their skills at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew expressed gratitude to steward department for excellent food. Next port: Houston.

**HORIZON KODIAK** (Horizon Lines), October 22 – Chairman **Garry D. Walker**, Secretary **Brian K. Burchett**, Educational Director **Alfonso Bambita**, Deck Delegate **Daniel Lovely**, Engine Delegate **Gregorio Abalos**, Steward Delegate **Strode Call**. Chairman talked about the importance of supporting SPAD (Seafarers Political Activity Donation) and the upcoming elections. He suggested fellow members vote for candidates that are historically pro-union. Secretary requested mariners departing vessel leave rooms clean and supplied with fresh linen. Educational director reminded Seafarers to go to Paul Hall Center in Piney Point for upgrading, and also to check expiration dates and renew documents on time. Treasurer reported \$7,000 in ship's fund. No beefs or disputed OT reported. Vote of thanks given to steward department. Recommendation was made to increase pension benefits in accordance with cost of living. Next port: Tacoma, Wash.

**HORIZON RELIANCE** (Horizon Lines), October 7 – Chairman **Kissinfor N. Taylor**, Secretary **Sean L. O'Malley**, Educational Director **Cirico L. Geonanga**, Deck Delegate **Leo P. Bognoson**, Steward Delegate **Rey C. Chang**. Chairman stated payoff to take place at sea October 8. Secretary advised crew member contribute to SPAD, especially with elections being so soon. Educational director reminded fellow members about importance of getting your STCW and upgrading at Paul Hall Center in Piney Point. Treasurer stated \$1,346 in ship's fund. No beefs or disputed OT reported. President's report from the most recent *Seafarers LOG* was read and discussed. Next ports: Los Angeles and Honolulu.

**MAERSK CHAMPION** (Maersk Line, Limited), October 26 – Chairman **Ion Irimia**, Secretary **Willie Massaline**, Educational Director **Dennis R. Baker**, Deck Delegate **Michael D. Ratigan**, Steward Delegate **Jessica Crockett**, Engine Delegate **Herman Castro**. Chairman reported a safe voyage and successful inspection. He thanked entire crew for working well together. Secretary recommended all mariners read the president's report in the *Seafarers LOG*. He talked about the need to support our leadership, donate to SPAD and MDL. Educational director

## With Seafarers aboard the MV Fisher

Patrolman Nick Marrone II submitted these photos of an early November servicing of the *MV Major Bernard Fisher* at the Concord (Calif.) Naval Weapons Station. Operated by Sealift Inc., the vessel was taking on cargo before sailing to Korea.



Among those pictured are QMED Daniel Gaffney, GUDE Jeremy Jendrusiak, AB Julius Eremias, SA Darrell Gray, Chief Cook Ziting Xu, AB David Royalty, Bosun Gill Sickles, Chief Steward Charles Washington, OS Joherky Concepcion and QMED Sergio Ayala Diaz.



Patrolman Nick Marrone II, Chief Steward Charles Washington, Chief Cook Ziting Xu



AB David Royalty, AB Michael Salatto



suggested Seafarers check out class schedule at the Paul Hall Center and enhance skills. He encouraged mariners to keep documents up-to-date. No beefs or disputed OT reported. Crew was warned about incoming storm and advised to secure cabins. Request was made for routers to be installed for access to the Internet. Suggestions were made regarding pension benefits and requirements. Next port: Elizabeth, N.J.

**MAERSK COMET** (Maersk Line, Limited), October 14 – Chairman **Jeffery P. Libby**, Secretary **Mark S. Scardino**, Educational Director **Rene R. Rosario**, Deck Delegate **Victor Frazier**, Steward Delegate **Reynaldo Ricarte**. Payoff in Long Beach, Calif., October 15 was announced. Bosun informed members that new paperwork will be posted on bulletin board. Secretary expressed gratitude for everyone help keeping ship clean. Educational director encouraged mariners to upgrade at union-affiliated school in Piney Point, Md. Members were urged to keep documents current and renew early so they won't lose the eligibility to sail. No beefs or disputed OT reported. Thanks extended to steward department for great menus. Recommendations were made to increase pension and dental benefits. Next ports: Long Beach, Calif., Oakland, Calif., and Dutch Harbor, Alaska.

**MIDNIGHT SUN** (TOTE), October 18 – Chairman **Michael R. Hester**, Secretary **Christopher B. Amigable**, Educational Director **Michael Brown**, Deck Delegate **Desta H. Gebrai**, Engine Delegate **Manuel J. Lata**, Steward Delegate **Nasser Ahmed**. Chairman reminded mariners to vote in both the national presidential election and the upcoming SIU election. Educational Director encouraged all members to take advantage of opportunities for advancement offered at Piney Point. No beefs or disputed OT reported. Next port: Tacoma.

**OVERSEAS NIKISKI** (OSG Ship Management), October 13 – Chairman **Kenneth A. Abrahamson**, Secretary **Francesca D. Rose**, Educational Director **Benjamin E. Mathews**, Deck Delegate **Christopher Green**, Engine Delegate **Jared Cabasug**, Steward Delegate **Gregory Johnson**. Chairman urged crew members to keep necessary seafaring documents current along with STCW Basic Safety Training. Clarification requested on transportation procedures while at Honolulu terminal. Secretary thanked Chief Cook **Greg Johnson** and SA **Mai Li Cabrera** for their support and effort in allowing their department to shine. Educational director advised Seafarers to take advantage

of Piney Point school. He also urged everyone to keep documents current and not fall behind on dues. Treasurer noted ship's fund money pays for satellite TV. No beefs; disputed OT reported in steward department. Inquiry was made concerning reimbursement for safety shoes. Clarification requested pertaining to early/late penalty meals, as well as guest meals. Crew would like foam pad mattresses. Next ports: Portland, Ore., Point Wells, Wash., Anacortes, Wash. and Martinez, Calif.

**RACER** (Maersk Line, Limited), October 5 – Chairman **Thomas P. Flanagan**, Secretary **Glenn Williams**, Educational Director **Louis A. Santiago**, Deck Delegate **Brian Miller**, Engine Delegate **Jeffery Bull**, Steward Delegate **Alonzo Belcher**. Chairman reported payoff in Newark, N.J., October 7. Crew was thanked for a safe and productive voyage. Departing crew members were asked to clean rooms and get fresh linen from steward assistant. Educational director urged all mariners to attend classes at the maritime training center in Piney Point. Treasurer stated \$2,500 in ship's fund. No beefs or disputed OT reported. Request was made for heater for bridge. Next ports: Charleston, S.C., Savannah, Ga., Mobile, Ala., Houston and Newark, N.J.

**USNS WATKINS** (Ocean Ships), October 14 – Chairman **John M. Walsh**, Secretary **Jonathan M. Gibson**, Educational Director **Michael L. Seyler**, Engine Delegate **Christopher D. Caporale**, Steward Delegate **Adry Libra**. Chairman informed crew members that anything not covered in the agreement between OSI and SIU will refer back to the standard freight contract. Educational director encouraged members to upgrade their skills at the union-affiliated school in Piney Point, Md. They were also urged to check expiration dates and renew documents on time. No beefs or disputed OT reported. Recommendation was made to increase dental benefits. Next port: Diego Garcia.

**YORKTOWN EXPRESS** (Crowley), October 28 – Chairman **David N. Martz**, Secretary **Kenneth Long**, Educational Director **Niles P. Jacobsen**, Steward Delegate **Chromer Jefferson**. Chairman thanked everyone for keeping public areas neat and separating garbage. Educational director reminded mariners to go to Paul Hall Center in Piney Point for upgrading, and also to check expiration dates and renew documents on time. No beefs or disputed OT reported. Request was made for Internet service for crew members. QMED suggested everyone read up on what's happening in the maritime industry. Next ports: Charleston, S.C. and Houston.

## Application Deadline Nears For Union Plus Scholarships

Prospective college students still have time to apply for the 2013 Union Plus Scholarship Program, which provides \$150,000 in scholarships to union members, their spouses and dependents. SIU members, retirees and their dependents are eligible to apply because of the union's participation in Union Plus, which is part of the AFL-CIO.

This year's application is entirely online—which will allow students to complete their applications over a period of time and save their responses. To apply, interested individuals should visit [UnionPlus.org/Education](http://UnionPlus.org/Education). The application deadline is January 31, 2013.



### Eligibility Requirements

In addition to demonstrating academic ability, all applicants are required to submit essays of no more than 500 words describing their career goals, detailing their relationship with the union movement and explaining why they are deserving of a union scholarship.

In addition, individuals applying must be accepted into an accredited college or university, community college or recognized technical or trade school at the time the award is issued. Graduate school students are also eligible for Union Plus Scholarships. There is no requirement to have participated in any Union Plus program in order to apply.

Union Plus since 1991 has distributed more than \$3.2 million in scholarships to working families. In addition to the Union Plus Scholarships, the following benefits are available to help union families afford higher education:

**Scholarships** to help union members and leaders finish their degrees with an affordable, flexible and convenient online program at the National Labor College.

**Discounts** of 15 to 60 percent on college and graduate school test preparation courses from The Princeton Review. Includes classroom, online and private tutoring for the SAT, ACT, GMAT, LSAT, GRE and MCAT, as well as college affordability and admissions online courses. Interested individuals may visit [UnionPlus.org/CollegePrep](http://UnionPlus.org/CollegePrep) or call 1-888-243-7737 for more information.

Applications and eligibility requirements for these two benefits are available at [UnionPlus.org/Education](http://UnionPlus.org/Education). Other Union Plus programs include mortgages, insurance protection and money-saving offers on flowers, car rentals and AT&T wireless service. Union members and their families may visit [UnionPlus.org](http://UnionPlus.org) for more information.

## SHBP Announces Funds for Higher Education Program Makes \$132,000 Available for Seafarers, Dependents

Seafarers and dependents who are interested in furthering their education but need financial assistance should explore the scholarship opportunities being offered by the Seafarers Health and Benefits Plan (SHBP).

The SHBP each year offers scholarships to qualified applicants. Designed to ease the financial challenges associated with college and vocational studies, the 2013 SHBP Scholarship 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 send for the 2013 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears on this page and return it to the address provided. As an alternative to requesting a package through the mail, they also are available at SIU halls.

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 ap-

plication, which must be received by April 15, 2013.

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, arrangements should be made by applicants who have not done so to take these tests no later than February 2013. 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.

Don't let the rapidly increasing costs of higher education prevent you from realizing your goals. The SHBP Scholarship Program can make the same difference for you that it has made for other Seafarers and dependents. In the last nine years alone, the SHBP has awarded more than \$1 million in scholarships to 68 college-bound individuals – 18 Seafarers and 50 dependents.

*Please send me the 2013 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

## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

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

## Notice

### SHBP Sends New Documents To All Plan Participants

The Seafarers Health and Benefits Plan (SHBP) recently sent all Plan participants a new document called "Summary of Benefits and Coverage" (SBC), as well as a document called "Glossary of Health Coverage and Medical Terms." Under the Patient Protection and Affordable Care Act (ACA), health plans are required to provide these documents to all participants.

The SBC is a brief summary of the benefits that the Plan provides and how the Plan pays for those benefits. It includes information about co-payments and deductibles both in and out of network, and describes the limits that apply to certain benefits. There are five versions of the SBC, one for each benefit level. The five booklets are: Core-Plus, Core, Plan S, Pensioners who are not eligible for Medicare, and Medicare-Eligible Pensioners. SIU members and retirees should have received the booklet or booklets that describe the benefits they were eligible for during the past year.

The glossary defines common terms that are used by health plans and health insurance companies. This glossary was issued by the federal government, and is meant to help people understand their coverage.

If you did not receive an SBC or a glossary, or would like to request a different SBC from the one you have received, please contact the Plan at 1-800-252-4674 or by mail at 5201 Auth Way, Camp Springs, MD 20746. You may also view the SBCs and glossary online at [www.seafarers.org](http://www.seafarers.org). Start with the Member Benefits tab, then follow it to the Seafarers Benefit Plans drop-down tab, and finally to the Seafarers Health and Benefits Plan page. The direct web address is [www.seafarers.org/memberbenefits/benefitplans/shbp.asp](http://www.seafarers.org/memberbenefits/benefitplans/shbp.asp)

### Correction

The December LOG included a listing of all the membership meeting dates for 2013. In the chart on page 8, the date for the September meeting in Piney Point should have been listed as Tuesday, September 3.

### February & March 2013 Membership Meetings

Piney Point.....	Monday: February 4,	March 4
Algonac.....	Friday: February 8,	March 8
Baltimore.....	Thursday: February 7,	March 7
Guam.....	Thursday: February 21,	March 21
Honolulu.....	Friday: February 15,	March 15
Houston.....	Monday: February 11,	March 11
Jacksonville.....	Thursday: February 7,	March 7
Joliet.....	Thursday: February 14,	March 14
Mobile.....	Wednesday: February 13,	March 13
New Orleans.....	Tuesday: February 12,	March 12
New York.....	Tuesday: February 5,	March 5
Norfolk.....	Thursday: February 7,	March 7
Oakland.....	Thursday: February 14,	March 14
Philadelphia.....	Wednesday: February 6,	March 6
Port Everglades.....	Thursday: February 14,	March 14
San Juan.....	Thursday: February 7,	March 7
St. Louis.....	Friday: February 15,	March 15
Tacoma.....	Friday: February 22,	March 22
Wilmington.....	*Tuesday: February 19, Monday: March 18	

\* Wilmington change created by Presidents Day holiday.

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

**Attention Seafarers: Contribute To The Seafarers Political Activities Donation**

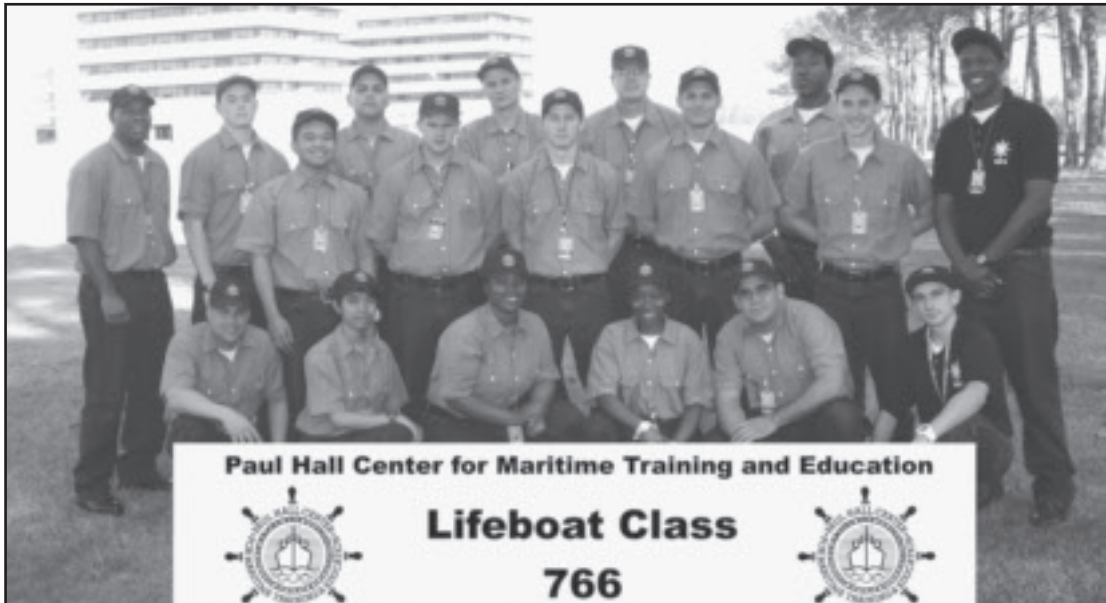
**SPAD**

## Dispatchers' Report for Deep Sea

November 16, 2012 - December 15, 2012

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	17	9	4	9	6	0	2	16	13	3
Anchorage	2	4	0	0	2	0	2	3	3	1
Baltimore	9	2	1	11	3	2	5	6	9	1
Fort Lauderdale	18	11	2	6	9	2	6	27	19	4
Guam	3	4	0	2	4	0	0	4	8	2
Honolulu	9	6	2	8	1	0	3	20	10	2
Houston	55	18	3	49	15	2	32	84	22	4
Jacksonville	33	31	2	19	34	2	20	63	30	3
Joliet	3	5	1	3	0	1	0	2	11	1
Mobile	7	3	2	8	4	2	2	14	3	2
New Orleans	20	5	1	10	1	0	6	25	7	4
New York	62	11	3	39	12	3	21	87	21	8
Norfolk	20	18	2	18	13	3	12	30	36	5
Oakland	24	10	3	17	6	1	5	38	14	4
Philadelphia	4	3	2	7	1	2	3	4	3	0
Piney Point	3	5	0	1	1	0	0	3	9	0
Puerto Rico	8	5	1	7	8	1	6	16	11	2
Tacoma	52	17	5	37	19	0	28	81	26	9
St. Louis	4	3	1	3	1	2	3	7	2	3
Wilmington	33	21	1	18	9	1	18	73	41	1
<b>TOTALS</b>	<b>386</b>	<b>191</b>	<b>36</b>	<b>272</b>	<b>149</b>	<b>24</b>	<b>174</b>	<b>603</b>	<b>298</b>	<b>59</b>
<b>Engine Department</b>										
Algonac	4	3	2	1	3	1	1	4	6	0
Anchorage	0	5	0	0	0	0	0	0	6	1
Baltimore	2	7	1	2	5	0	2	2	9	2
Fort Lauderdale	11	9	0	6	7	1	6	15	11	2
Guam	1	0	0	1	0	0	0	2	0	1
Honolulu	10	2	1	7	3	0	4	17	6	1
Houston	10	8	1	12	6	0	7	24	18	2
Jacksonville	23	19	1	13	21	0	10	40	34	6
Joliet	1	7	0	1	3	1	0	5	5	0
Mobile	5	2	2	6	4	1	4	10	3	1
New Orleans	5	0	0	3	1	0	0	12	4	0
New York	21	12	5	17	13	2	9	26	11	7
Norfolk	5	14	4	5	9	1	3	18	30	6
Oakland	6	10	1	6	3	0	1	21	13	2
Philadelphia	5	3	0	2	3	0	0	5	3	0
Piney Point	2	1	1	1	3	0	0	5	0	1
Puerto Rico	6	2	0	1	3	0	2	8	13	1
Tacoma	15	9	1	10	8	0	9	30	16	2
St. Louis	5	3	0	1	0	0	0	4	4	1
Wilmington	11	10	2	13	4	0	9	24	28	6
<b>TOTALS</b>	<b>148</b>	<b>126</b>	<b>22</b>	<b>108</b>	<b>99</b>	<b>7</b>	<b>67</b>	<b>272</b>	<b>220</b>	<b>42</b>
<b>Steward Department</b>										
Algonac	1	0	0	1	0	0	0	3	2	2
Anchorage	0	0	0	0	0	0	0	0	2	1
Baltimore	4	4	0	4	1	0	4	5	5	0
Fort Lauderdale	8	1	0	4	3	0	5	16	4	1
Guam	3	1	0	0	0	1	0	4	2	0
Honolulu	9	3	0	7	3	0	5	23	2	0
Houston	16	4	0	16	4	0	8	30	9	1
Jacksonville	14	6	1	12	4	0	9	30	9	1
Joliet	2	1	0	2	3	0	0	1	1	0
Mobile	7	0	1	1	0	2	2	7	4	2
New Orleans	6	1	0	5	1	1	4	12	1	2
New York	18	6	0	10	7	0	5	27	12	0
Norfolk	12	10	1	9	8	0	7	21	14	2
Oakland	21	2	0	13	2	1	5	32	3	6
Philadelphia	4	0	0	3	0	1	0	4	0	0
Piney Point	3	3	1	2	2	1	3	5	2	0
Puerto Rico	2	3	0	4	0	1	2	4	4	1
Tacoma	23	1	1	16	4	1	11	32	5	0
St. Louis	3	2	0	3	0	0	1	2	4	0
Wilmington	28	2	2	15	1	0	13	49	4	3
<b>TOTALS</b>	<b>184</b>	<b>50</b>	<b>7</b>	<b>127</b>	<b>43</b>	<b>9</b>	<b>84</b>	<b>307</b>	<b>89</b>	<b>22</b>
<b>Entry Department</b>										
Algonac	0	8	9	1	5	10	0	2	12	14
Anchorage	0	1	1	0	0	0	0	0	4	2
Baltimore	0	3	1	0	3	1	1	0	2	2
Fort Lauderdale	0	5	6	0	3	0	1	1	11	7
Guam	0	5	0	0	2	0	0	0	3	0
Honolulu	3	9	10	2	3	1	1	6	10	20
Houston	2	10	0	3	12	4	2	5	24	6
Jacksonville	2	10	9	2	9	4	3	2	23	16
Joliet	0	0	2	0	0	0	0	0	0	2
Mobile	1	4	0	0	0	0	0	1	5	1
New Orleans	1	3	3	0	2	1	1	3	4	5
New York	9	27	3	3	19	2	2	18	40	20
Norfolk	1	10	19	0	10	7	2	1	32	56
Oakland	4	16	7	2	8	0	4	7	29	15
Philadelphia	0	2	4	0	2	1	0	0	0	3
Piney Point	0	0	0	0	0	0	1	0	1	3
Puerto Rico	1	1	1	0	0	1	1	3	0	1
Tacoma	6	5	5	2	8	1	1	8	17	9
St. Louis	0	1	0	0	2	0	1	0	1	0
Wilmington	4	19	3	2	18	4	11	4	40	49
<b>TOTALS</b>	<b>34</b>	<b>139</b>	<b>83</b>	<b>17</b>	<b>106</b>	<b>37</b>	<b>32</b>	<b>61</b>	<b>258</b>	<b>231</b>
<b>GRAND TOTAL:</b>	<b>752</b>	<b>506</b>	<b>148</b>	<b>524</b>	<b>397</b>	<b>77</b>	<b>357</b>	<b>1,243</b>	<b>865</b>	<b>354</b>

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class #766** - Twenty-one individuals (including Phase 1 unlicensed apprentices and upgraders) completed this course Nov. 23. Graduating (above, in alphabetical order) were: Keith Anavitae, Kevin Arroyo, Dalton Artzner, Xyla Bautista, Fritz Bernier, Lyncon Brathwaite, James Brooks, Steven Cogliano, Cesar Dela Cruz, Baudilio Cruz-Nieves, William Davis, Michael Donley Jr., Reynard Gibbs, Ivan Hassan, Brennon Hough, Kiara Jackson, Whalen Martin, Alex Noguerras-Cuevas, Stephen Philips, Michal Sinkiewicz and Sherre Wilson. (Note: Not all are pictured.)



**Welding** - Nine upgraders completed the enhancement of their skills in this course Nov. 9. Graduating (above, in alphabetical order) were: Fontanos Ellison, Joseph Gref, Victorino Labrilla Jr., Andre MacCray, Keith Marion, Enrique Medri, Reinaldo Roman, Mark Santoli and Sutthipong Ticer. Class Instructor Buzzy Andrews is standing at the far right. (Note: Not all are pictured.)



**Basic and Advanced Firefighting** - The following individuals (above, in alphabetical order) finished this course Nov. 2: Maximo Aguiran, Nicholas Gattuso, Alfredo Genio Jr., Hussain Mohamed Hafid, Sean Hughes, Matthew Jenness, James Kuck, Anthony Moore Jr., Costica Oprisoru and Paul Terrell III. Mark Cates, their instructor, is at the far right. (Note: Not all are pictured.)



**Electronic Chart Display Information System** - Three upgraders finished their requirements in this course Nov. 30. Graduating (above, in alphabetical order) were: Neal Doucet Sr., Tony Graves and Roger Stewart. Class Instructor Brad Wheeler is at the far left.



**Able Seaman** - The following upgraders (above, in alphabetical order) finished this class Nov. 9: Ali Ali, Monasser Ali, Mutea Aluzely, Matthew Bailey, Richard Brockway, Richard Cristiani, James Dillon, Steven Gagnon, Orakwue Ikegwu, Kaleb McGill, Clint Omisong, Adolph Romero, Nicholas Santillo, Brandon Simken, John Sorsdal, Geoffrey Stevens, Julian Swimpson, Richard Swirtz and Robert Tomo. Their instructor, Tom Truitt, is standing at center, in the extreme back row. (Note: Not all are pictured.)



**FOWT** - Fourteen students satisfied their requirements in this course Nov. 2. Those graduating (above, in alphabetical order) were: Jason Allen, Lakisha Barnes, Dennis Blake, Autumn Cole, David Freitas, Bobbie Gibbs, Dustin Hutchins, Nicholas Katsamples, Justin Machuga, Gary Newbegin, Kyle Pardun, Steven Patton, Jerry Semper Jr., Thomas Roderick and Robert Noble. Tim Achorn, their instructor, is at the far right.

**BST** - The following Seafarers (photo at right, in alphabetical order) completed this course Nov. 9: Glenn Agustin, Suree Farrell, Dominic Gallucci, Whalen Martin, Edward O'Reilly, Winston Restauero, James Rider, Santiago Ruiz, Terrance Sasnett and Furman Watson. Class Instructor Stan Beck is at the far right.



# Paul Hall Center Classes



**Government Vessels** – Twenty upgraders successfully completed their requirements in this course Nov. 30. Graduating (photo at left, in alphabetical order) were: Joel Bell Jr., Leo Biernesa, Michael Blair, Joel Boyd, Wilfredo Espinosa, Dwight Hunt, Carlos Marcial, Terrell McMillian, Douglas Neubauer, Rolando Pangan, Carlos Parrilla, Rodney Payne, James Rider, Raymond Roldan, Edwin Sebastian, Whitney Sheridan, Delbra Singleton-Leslie, Benjamin, Micah Stackhouse and Brenda White. Class Instructor Mark Cates is at the far right.

## Important Notice to Students

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

**Medical Care Provider** – Twelve Seafarers completed the enhancement of their skills in this course Nov. 9. Those graduating (right, in alphabetical order) were: John Browning, Richard Crutchfield, Criseldo Espinosa, Nicholas Gattuso, Hussain Hafid, Christopher Hickey, Sean Hughes, Costica Oprisoru, Frank Pivik, Jerome Slade, Jarvis Stanley and Djuan Wright. Wayne Johnson Jr., and Mike Roberts, the class instructors, are at the far left and far right respectively.



**Medical Care Provider** – Four upgraders finished this course Nov. 2. Completing their requirements and graduating (above, in alphabetical order) were: Antoine Best, Do Luong, David Quade and Kerian Reyes. Wayne Johnson Jr., their instructor, is at the far left.



**Steward Department Courses** – Six Seafarers recently graduated from steward department upgrading courses. Those graduating and the classes they completed (above, in no particular order) were: Edgar Castillo, galley ops; Benjamin Sivells, galley ops; James Martin Jr., chief cook; Shanita Daniel, chief cook; Johnny Sawyer, chief cook; and Banacek Figuera, certified chief cook.



**Galley Operations** – Four upgraders recently graduated from this course. Completing their requirements (above, in no particular order) were: Darryl Jackson, Wilma Martinez, Walter Harris and Luis Santiago



**Steward Department Courses** – Six upgraders recently completed steward department upgrading courses. Those graduating and the classes they completed (above, in no particular order) were: Delbra Singleton, certified chief steward; Elena Lee, certified chief steward; Douglas Neubauer, chief steward; Toni Johnson, advanced galley ops; Marlon Battad, chief steward; and James Watson, chief steward.



**BST (Hawaii)** – Eighteen individuals graduated from this course at the Seafarers Training Facility in Barbers Point Hawaii Dec. 1. Completing their requirements (above, in no particular order) were: Matthew Boyd, Heather Frederiksen, Brandon Fry, Angel Gotay, Tiara Ward, Jacob Moxness, John Graff, William Romero, Nathaniel Nichols, Jacqueline Grubbs, Laura Hurst, Arrahman Kjeldson, Naomi Lewis, Wendy Lopez, Colleen Moore, Nicole Parsons, Lenon Roa and Erick Roberson.

## New Contracts, SIU Fleet Additions Highlight 2012

The SIU made substantial gains in 2012, including securing dozens of new contracts and crewing up new tonnage throughout the fleet.

The year's headlines also included major progress on the waterfront restoration project at the union-affiliated Paul Hall Center for Maritime Training and Education; several rescues at sea; ongoing political activities; a successful convention for the Seafarers International Union of North America, and more.

The following is a look back at some of the key stories of 2012.

### Contracts

Considering the slowly recovering but still-ailing economy, the new collective bargaining agreements approved by Seafarers throughout 2012 called to mind an old saying: If it's true, it isn't bragging.

Defying nationwide trends in other industries and organizations, the SIU secured one agreement after another that featured wage increases while maintaining benefits. Practically without exception, those contracts were ratified by overwhelming majorities.

Garnering well-deserved attention, the new standard freightship and tanker contracts were ratified around mid-year. Those five-year pacts featured annual wage hikes while maintaining medical and pension benefits and securing other gains. Many other SIU contracts were patterned after the standard agreements.

Among others, new, multi-year agreements were approved at Great Lakes Dredge and Dock, Erie Sand and Gravel, Material Services Corporation, Harley Marine, Crowley Towing and Transportation, Crowley at Petty's Island, and Overseas Shipholding Group (inland). That's just a representative sample, however; in total, more than 80 new collective bargaining agreements were wrapped up in 2012.

### New Tonnage

A proper review of these gains must begin in the last days of 2011, when the heavy-lift ship *Maersk Illinois* reflagged under the Stars and Stripes. Months later, sister ship *Maersk Texas* joined the SIU-crewed fleet.

Also reflagging U.S. were the cargo ships *MV Carat*, *Ocean Giant* and *BBC Seattle*.

In the Great Lakes Division, members welcomed the new ATB *Ken Boothe Sr.* and the tug *Handy-Three*.

SIU Government Services Division members saw the additions of the high-tech NOAA vessel *Ferdinand Hasler*, the T-AKE ship *USNS Cesar Chavez* and the flagship of the joint high-speed vessel (JHSV) fleet, the *USNS Spearhead*.

Seafarers also started sailing aboard the new Jones Act tanker *American Phoenix*, the pumping station *USNS Wheeler* (and its support vessel).

Crowley continued its fleet expansion with the announced purchase of the tankers *Pennsylvania* and *Florida* and the christenings of the ATB *Legend* and the ocean-class tugboats *Ocean Wave* and *Ocean Wind*.

And just last month, TOTE announced plans to build at least two, and maybe as many as five LNG-powered containerships, while International Shipholding Corporation acquired several Jones Act vessels that signal new jobs for SIU members.

### Rescues, Paul Hall Center

At times, it may have seemed as if SIU-crewed ships

were competing to see who could pull off the most rescues. The *Horizon Reliance* and the *Green Cove* each handled two rescues at sea, saving lives along the way.

Seafarers aboard the *USS Ponce* and on a NY Waterway ferry also upheld the finest traditions of the Brotherhood of the Sea by performing other rescues.

Most of the SIU members aboard the aforementioned ships have completed safety training at the Paul Hall Center, located in Piney Point, Md. The school also enjoyed its share of noteworthy developments, led by the near-completion of the multi-million-dollar waterfront restoration project. Ground also was broken on campus for a new claims department building.

The school offered company-specific training for numerous Seafarers-contracted businesses including Crowley, Alaska Tanker Company, Maersk Line, Limited and others, while also running its regular assortment of classes for upgraders and apprentices. School and union leaders continued working with the Coast Guard to modify applicable courses so they'll comply with the Manila Amendments to the STCW Convention.

The U.S. Department of Labor recognized the school's entry-training program as one of the nation's best. The center added high-tech training tools including a new navigation software tool.

### Other Gains and a Setback

The SIU, other maritime unions and the Military Sealift Command culminated years of work on revisions to the Civilian Marine Personnel Instruction 610, covering hours of work and premium pay. Union representatives travelled across the globe to help introduce the updated agreement, which is considered a victory for both sides and a credit to maritime labor.

The SIUNA conducted its quinquennial convention in Piney Point. Delegates unanimously re-elected President Michael Sacco and other officials who helped map out pro-maritime, pro-worker strategies.

The Seafarers Health and Benefits Plan awarded eight scholarships – three to Seafarers, five to SIU dependents – worth a total of \$132,000.

Even as the union continued domestic and international anti-piracy efforts, SIU-crewed ships including the *Ocean Atlas*, *USNS Rappahannock* and *Maersk Texas* successfully turned back attempted pirate attacks.

The *Ocean Atlas* also was in the news for an unwarranted detention in Venezuela – a situation brought to a safe and successful conclusion thanks to cooperative efforts by the SIU, the American Maritime Officers and many others.

The International Labor Organization ratified the Maritime Labor Convention, 2006 – a move long-advocated by the SIU.

Both the union and the Seafarers Health and Benefits Plan moved ahead with expansion of the network of SHBP-contracted clinics.

SIU members stepped up right away to help bring relief to victims of Hurricane Sandy in the northeast.

Union support drove election victories for the Obama-Biden ticket and for many more pro-worker candidates in the United States Congress as well as in state and local elections. Organized labor also succeeded in defeating a number of state-level anti-worker ballot initiatives.

Collectively, the industry was blindsided by last-minute, secretive cuts to cargo preference that threaten



Delegates unanimously re-elected Michael Sacco as president of the SIUNA.

to wipe out American maritime jobs. Efforts to reverse those cuts are ongoing.

So-called right-to-work laws also advanced in Indiana and Michigan, signaling bad news for all workers. Contrary to what their proponents say, right-to-work laws consistently lead to lower wages, fewer benefits, and less-safe workplaces. Organized labor will continue its fight to turn back these harmful laws.

### Crossed the Bar

Inevitably, the union bid farewell to too many friends and associates in 2012. Those crossing the final bar included (chronologically) former SIU and AMO official Gordon Spencer; Rene Lioeanjie, the last president of the National Maritime Union and a retired SIU vice president; Mark Ayers, president of the AFL-CIO Building and Construction Trades Department; shipping industry giant Maersk McKinney-Moller; longtime labor relations advocate Tom Murphy of Crowley; Chief Bosun Tommy Soresi, decades-long confidant of SIU officials; George Ripoll, retired SIU official; and Byron Kelley, retired SIU vice president.



SIU members (including those pictured on the *Ocean Atlas*, above) overwhelmingly ratified the new standard freightship and tanker agreements.



Throughout the year, new tonnage entered the SIU-crewed fleet, including the *Maersk Illinois*.



Seafarers actively supported fellow trade unionists and stood up for workers' rights throughout the year, including during this rally in Philadelphia.