

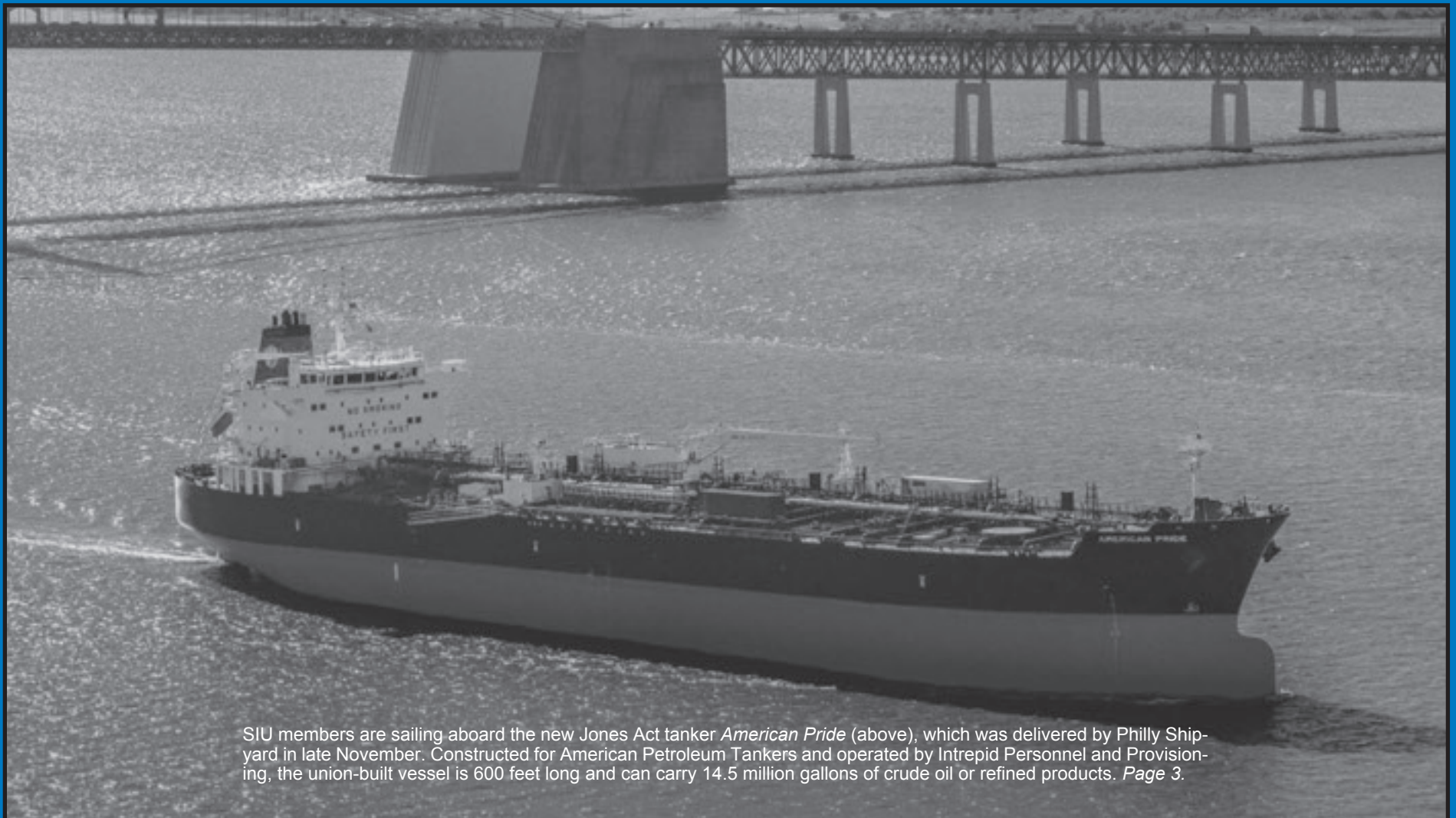
SEAFARERS



LOG

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

Jones Act Tanker Delivered



SIU members are sailing aboard the new Jones Act tanker *American Pride* (above), which was delivered by Philly Shipyard in late November. Constructed for American Petroleum Tankers and operated by Intrepid Personnel and Provisioning, the union-built vessel is 600 feet long and can carry 14.5 million gallons of crude oil or refined products. *Page 3.*

SIU Continues Recovery Efforts

The union hasn't let up in its work to assist hurricane victims in Puerto Rico. One of the latest components of the recovery is named Operation Agua, a major project through which portable water purifiers are being distributed across the territory. Pictured below, the SIU-crewed *USNS Brittin* (operated by American Overseas Marine) arrives in Ponce, Puerto Rico, late last year with 53-foot generator trailers and other supplies. *Page 8.* (U.S. Air Force photo by Staff Sgt. Teresa J. Cleveland)



Oakland Hosts Traditional Thanksgiving Gathering

The SIU hall in Oakland, California, once again hosted its renowned Thanksgiving feast two days before the holiday. Many speakers addressed the critical need to maintain the Jones Act – a law that's vital to U.S. national, economic and homeland security. Pictured at the hall are (from left) SIU VP West Coast Nick Marrone, U.S. Rep. John Garamendi (D-California) and SIU Asst. VP Nick Celona. *Page 7.*

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President's Report

Energized for New Year

Any given year is bound to include its share of ups and downs, but 2017 in some ways seemed extreme.

In particular, the series of hurricanes that tore through the Caribbean and parts of the southern U.S. mainland had meteorologists scrambling for the record books. And even as the year wound down, first responders in California were battling wildfires so severe they almost seemed like something from an over-the-top disaster movie.



Michael Sacco

While the fatalities associated with those crises – not to mention the hundreds of billions of dollars in damages – are beyond sobering, it also has been heartening to not only read about, but also participate in relief efforts. I'm especially proud of how the SIU continues to step up with donations and deliveries for hurricane victims. Whether that involves monetary contributions to an online relief fund, donating badly needed items that we've collected at several different facilities, or sailing aboard ships that have helped lead the recovery operations in Puerto Rico and the U.S. Virgin Islands, Seafarers once again have answered the call.

So have our contracted vessel operators, despite unbelievably erroneous criticism of the Jones Act in the press and on social media. Unless you are brand new to this industry as of this month, you couldn't have missed the fight over America's freight cabotage law. It began last September and was still happening as 2017 drew to a close.

The bottom line when it comes to the Jones Act is that the facts are firmly on our side. There's a reason this law has enjoyed strong bipartisan support since it was enacted almost a century ago. Actually, there are many reasons, and they all point to U.S. national, economic and homeland security. I understand there are citizens who were fooled by all the shoddy reporting about the Jones Act and Puerto Rico, but for those who know better and helped spread the lies, shame on all of them.

There were, of course, other SIU- and maritime-specific stories in 2017, many of them uplifting. Our entire industry got a boost with the confirmations of Secretary of Transportation Elaine Chao and Maritime Administrator Mark Buzby. Brothers and sisters, we simply could not have two people who are more proven and capable and trustworthy going to bat for American-flag shipping and the U.S. Merchant Marine.

I am also confident in Secretary of Labor Alexander Acosta, following a meeting with him last month. He's very interested in our industry and I believe that he, too, will be a strong ally.

We've got our regular year-in-review story elsewhere in this edition, and I encourage all members to check it out. There was a lot of good news when it came to new tonnage and new contracts, not to mention several successful conventions and the 50th anniversary of our affiliated school in Piney Point, Maryland.

But with that out of the way, I'm ready to charge into 2018. We've got a lot of work to do, promoting both the U.S. Merchant Marine and the labor movement. While it's not great that we're facing a manpower crisis, at least there is very high-level awareness of the issue. When the commanding officer of the U.S. Transportation Command is sounding the alarm about the number of civilian mariners available in times of crisis, it means we've got a real chance to make progress.

Specifically on the union side, we've got strong leadership at the AFL-CIO following the reelections of President Rich Trumka, Secretary-Treasurer Liz Shuler and Executive Vice President Tefere Gebre. They all know what's at stake and the challenges that lie ahead, but they also have my full confidence.

Our causes couldn't be more worthwhile. America needs a strong U.S. Merchant Marine, and any society is better off when workers have the benefits and protections of union representation. That's why I'm excited about tackling our agenda in 2018.

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

Maryland Governor Visits PHC, Offers Congratulations on 50th Anniversary

Maryland Governor Larry Hogan (R) visited the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) Dec. 4 in Piney Point, Maryland, to offer his congratulations on the facility's realization of a significant milestone: 50 years of excellence in maritime training.

The anniversary formally was celebrated Sept. 26 during the Seafarers International Union of North America's 2017 Convention on the southern Maryland-based campus. (Hogan was unable to attend that event because of prior commitments.)

After being introduced by SIU President Michael Sacco, the governor addressed the audience, which was comprised of SIU officials, rank-and-file Seafarers and apprentices during the union's monthly membership meeting in the PHC's John Fay Memorial Auditorium.

"Thank you for giving me this opportunity to help you celebrate this incredible milestone," Hogan said upon taking the podium. "For years now, the Paul Hall Center for Maritime Training and Education has been a national leader in offering the most U.S. Coast Guard courses of any maritime school in America."

After informing those present that they should all be proud of the achievements made by the school, its founders and officials over the years, the governor elaborated briefly on the PHC's rich history.

"This campus and the Paul Hall Center have undergone significant transformation over the years," he said, "transitioning from a facility with no formal classrooms into the nation's largest training facility for merchant seafarers."

"Despite the change and incredible progress that has been made here over the decades, one thing has remained the same," the governor said. "This state-of-the-art facility continues to provide world-class education and training to its thousands of students." To drive home his point, the governor pointed out that the husband of his current deputy chief of staff (Jeannie Haddaway-Ricio, who was present) underwent his training at the PHC.

Hogan said the many achievements of the PHC team over the years in large part are the direct result



SIU President Michael Sacco (left) accepts a proclamation that formally lauds the Paul Hall Center's 50th Anniversary from Maryland Governor Larry Hogan. Hogan made the presentation Dec. 4 during the union's monthly membership meeting at the school's Piney Point, Maryland based-campus.

of the vision and dedication of the school's early leaders, including Seafarers International Union Presidents Harry Lundeberg and Paul Hall.

"We are so blessed that [the school is located] right here in Piney Point," the governor concluded. "And thanks to your current leaders, the Paul Hall Center and the Seafarers Harry Lundeberg School of Seamanship will continue to be a (source) of pride for Southern Maryland and the entire state for many generations to come."

At the conclusion of his remarks, Governor Hogan presented President Sacco with an official state proclamation which lauded the school's accomplishments. His visit ended with a tour of some of the school's facilities, including its state-of-the-art simulators.

Editor's note: Visit the SIU Facebook page to see more photos from the governor's visit.

SIU-Contracted Companies Earn Environmental Safety Awards

A number of SIU-contracted companies and their subsidiaries recently earned environmental safety recognition from the Chamber of Shipping of America (CSA).

The awards were distributed Nov. 8 in Washington, D.C., during a dinner ceremony featuring remarks by U.S. Rep. John Garamendi (D-California). Rear Adm. Linda Fagan of the U.S. Coast Guard participated in the event and congratulated the honorees.

The CSA normally conducts two awards ceremonies per year: one in late spring or early summer, recognizing shipboard safety, and one near year's end, for environmental safety.

The organization itself represents U.S.-based companies that own, operate or charter oceangoing tank, container, or dry bulk vessels engaged in both the domestic and international trades and companies that maintain a commercial interest in the operation of such oceangoing vessels. Current members include companies that own or operate U.S.-flag or foreign-flag vessels.

During the November gathering at the Ronald Reagan Building in the nation's capital, CSA President Kathy J. Metcalf 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. Safe and environmentally responsible operations is a culture fully embraced by the maritime industry as a whole and as evidenced by the performances of the award recipients recognized tonight."

According to the association, the average num-

ber of years operating without incident for vessels and tugs that received awards is 8.1.

In alphabetical order, the Seafarers-contracted companies that were honored included Alaska Tanker Company; Crescent Towing; Crowley Maritime Corporation and several of its subsidiaries; E.N. Bisso & Son; General Dynamics-American Overseas Marine; Harley Marine; Keystone Shipping; Matson Navigation; Ocean Shipholdings and subsidiary Ocean Duchess; OSG Ship Management; Patriot Contract Services; Seabulk Tankers; Seabulk Towing; Tote Services; American Roll-On/Roll-Off Carrier; Pasha Hawaii; and U.S. Shipping Corporation.



U.S. Rep. John Garamendi congratulates honorees at the Chamber of Shipping of America event. (Photo by Barry Champagne)

Philly Shipyard Delivers New Product Tanker

SIU-Crewed American Pride Sailing in Jones Act Trade

SIU members are sailing aboard another union-built ship.

Two days before Thanksgiving, Philly Shipyard delivered the *American Pride*, a 50,000 dwt product tanker constructed for American Petroleum Tankers (APT), a subsidiary of Kinder Morgan, Inc. Delivered 10 days ahead of schedule, the ship is operated by Seafarers-contracted Intrepid Personnel and Provisioning.

The delivery marked the 28th vessel built by Philly Shipyard (formerly known as Aker Philadelphia Shipyard, Inc.). According to the yard, the ship "is based on a proven Hyundai Mipo Dockyards design that also incorporates numerous fuel efficiency features, flexible cargo capability, and the latest regulatory requirements. The vessel has also received LNG Ready Level 1 approval from the American Bureau of Shipping. The 600-foot tanker has a carrying capacity of 14.5 million gallons of crude oil or refined products."

"We are proud to deliver the final product tanker in the four-ship series for American Petroleum Tankers that began with the promotion by Philly Shipyard of a new Jones Act shipping venture, Philly Tankers, over three years ago," remarked Steinar Nerbovik, Philly Shipyard's president and CEO. "As the *American Pride* leaves our dock, there is a piece of each

and every one of us at the yard that leaves with her. We celebrate this achievement and wave farewell as she joins the other 27 Jones Act vessels built here in Philadelphia that are currently servicing America's ports."

The shipyard has delivered 28 vessels in its 20-year history. Currently, the facility is in the process of constructing two 3,600 TEU containerships for Seafarers-contracted Matson Navigation Company, Inc. with planned deliveries in 2018 and 2019. In addition, the shipyard has entered into a letter of intent with SIU-contracted Tote Maritime for the construction and sale of up to four new, cost-efficient and environmentally friendly containerships for the Hawaii trade.

The Jones Act requires that cargo moving between domestic ports is carried on ships that are crewed, built, flagged and owned American. Military and government leaders have hailed the law as vital to U.S. national, economic and homeland security. A detailed study by PricewaterhouseCoopers found that the Jones Act helps maintain around 500,000 American jobs while contributing billions of dollars to the economy each year.

Last year, Gen. Darren McDew, commanding officer of the U.S. Transportation Command (USTRANSCOM), told Congress, "There are several pieces of



The *American Pride* is a new addition to the SIU-crewed fleet. (Photo by John Curdy)

U.S. law that are part of the industrial base and it's not just one. The Jones Act is probably the anchor for it, but without the Jones Act, without the Maritime Security Program, without cargo preference, our maritime industry is in jeopardy and our ability [to] project forces is in jeopardy."

His predecessor at USTRANSCOM, Gen. Paul Selva (now the vice chairman, Joint Chiefs of Staff), said in a 2015 address to the AFL-CIO's Maritime Trades Department he is "committed to supporting the Jones Act. The Jones Act isn't about a political statement and, to be honest, while it is an incredibly patriotic piece of legislation, my interest in it has nothing to do with patriotism. It has to do

with coldhearted math.

"The Jones Act trades ... support the industry that allows this nation to be successful," Selva continued. "If I run the numbers, it's an easy call. There are ... merchant sailors who operate on ships that participate in the Jones Act trade that have crewed and will crew Ready Reserve Force ships and surge-sealift ships. It's easy for me to say the economics favor the Jones Act; national security favors the Jones Act; and my operational requirements demand access to the labor pool that is supported by the jobs that are provided by the Jones Act. Without the contribution that the Jones Act brings to support of our industry, there is a direct threat to national defense."

Matson Announces Start Of Construction on Two New 'Kanaloa Class' Vessels

SIU-contracted Matson, Inc., recently announced the start of production on two new combination container and roll-on/roll-off (ConRo) vessels for their Hawaiian fleet. These new Jones Act vessels are scheduled for delivery in the fourth quarter of 2019 and second quarter of 2020, respectively. After a ceremony conducted Nov. 29 at General Dynamics NASSCO's shipyard in San Diego, the construction work began, with the cutting of the first steel plates.

The new vessels, which will be crewed by SIU members, will be called the "Kanaloa Class," in honor of the ocean deity revered in the native Hawaiian culture. Additionally, each of the new vessels will be named after predecessor ships from the company's 135-year history. The first vessel will be named *Lurline*, the sixth Matson vessel to carry that name, while the second vessel will be the fifth named *Matsonia*.

"Construction of these new ships underscores Matson's commitment to serve Hawaii with the largest, most reliable and environmentally friendly vessels for the

long-term," said Matson President Ron Forest. "The Kanaloa Class is designed specifically to meet Hawaii's freight demands while reducing our environmental impact and improving our efficiency for decades to come."

The ships will be built on a 3,500 TEU vessel platform, which is 870 feet long, 114 feet wide (beam), with a deep draft of 38 feet and enclosed garage space for up to 800 vehicles or break-bulk cargo. In addition, the new vessels will have state-of-the-art green technology features, including a fuel-efficient hull design, environmentally safe double hull fuel tanks, fresh water ballast systems and dual-fuel engines, meaning that they will be able to operate at speeds up to 23 knots on either conventional fuel oils or liquefied natural gas (LNG) with some adaptation for LNG.

General Dynamics NASSCO, a wholly owned subsidiary of General Dynamics is a leading U.S. shipyard constructing vessels for the U.S. military and for commercial operation in the Jones Act market. It is a union yard.



An artist's rendering of the new class of Matson ships

Adm. Buzby: Media Missed Story on Puerto Rico Sealift

In a speech at the International Workboat Show late last year, U.S. Maritime Administrator Rear Adm. Mark Buzby (USN, Ret.)



Mark Buzby
U.S. Maritime Administrator

took the mainstream media to task for its coverage of the Jones Act and the American maritime industry's support for Puerto Rico.

"Everyone in this room knows – or should know – how critical the Jones Act is to our economic strength and security. But this is a message with several moving parts that many people just don't get," he said. "The vital [relief] contribution of U.S.-flagged Jones Act shipping was obliterated by a barrage of false narratives and uninformed reporting."

Never a Shortage of Jones Act Tonnage

After Hurricane Maria, at the same time that American shipping companies (most utilizing SIU crews) were making every effort to carry more goods to Puerto Rico, they were "falsely accused in the media of delaying the flow of relief supplies," Buzby said. He asserted that despite frequent calls for Jones Act waivers to allow foreign ships to carry relief cargo, there was never a shortage of Jones Act tonnage.

Also late last year, in an interview with *Maritime Executive*, Buzby expounded on the U.S. maritime industry's effort to provide relief cargoes to the territory.

"We literally built an iron mountain on the dock in Puerto Rico – there were 5,000 containers at one point awaiting truck transport to their final destinations," he stated.

During a speech at the Maritime Trades Department convention in October, Buzby also took the press to task for faulty reporting on how America's freight cabotage law affected relief efforts in Puerto Rico.

"The Jones Act has always been an easy target for people who, frankly, either don't get it or are too lazy to get the facts right," Buzby stated. "All these missions that our Jones Act carriers were performing (in Puerto Rico), that's the real deal. They literally saved American lives along with thousands of others. The U.S. Merchant Marine delivered in this crisis. It did its job despite all the accusations and false narratives being thrown about in the media."



Bobby Selzer is pictured in New York in 1980, when he worked as a patrolman. He'd become port agent in 1984.



In this 2015 photo, Selzer (center) is flanked by AB Saleh Mothana (left) and then-Patrolman Mark von Siegel.

Retired Port Agent Bobby Selzer Dies at 78

An iconic figure in SIU history passed away late last year.

Retired Port Agent Bobby Selzer, 78, died Nov. 6 after fighting health problems for many months. The Brooklyn, New York, resident served the union for 56 years before calling it a career in late 2016.

SIU Executive Vice President Augie Tellez knew Selzer very well.

"People remember him yelling all the time, but beneath that exterior, as you could tell from all of the Facebook posts after he died, he was a generous person who cared about the members," Tellez stated. "Whatever it involved – whether it was money, or getting people into the school, or convincing someone to take an LNG job – he was always helping people. That was the real Bobby."

Tellez added that despite his long and

very active career, Selzer shied away from publicity. For example, he rarely appeared in the union newspaper.

"Because of changes in our society, a guy like him won't come around again," Tellez concluded.

Selzer joined the union in 1960. In addition to sailing, the New York native later wore several hats, including working for the *Seafarers LOG* and as the creator and supervisor of an in-house print shop – but he is best remembered as the port agent in Brooklyn (and later in Jersey City, New Jersey). Selzer held the port agent post from 1984 until retirement.

"Bobby was a true labor leader," said SIU Vice President Atlantic Coast Joseph Soresi. "He only cared about the well-being of the membership and the union that he worked for. He taught me a lot about

the history of the SIU and how to carry myself as a union official. I'll always be grateful for all the knowledge he passed on to me. He will be missed."

SIU Assistant Vice President Nick Celona recalled that when he first went to the hall after completing the trainee program in 1977, "Bobby was at the counter. I introduced myself and he was very kind to me – professional, but always very kind. He explained everything to me.

"Whenever I got off of a ship, he was always someone I could count on to take the time to ask how the trip was," Celona continued. "He'd also encourage me to go back to Piney Point (home of the SIU-affiliated Paul Hall Center for Maritime Training and Education). He was like a guardian angel in those early years, and he became my friend, my brother. Periodically, I would call him over the years

to see how he was doing."

Current Jersey City Port Agent Mark von Siegel said, "Bobby was an old-school trade unionist, my mentor and teacher and a good friend to all of us. Bobby never had any children of his own, but all of us were his kids. He had the love and respect of countless SIU members, officials and retirees from across the country and all over the world. To this day, from time to time, all of us reminisce with admiration about Bobby and repeat some of his catchphrases like, "Look at my eyes," "The house is covered," and "Listen to your fat friend". Anyone who knew him, knew that even though Bobby had a gruff exterior, he had a heart of gold. He would do anything in his power to help the membership. He was taught trade unionism by the very best and I feel very fortunate to have learned from him."

NY Waterway Crews Rescue Two Jumpers in Hudson River

SIU members aboard NY Waterway ferries have put their training to the test recently, with two different crews rescuing men who jumped into the Hudson River during the month of November.

On Nov. 3, Captain **David Dort** and his crew on the ferry *Thomas Kean* rescued a man from the Hudson off of Battery Park. The crew saw him jump from the seawall just north of the Brookfield Place/Battery Park City Ferry Terminal, and moved quickly to save him.

Deckhands **Gregorio Pages** and **Pietro Romano** deployed a Jason's Cradle, a roll-up ladder which is dropped from the bow of the boat in rescue scenarios. The crew pulled the man aboard, and attended to him until arriving at the terminal, where they handed him over to New York Police and medical personnel.

"The crew did an excellent job. They did what they were trained to do," Dort said. "For us, this is all in a day's work."

This most recent rescue was Dort's second in the last two years. In July 2016, he spotted a man in the Hudson River near West 39th Street and led his crew in the successful rescue. Deckhand Pages also took part in that operation.

Meanwhile, less than three weeks after the Kean's recent rescue, Captain **Vincent Lombardi** and his crew – Deckhands **Edwin Laboy** and **Terrence Brown** – aboard the *Lautenberg* rescued a man dangling from the Battery Park wall along the Hudson on Nov. 21.

"I steered immediately in his direction – I knew it wasn't some sort of stunt," Lombardi said. "We were able to grab him right before he did let go, right before he [would have] hit the water."

Brown said he and Laboy rushed into action, preparing for a man-overboard situation. The ferry arrived just in time, as the crew retrieved the man from the seawall.

Brown remarked on the value of the training he and the rest of the crew received at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. "The training we received, like the man-overboard drill, definitely helped," he stated. "Even though we didn't have to get the rescue equipment out, it definitely helped prepare us. But it was a good thing we got there when we did."

The crew calmed the man, who reportedly was having suicidal thoughts, before

handing him over to the New York Police Department.

NY Waterway crews have rescued more than 250 people in the last 31 years,

including 143 people during the "Miracle on the Hudson" on January 15, 2009. Lombardi and Pages were both part of the rescue effort that day.

Patriot Contract Services Marks Anniversary

Editor's note: Seafarers-contracted Patriot issued the following news release in November:

Patriot Celebrates 20 Years of Excellence in Ship Management

Patriot Contract Services, LLC is proud to announce the 20th anniversary of its operations as a completely U.S.-owned ship management company. During the past 20 years PCS and its affiliate American Ship Management, LLC have provided ship management and other maritime services to valued customers such as the Military Sealift Command (MSC), the U.S. Maritime Administration (MARAD), American President Lines (APL) and Schuyler Lines Navigation Company, while Patriot Maritime Compliance, LLC has provided expert regulatory guidance to both U.S. flag and international clients.

We at Patriot pride ourselves on having an excellent track record in safety and operational reliability, as well as on meeting unique and challenging requirements posed by our customers' business and the maritime environment. We would like to thank our affiliated unions, customers, advisors, suppliers, and both shoreside and seagoing employees, for the key roles they have all played in our success, and we look forward to continuing to provide exceptional service in the years to come.

Crowley's Newest LNG-Fueled ConRo Ship Launched

VT Halter Marine has launched SIU-contracted Crowley Maritime Corp.'s second Commitment Class ship, *Taino*, one of the world's first combination container and roll-on/roll-off (ConRo) ships powered by liquefied natural gas (LNG).

In announcing the early December launch of the vessel in Pascagoula, Mississippi, Crowley hailed the event as marking the latest achievement in the company's "transformation and modernization of its shipping and logistics services between Jacksonville, Florida, and San Juan, Puerto Rico. The new ships, port terminal improvements and technology upgrades underway are all designed to improve the overall velocity of the customers' supply chains and speed products to retail shelves."

The *Taino* will now proceed through the final topside construction and testing phase before beginning service in the U.S. Jones Act trade later this year. The ship will join sister vessel *El Coquí*, which also carries an SIU crew and was launched earlier in 2017. At press time, the *El Coquí* was in final testing prior to entering service in early 2018.

The December launch "represents another momentous achievement for the men and women at Crowley, VT Halter Marine and other partners, who have dedicated themselves to designing and building this pioneering ship as well as sister ship, *El Coquí*," said Tom Crowley, company chairman and CEO. "We appreciate their hard work, and look forward to putting these modern, environmentally friendly ships into service for our customers and the people of Puerto Rico."

Construction of both *El Coquí*, which is named for the popular indigenous frog on the island, and *Taino*, the name for native Puerto Ricans who lived off the land and who had great appreciation and respect for their environment, is being managed in the shipyard by Crowley's solutions group, which includes naval architects and engineers from company subsidiary Jensen Maritime.

The *Taino*, like the *El Coquí*, will be able to transport up to 2,400 20-foot-equivalent container units (TEUs) and a mix of nearly 400 cars and larger vehicles in the enclosed, ventilated and weather-tight Ro/Ro decks. A wide range of con-

tainer sizes and types can be accommodated, ranging from 20-foot standard, to 53-foot by 102-inch-wide, high-capacity units, as well as up to 300 refrigerated containers.

"The added speed and efficiency provided by these high-performing ships will benefit customers shipping goods between the mainland and the island," said John Hourihan, senior vice president and general manager, Puerto Rico services. "Cargo for businesses and consumers will be able to dependably reach markets at peak time, whether it is dry, refrigerated, or breakbulk, such as vehicles and other rolling stock."

Fueling the ships with LNG will reduce emissions significantly, including a 100-percent reduction in sulphur oxide (SOx) and particulate matter (PM); a 92-percent reduction in nitrogen oxide (NOx); and a reduction of carbon dioxide (CO2) of more than 35 percent per container, compared with current fossil fuels.

The recent launch continued a series of milestones that have already enhanced Crowley's capabilities in Puerto Rico. In San Juan, Crowley has begun operating three new, ship-to-shore gantry cranes, manufactured by Liebherr Container Cranes, in Ireland, at Crowley's Isla Grande Terminal. The cranes are the first new, specialized gantry cranes to be received for operation in San Juan Harbor in more than five decades. The cranes complement new 900-foot-long, 114-foot wide concrete pier at Isla Grande.

In addition, Crowley has expanded Isla Grande's terminal capacity for handling refrigerated containers; paved 15 acres to accommodate container stacking; added containers and associated handling equipment to its fleet; installed a new electrical substation to provide power for the new gantry cranes; constructed a new seven-lane exit gate for increased speed and efficiency; implemented a new, modern terminal operating software system (TOS), and more.

The TOS in both San Juan and Jacksonville accelerates gate operations and reduces trucker turn times at the terminals by as much as 50 percent. When entering and leaving the terminal, truckers interact with Crowley workers via kiosks, which include communication handsets and cameras.



The *Taino* is launched last year. The vessel will carry an SIU crew.

Safety is improved because gate workers are no longer in the truck lanes, the operation has become paperless, and gate-lane transaction times have been reduced – all enhancing the velocity of customers' supply chains.

DOT Announces Important Changes to Regulations Governing Drug Testing

On Nov. 13, 2017, the U.S. Department of Transportation (DOT) issued amendments to its drug testing regulations. These changes were scheduled to take effect Jan. 1, 2018, and apply to all mariners who ship with the SIU.

These are the significant changes that SIU members should be aware of:

■ The following drugs have been added to the panel that mariners are tested for: **hydrocodone, hydromorphone, oxycodone, and oxycodone**. (Some of the brand names for these drugs are: Norco, Vicodin, Vicoprofen, Percocet, Percodan, Zohydro ER, Hysingla ER, Dilaudid, Exalgo, Numorphan, Oxaydo, OxyContin, Oxyfast, Roxicodone, Opana, Opana ER and Xtampza ER.) If you are not sure if you are taking one of these medications, talk to your doctor or pharmacist.

■ If a mariner tests positive for one of the drugs listed above, the Medical Review Officer (MRO) will verify whether the mariner has a **legally valid** prescription for the drug. If the mariner has a legal prescription, the drug test will be reported as **negative**. The MRO must then allow the mariner five (5) business days so that the mariner's physician can contact the MRO, to see if a different drug can be prescribed that does not make the mariner medically unqualified and will not pose a safety risk. If the prescription cannot be changed or the doctor does not respond, and the MRO determines that the drug is a safety risk, the MRO will report this information to the Seafarers Health and Benefits Plan Medical Department. **The mariner will then be medically unqualified to ship through the SIU, until the prescription is changed, or the mariner is no longer taking this drug.**

■ **If the mariner tests positive for one of these drugs and does not have his or her own valid prescription for the medication, the test will be reported by the MRO to the Coast Guard as a positive test.**

You should be aware that the Coast Guard does not permit a mariner to ship if he or she is taking any of the opioids listed above. If you are currently taking one of these prescriptions, talk to your provider about other treatment options. If you feel that you may require treatment for addiction to a medication and you would like to have a **confidential** discussion about your options, you may contact Jack Gallagher at the Seafarers Addictions Rehabilitation Center (SARC) at (301) 994-0010, extension 5333.

The complete DOT notification is available online at the following web address (it's a 20-page PDF file): <https://tinyurl.com/yclx2jqn>

It's also linked on the SIU website, in the News section (the post is dated Nov. 15).

EARN YOUR COLLEGE DEGREE THROUGH THE PAUL HALL CENTER !

The Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship (SHLSS) has partnered with the College of Southern Maryland (CSM) to offer an Associate of Applied Science degree in Maritime Operations Technology with a concentration in either

- Nautical Science (Deck department)
- or-
- Marine Engineering (Engine dept.)

Students must complete a combination of academic general education courses and technical education courses in order to earn the degree.

Courses completed during the Unlicensed Apprentice program apply toward the degree.

Students can complete English, Math and Physics courses at SHLSS. The remaining general education courses can be completed online.



Enrollment Information

Please contact Seafarers Harry Lundeberg School Academic Coordinator Dale Rausch (301) 994-0010 Ext. 5411 -or- drausch@seafarers.org

Resident courses at Piney Point begin
February 26, 2018

- Associate of Applied Science Degree
- UA courses apply toward the degree
- Fully accredited
- Some courses held at SHLSS
- Online classes
- Scholarships available

The following classes will convene at SHLSS:

February 26 – March 16, 2018

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

7 Credit Hours

Includes: tuition, textbooks, room and board plus one hour of tutoring following each daily class session



Culinary instructor Bryan Owens (left in photo at left) bakes some cookies, while PHC Executive Chef and Culinary Coordinator John Hetmanski looks on. New ovens (above, center) line the walls of the culinary department's bakery. One of the school's deep freezers (above, right) has been vinyl-wrapped to show union pride.

Paul Hall Center Revamps Steward Dept. Curriculum 'Culinary 2.0' Marks Upgrade at Union-Affiliated School in Piney Point

After many months of careful design, review and implementation, the staff of the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) has completed an overhaul of the culinary program with the introduction of Culinary 2.0, which is aimed at benefiting SIU members. With a state-of-the-art test kitchen and bakery, brand new galley equipment and a modern, thoroughly vetted curriculum, the program is a testament to the hard work and dedication of the school's administration.

All of the current steward department courses have been redesigned to the new standards of Culinary 2.0, which serves as a blanket term for the new steward department courses and curriculums. For existing chief cooks and chief stewards, there are two new revalidation courses that have been designed to ensure a consistent level of culinary training and efficiency: Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0.

"The single largest change to the culinary program is the complete overhaul and redevelopment of the written curriculum," said PHC Acting Vice President Tom Orzechowski. "Over 2,000 hours have been invested in rewriting and updating all the culinary curriculum for 2.0."

These changes were based largely on feedback provided by the union's contracted shipping companies, who helped offer a look at the real-life situations occurring within the galleys of the U.S.-flag fleet. Those suggestions provided a blueprint for the school's staff to update the culinary program in a way that will produce the best stewards possible.

PHC Executive Chef and Culinary Coordinator John Hetmanski described the changes to the program, saying, "2.0 was formed by a collection of our contracted partners' concerns about the quality of

student coming out of the training. They wanted to improve the students' skills, and to teach them additional skills that were not previously taught. They were also very interested in more class time, increasing the number of assessments and improving the quality of the curriculum."

Hetmanski continued, "So, what we tried to do with 2.0 – and it's still a work in progress – is take the steward department curriculum and put it in the same format as the deck and engine departments ... while also incorporating the suggested changes from our contracted operators."

PHC Director of Training Priscilla Labanowski expounded on that point, saying, "The steward department is not governed by the U.S. Coast Guard, but we as an institution decided that we should take our culinary courses and put them in the same format, and hold them to the same standards as we would deck and engine courses."

The changes to the curriculum have been continually tweaked and implemented for the past year, and as Labanowski explained, some recent culinary students may have taken the new courses already: "Anybody who took courses in 2017 for Chief Cook or Chief Steward, we went back and gave them certification for Culinary 2.0 because they're under the new program. Anyone going forward, of course, will earn the certification after passing the program."

For those already sailing, all steward department personnel must attend one of the revalidation courses within 24 months of implementation in order to exercise preference and priority in accordance with Shipping Rule 5.A.(6). That rule, which will go into effect January 1, 2020, states, "Within each class of seniority in the Steward Department, priority shall be given to those seamen who possess an advanced Culinary 2.0 certificate from



In a photo taken in March 2017, Recertified Stewards Verleshia Robinson (left) and Gilbert Louis prepare some biscuits as part of the Culinary 2.0 curriculum.

the Seafarers Harry Lundeberg School of Seamanship, in the event such program is being offered and that the seaman is registered in Group I, Steward Department."

According to SIU Vice President Contracts George Tricker, "The intent of this assessment is not to disqualify a seaman's ability to retain employment, but to identify targeted training needs and or skills that require remediation. Individuals who do not receive the Culinary 2.0 Orientation/Assessment Certificate will still be eligible to return to their permanent position."

Members of the steward department should take full advantage of the new assessment courses. According to Orzechowski, "The assessment courses are for individuals to come in and reaffirm that they have the skills, and if they're unaware of certain things that are changing in the industry, it's an update on what the industry is looking for from

the galley crew.... It's more about efficiency, inventory, purchasing, cooking cleaner and with more of an eye to wellness."

He concluded, "Culinary 2.0 is about instructing mariners that these industry changes are here. If a mariner is a little deficient in, say, computer skills, then we're going to get them the help they need and get them back to work. And as we continually progress with this program, they'll have the skills needed to continue to move forward in their careers."

Mariners seeking to enroll in Culinary 2.0 courses should be aware that class size is limited, and should plan ahead in order to secure a spot. If a person is applying to take one of the revalidation courses, he or she must have completed the previous Chief Cook or Chief Steward course before enrolling in the respective Orientation/Assessment 2.0 course.



Brand new workstations sit ready for students in the Paul Hall Center's test kitchen.



The test kitchen is well stocked, and allows up to six students to work simultaneously.

Oakland Hall Hosts Jones Act-Themed Thanksgiving

The always popular annual Thanksgiving feast at the SIU hall in Oakland, California, had a new wrinkle this past November – specifically, a focus on the vital importance of America’s freight cabotage law.

While the rest of the 27th annual gathering proved routinely successful, one speaker after another defended the Jones Act – standing in front a banner that celebrates the longstanding law. The Jones Act has been under attack in recent months, with critics consistently butchering the facts or just ignoring them.

Otherwise, the scene at the union hall on Nov. 21 proved seasonal and scrumptious. Approximately 200 guests enjoyed traditional Thanksgiving fare. Attendees included Congressional Representatives John Garamendi, Mark DeSaulnier and Barbara Lee, U.S. Coast Guard Rear Adm. Todd Sokalzuk, members of the U.S. Marine Corps, Seafarers and their families, members and officials from other unions, shipping company executives and others.

SIU Assistant Vice President Nick Celona, always the driving force behind the



U.S. Rep. John Garamendi (D-California)



U.S. Rep. Barbara Lee (D-California)



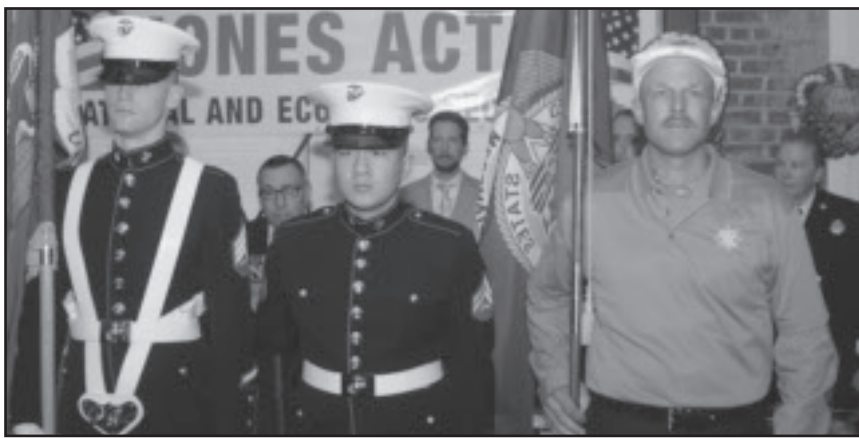
U.S. Rep. Mark DeSaulnier (D-California) (center) poses with SIU VP Nick Marrone (left) and SIU Asst. VP Nick Celona.

celebration, stated, “Everything went well, and we received a lot of volunteer support to make it all happen. The Jones Act re-

marks were especially timely.”

Editor’s note: Please visit the SIU Face-

book page for additional photos from the Oakland Thanksgiving celebration. All photos (there and here) by Charles Farruggia.



Recertified Bosun Ken Abrahamson (right) teams up with members of the 23rd Regiment, 4th Marine Division Color Guard.



USCG Rear Adm. Todd Sokalzuk, SIU VP West Coast Nick Marrone



SIU Asst. VP Nick Celona, IBEW official John O'Rourke



San Francisco Fire Chief Joanne Hayes-White is flanked by SIU VP Nick Marrone (left) and SIU Asst. VP Nick Celona.



John Evalle of Congressman Garamendi’s office, Max Alper and Kurt Landwehr of MEBA



Chief Steward Kenneth Greenidge (left) and his wife are pictured with SIU VP West Coast Nick Marrone



(Photo at left) Larry Mazzolo Jr. from the Plumbers, Joe Maracini of the Sheet Metal Workers, SIU Asst. VP Nick Celona, Rick Rivas from Congressman Jimmy Panetta’s office, R.J. Ferrari of the Plumbers

(Photo at right) MFOW Pres. Anthony Poplawski, SUP Pres. Gunnar Lundeberg, AMO Exec. VP Dan Shea

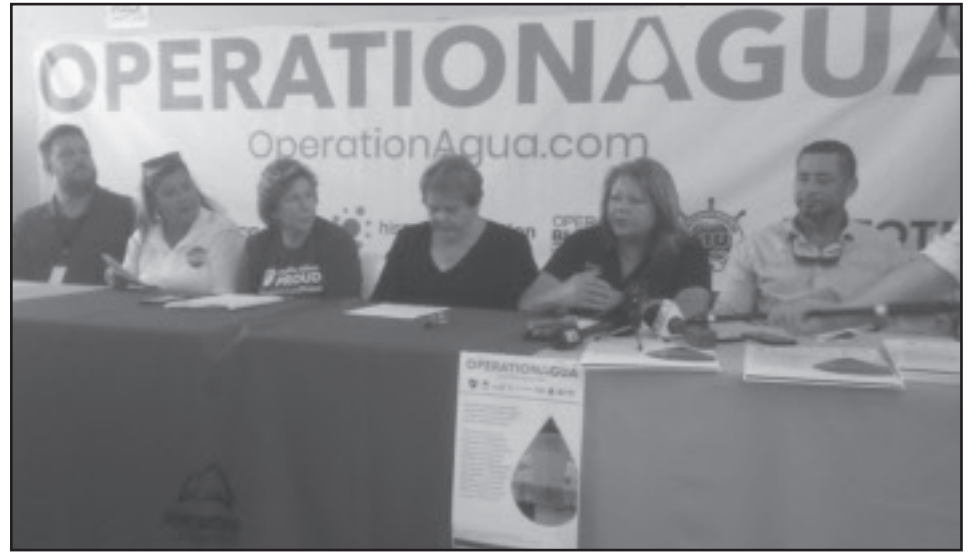


In photos at left and right, Seafarers and guests enjoy the festivities.





Seafarers in Philadelphia load another container for Puerto Rico relief. From left are Ken Kelly, Thomas Drummond, Ryan Drummond, Charles Wright, Kyle Miller and Julius Thomas.



SIU Port Agent Amancio Crespo (right), AFT President Randi Weingarten (third from left) and other representatives of Operation Agua partners speak during a Nov. 21 press conference in Puerto Rico.

SIU Helps Deliver in 'Operation Agua'

Jones Act Ships & Crews Remain Vital to Puerto Rico Recovery

As the lengthy process of rebuilding Puerto Rico continues, the SIU late last year teamed up with several other organizations for a long-range project that delivers portable water purifiers to residents of the territory.

Named Operation Agua and spearheaded by the American Federation of Teachers (AFT), the endeavor got off to a great start. By early December, more than \$1.2 million in donations had been raised. (Visit operationagua.com for more information and an opportunity to contribute.)

Overall, the program's goal is to purchase and distribute 100,000 individual water filtration systems for households and classrooms, and 50 large-capacity clean-water devices to a network of nonprofit organizations, union offices, schools and other community-based groups to provide stable and reliable sources of safe water. Several thousand of the individual systems had been handed out as of early last month, addressing one of the most vital and ongoing needs on the island in the aftermath of Hurricane Maria.

Joining the AFT in this mission are the SIU, Seafarers-contracted Tote Maritime, AFSCME, Operation Blessing International, and the Hispanic Federation. (The AFT's affiliate in Puerto Rico represents 40,000 active and retired educators.)

SIU Port Agent Amancio Crespo spoke during an Operation Agua press conference in Puerto Rico a few days before Thanksgiving. He described the mission as a "life-saving project" and thanked the AFT for starting it.

"And I also thank our other partners in Operation Agua," Crespo continued. "We're proud to stand beside all of you, shoulder to shoulder, as we push forward under very challenging circumstances."

After briefly describing the SIU and its members, Crespo added, "We're not here today for a referendum on the Jones Act, but I would be remiss in not mentioning that Jones Act ships – prominently including ones operated by Tote Maritime, one of our Operation Agua partners – have been here since the very first days of the recovery. They've delivered life-saving cargoes and have provided shelter, too. Those are union-crewed,

American-flagged vessels that have collectively delivered more than 36,000 containers with millions of pounds of commercial and relief cargo to Puerto Rico just since the hurricane hit. And those cargoes have included the water filters on display here today."

The press conference happened Nov. 21 – two days after a demonstration in the nation's capital that aimed to call attention to ongoing needs in the Puerto Rico recovery. Parts of the rally in Washington, D.C., also included misguided attacks on the Jones Act, America's freight cabotage law.

Ahead of the rally, the coalition American Maritime Partnership (AMP) (to which the SIU is affiliated), issued a statement that read in part: "While the American maritime industry was delivering cargo to the docks of Puerto Rico with relief supplies within hours of the hurricane passing, familiar opponents worked to fan debunked myths about our industry and the Jones Act. The fact remains the Jones Act does not add costs to Puerto Rico; it provides stability, jobs and reliable transportation of relief and recovery items to our families and neighbors in Puerto Rico. We support those who march for the well-being of Puerto Rico, as we have been working for the same cause since the storm, but we need to march for what will help, not hurt, the island. First understand the facts before the march."

AMP went on to detail how any foreign vessel can call on Puerto Rico, and again debunked claims that the Jones Act somehow increases the cost of goods on the island.

"Over the last decade, a parade of politicians and 'experts' have attempted to estimate the so-called 'cost' of the Jones Act in Puerto Rico," the coalition noted. "Because the estimates have been wildly contradictory, in 2012, Puerto Rico Delegate Pierluisi asked the GAO to determine the true 'cost.' The GAO studied the issue for more than a year and debunked the previous estimates. First, the GAO said there are far too many factors that impact the price of a consumer good to determine the supposed cost related to shipping, much less the Jones Act. Second, the GAO said, one could not truly estimate the cost unless one knew which American laws



Members of the SIU Government Services Division pitched in with relief efforts when the hospital ship *USNS Comfort* deployed to the island. Pictured in the galley (photo above) are Adrian Reed, Donta Wiggins, Niles Harper and Kevin Benjamin; pictured on deck below are Reynaldo Abadilla, Michael Williams, Gerald Butch, Marion Malley and Dwight Hall.



would be applied to foreign ships if they were allowed to enter the domestic trades, which would certainly increase the cost of foreign shipping."

Moreover, according to figures from what is believed to be the world's largest database of user-contributed statistics about cities and countries worldwide, Puerto Rico receives Jones Act shipping service that is cheaper, more regular and more reliable than foreign

shipping rates and service to the U.S. Virgin Islands (USVI). Consumer prices are far lower in Puerto Rico than in the USVI; in fact, in most cases, they're also higher on the U.S. mainland than in Puerto Rico.

In addition to working as part of Operation Agua, the SIU continues to collect and help transport donations on the mainland both for Puerto Rico and the U.S. Virgin Islands.



SIU Asst. VP Archie Ware is pictured with donated relief supplies outside the SIU hall in Jacksonville, Florida.



The SIU has teamed up with the AFT and other partners to help address the need for safe drinking water in Puerto Rico. These filters are being widely distributed.



Puerto Rico residents display a water purifier they received as part of Operation Agua.



ABOARD CAPE TAYLOR – Chief Steward Abraham Mills (left) and Houston Patrolman J.B. Niday are pictured aboard the Patriot Contract Services vessel. Other members of the ROS crew said Mills boosts morale every day.



A-BOOKS IN JERSEY – Seafarers Jose Burgos (left in photo at left) and Rogelio Agustin (left in remaining photo) recently picked up their respective A-seniority books at the union hall in Jersey City, New Jersey. They're both pictured with Port Agent Mark von Siegel.



At Sea and Ashore With the SIU



ABOARD EMPIRE STATE – This snapshot aboard the Crowley-operated tanker was taken Nov. 8 in Rodeo, California. Pictured from left are Port Agent Nick Marrone II, QMED Arlyn Fernandez, GVA Mohsen Shayef, SA Salah Al Salahi, Steward/Baker Keesha Holloway, ACU Philip Valentine, AB Hussein Mohamed and Bosun Frank Sena.



ABOARD ISLA BELLA – Thanksgiving aboard the Tote Services vessel was a hit thanks to meals provided by (from left) Recertified Steward Lauren Oram, Chief Cook Fernando Ortiz and SA Alan Squier.



WELCOME ASHORE IN TACOMA – Recertified Bosun Fadel Saleh (right) picks up his first pension check from Safety Director Ben Anderson at the union hall.



WELCOME ASHORE IN HOUSTON – Tugboat Capt. Michael Maneely (left) receives his first pension check from Patrolman J.B. Niday at the union hall.



BOOKS PRESENTED IN PINEY POINT – Port Agent Pat Vandegrift (left in both photos) presents a full membership book to Karl Morrow (right in photo above at left) and an A-seniority book to Jerome Luckett (right in remaining photo).



ABOARD MAERSK DENVER – Patrolman Ray Henderson submitted this photo of the galley gang aboard the Maersk Line, Limited vessel. Pictured from left are Recertified Steward Caesar Mercado, SA Mohammad Khan and Chief Cook Medardo Thomas.



ABOARD MV NORFOLK – Pictured from left aboard the Argent Marine ship in Houston are Patrolman J.B. Niday, Recertified Bosun William Rios, Steward/Baker Saeed Alahmadi, QMED David Garrett, AB Yafet Antah, Electrician Igor Yakunkov and Chief Cook Edwin Sebastian.



ABOARD USNS MAURY – Steward/Baker Rhonda Jenkins (left) and Chief Cook Toriano Brown are about to serve a delicious dinner of BBQ chicken, burgers and hot dogs. Thanks to MDR Brandon Maeda for the pic from the Ocean Shipholdings-operated vessel.

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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 (810) 794-4988

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 Cliffline Office Ctr. Bldg., Suite 103B
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 (671) 477-1350

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

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

JOLIET

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

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

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 (504) 328-7545

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

39 Luna Aven Camino del Sol 2
 Manati, PR 00674
 (787) 721-4033

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered in Piney Point, Maryland, by students who are enrolled in the Paul Hall Center's galley assessment program, and are just entering the industry.

Question: What are you looking forward to in 2018, either personally or professionally?



Alvin Watson

I am looking forward to spring and summertime. Looking forward to going out to sea, and then getting to spend time with my family. The year 2018 is the start of a new chapter for me, and I'm looking forward to that.



Greg Blevins

Looking forward to retiring from the Navy after 20 years, and getting a chance to see how the civilian side lives. Travelling, as always, is a perk.



Brice Jackson

I look forward to seeing what the union has to offer me. I'm looking forward to working my way up through the ranks, all the way up.



Graeme Dy

My biggest goal in 2018 is to become a chief steward, hopefully. I'm also excited to get out on the water, as soon as possible.



Scott Steger

Really looking forward to this new industry. I've been working in restaurants for 15 years, and this is the first time in my career where the ceiling has been raised, and there's a finish line in the future.



Charlene Briggs

I'm looking forward to achieving financial solvency through the SIU. I'm looking forward to the freedom to experience what most people never will. With this new career, I've gained the freedom to do what strikes my fancy.

Pic From The Past



When U.S. Rep. Leonor Sullivan (D-Missouri), a member of the House Merchant Marine and Fisheries Committee, paid a visit to the SIU-contracted Delta Lines ship *Del Norte* in late 1966, SIU VP Lindsey Williams, New Orleans Port Agent Buck Stevens and Delta Lines President J.W. Clark were on hand to show her around. Pictured from left are Stevens, Sullivan, Williams and Clark. The congresswoman met with the entire crew, and spoke to them about why she strongly supports the U.S. Merchant Marine. She also took questions from the mariners.

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

SEAFARERS LOG

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

Paul Hall Center School Supplement

This course guide for the Paul Hall Center and its Seafarers Harry 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, Maryland, at the confluence of the Potomac River and St. George's Creek. It features state-of-the-art equipment, knowledgeable instructors and helpful staff members. During the past year, the school underwent a multi-million dollar upgrade that included new simulators, updated classrooms and more.

Tens of thousands of rated and licensed mariners have completed upgrading classes at the training center. Addition-

ally, more than 16,000 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's vocational staff believes that the men and women who choose careers as professional seafarers or boatmen must be provided with the knowledge and skills to keep pace with technological advances within their industries. As a result, the school has developed a total program for professional advancement as a boatman or deep sea mariner. This includes academic support; a wide range of assistance is available, including help for students whose first language isn't English. Students are strongly encouraged to ask for help as needed.

The Paul Hall Center – which includes, among other components, the Seafarers Harry 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, in the Paul Hall Center section.

Students should note that courses and class dates may change due to the manpower needs of SIU-contracted com-

panies. Therefore, Seafarers should check the latest issue of the *Seafarers LOG* for the most up-to-date class listings. Schedules also are available on the website, and additional course descriptions may be posted, too.

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

Seafarers should note that beginning in 2017, sea service no longer can be used to renew STCW Basic Safety training requirements. This does not mean mariners have to complete Basic Safety by the end of 2016. However, Seafarers are strongly encouraged to complete a Coast Guard-approved Basic Safety class before renewing their credentials.

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

Paul Hall Center Course Guide for 2018

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

Deck Department

UA to AS-D Program (SHLSOS-733)

The Unlicensed Apprentice to Able Seafarer-Deck program consists of a combination of five phases of training and sea service meeting the training requirements for an Able Seafarer-Deck endorsement. This program differs from the old UA program in that we have added new elements to the RFPNW course. See Able Seafarer-Deck course for more information.

Able Seafarer-Deck (SHLSOS-731) 120 hours

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

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

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

Advanced Meteorology (SHLSOS-18) 40 hours

Successful completion of this course will satisfy the advanced meteorology training requirements of 46 CFR 11.305(a)

(2)(iii) and 11.307(a)(2)(iii) for STCW certification as Master or Chief Mate on vessels of 500 or more gross tonnage (ITC); and the practical assessments will be accepted as the equivalent of the following tasks from Table A-II/2 of the STCW Code, as amended 2010 and NVIC 10-14(CH-1) namely 7.1, 7.2, and 7.3.

This course provides training in marine weather forecasting including extra-tropical and tropical weather systems, wave motion theory, extreme weather phenomena, and the access and use of HF facsimile (including NWS FTP mail) weather charts for minimizing the destructive effects of weather on ship operations.

Prerequisites: Basic Meteorology

Advanced Shiphandling (SHLSOS-22) 80 hours

This course will satisfy the Advanced Shiphandling training requirements of 46 CFR 11.305(a)(3)(i) and 11.307(a)(3)(i) for STCW endorsements as Chief Mate or Master on vessels of 3,000 GT or more and 46 CFR 11.311(a)(3)(i) and 11.313(a)(3)(i) for STCW Code, as amended 2010 endorsements as Master or Chief Mate on vessels of more than 500 GT and less than 3,000 GT; and the following practical assessments meet the National Assessment Guidelines from NVIC 10-14 and 11-14: 8.1.A, 8.2.A, 8.3.A, 8.4.A, 8.4.B, 8.5.A, 8.6.A, 8.7.A, 9.1.A, 9.2.A, 9.3.A, 9.4.A, 9.5.A, 9.6.A, 9.6.B, 9.7.A, 9.8.A, 9.9.A, 9.9.B, 9.11.A, 9.11.B, 9.11.C, 9.12.A, 9.13.A, 9.14.A, 9.15.A, 9.16.A, 9.16.B, and 9.17.A.

Prerequisite: Meet eligibility requirements for management-level license

Advanced Stability (SHLSOS-25) 35 hours

This course satisfies the training requirements of 46 CFR 11.305(a)(3)(ii) and 11.307(a)(3)(ii) for STCW endorsements as Chief Mate or Master on vessels of 3000 GT or more and 46 CFR 11.311(a)(3)(ii) and 11.313(a)(3)(ii) for STCW endorsements as Master or Chief Mate on vessels of more than 500 GT but less than 3000 GT; AND the specific tasks from the National Assessment Guidelines found in NVIC 10-14 and 11-14: 9.10.A,



9.16.B, 11.1.B, 11.2.A, 11.3.A, 11.3.B, 11.3.C, 11.3.D, 11.4.A, 11.5.D, 14.1.A, 14.1.B, 14.1.C, 14.1.D, 14.2.A, 14.3.A, and 17.2.A.

Prerequisite: Meet eligibility requirements for management-level license

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

Successful completion of this course will satisfy the ARPA training requirements of 46 CFR 11.305(a)(3)(vi), 11.307(a)(3)(vi), 11.309(a)(4)(xiv), 11.311(a)(3)(viii), 11.313(a)(3)(viii), 11.315(a)(3)(v), 11.317(a)(3)(vii), 11.319(a)(4)(viii), and 11.321(a)(3)(vii); the practical assessments are equivalent to the National Assessment Guidelines as follows: NVIC 12-14(CH-1) tasks 3.5.A and 3.6; NVIC 10-14 (CH-1) task 5.1; and NVIC 11-14 (CH-1) task 5.1.

Prerequisite: Valid Radar Observer

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

Successful completion of this course

satisfies the Cargo Handling and Stowage training requirements of 46 CFR 11.309(a)(4)(x) for STCW endorsements as OICNW on vessels of 500 GT or more; and the tasks from the National Assessment Guideline NVIC 12-14 (CH-1) Guidelines on Qualifications for Officer in Charge of a Navigational Watch on Vessels of 500 GT or more: 10.2, 10.3.A, 11.1, 11.2, 11.4.A, 11.5, 11.6, and 11.7.

Prerequisites: General requirements and TWIC, MMC or USCG license

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

Successful completion of this course will satisfy the approved training requirements of 46 CFR 11.309(a)(4)(xi), the competency requirements of Table A-II/1 of the STCW, as amended 2010 and the following Assessments from Enclosure (3) to NVIC 12-14 (CH-1) for STCW Endorsements as Officer in Charge of a Navigational Watch on Vessels of 500 GT or more: 1.8.A, 1.8.B, 9.1.A, 9.2.A, 9.2.B,

9.3.A, 9.4, and 9.5.A.

Prerequisite: AB with one year of sea service

Bridge Resource Management (SHLSOS-75) 35 hours

This course satisfies the bridge resource management requirements of 46 CFR 11.309(a)(4)(vii); 11.319(a)(4)(vii); 11.321(a)(3)(iv); and Section A-II/1, Table A-II/1 of the STCW Code as amended 2010; AND the practical assessments have been found to be equivalent of National Assessment Guideline Tasks from NVIC 12-14 for Officer in Charge of a Navigational Watch on vessels of 500 Gt or more (2.2.A, 2.2.C, 2.2.D, 2.2.E, 2.3.A, 2.3.B, 2.3.C, 2.4.A, 2.5.A, 2.6.A, 2.7.A, 2.7.B, 2.7.C, 2.7.D, 2.7.E, 2.7.F, 2.7.G).

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

Celestial Navigation (SHLSOS-103) 126 hours

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

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

Prerequisites: ARPA, Radar Observer

Crane Familiarization (Non-USCG) 35 hours

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

Prerequisites: General requirements and TWIC, MMC or USCG license

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

This course provides training in the basic theory and use of ECDIS for deck officers as listed in 46 CFR 11.304(a) on vessels equipped with ECDIS. Students learn to use, update, and verify electronic chart information. The training comprises all safety-relevant aspects and aims beyond the use of operational controls. All theoretical aspects and major characteristics of ECDIS data, such as data contents, system integration, information layers, and data updating, are covered in depth.

This course addresses the OICNW STCW Competency of "Use of ECDIS

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

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

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

Electronic Navigation (SHLSOS-181) 40 hours

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

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

Fast Rescue Boat (SHLSOS-193) 30 hours

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

Prerequisites: Must be rated

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

This course satisfies the training requirements for certification for deck officers as listed in 46 CFR 11.304(a). It meets the requirements set forth in Table A-IV/2 of the amended STCW code. Topics include principles of the global marine distress and safety system communications, distress alerting, and operational procedures for VHF DSC, INMARSAT-C, MF/HF, NAVTEX, EPIRB, SART, and VHF (SCT). The course blends classroom instruction and practical exercises. An FCC filing fee is required for this course.

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

Leadership and Managerial Skills (SHLSOS-751) 35 hours

Successful completion of this course will satisfy the Leadership and Managerial Skills within 46 CFR 11.305, 11.307,



11.311, 11.313, 11.315, 11.317, 11.325, 11.327, 11.331, 11.333; and the equivalent of the specific tasks found in NVIC 10-14 (CH-1) (Tasks 18.1-18.2), NVIC 11-14 (CH-1) (Tasks 18.1-18.2); NVIC 15-14 (Tasks 7.1.D, 11.1.A, 14.1.A); and NVIC 16-14 (Task 14.1.A); AND the Leadership and Teamworking Skills within 46 CFR 11.309, 11.319, 11.321, and the equivalent specific tasks from NVIC 12-14 (CH-1) (Tasks 18.1.A-18.5.A) for an endorsement as OICNW; AND Leadership and Teamworking Skills within 46 CFR 11.329; and the equivalent specific tasks from NVIC 17-14 (CH-1) (Tasks 16.1.A-16.4.A) for an endorsement as OICEW.

Prerequisites: This course is open to deck and engine officers at the 2nd Mate or 2nd Asst. Engineer level who have sufficient supervisory experience with shipboard operations to understand that leadership and managerial skills are an essential part of their role on board

Leadership and Teamworking Skills (SHLSOS-768) 14 hours

This course satisfies the training requirements for leadership and teamworking skills for deck officers as listed in 46 CFR 11.304(a). As specifically stated in tables A-II/1, A-III/1, and A-III/6 and 46 CFR 11.309(c)(1), 11.319(b)(1), 11.321(b)(1), and 11.329(c), "Application of leadership and team working skills" students will be able to carry out the duties of officer in charge of a navigational watch, officer in charge of an engineering watch in a manned engine room, designated duty engineer in a periodically unmanned engine room, and electro-technical officer. Task numbers are referenced from NVICs 12-14, 17-14, and 23-14.

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

Magnetic and Gyro Compasses (SHLSOS-262) 30 hours

Any applicant who has successfully completed this course will satisfy the Magnetic & Gyro Compasses training requirements of 46 CFR 11.309(a)(4) for an STCW endorsement as OICNW on vessels of 500 or more GT; AND the practical assessments are equivalent of the National Assessment Guidelines, as documented in NVIC 12-14 for Officer in Charge of a Navigational Watch on vessels of 500 GT or more: 1.6.A, 1.6.B, 1.6.C, 1.6.D, 1.7.A, 1.7.B, 1.7.C, 1.7.D, 1.7.E, 1.7.F.

Prerequisite: AB with 1 year of sea service

Master 100 Tons (SHLSOS-281) 96 hours

Successful completion of this course and presenting our certificate within one year of completion of training will satisfy the examination requirements of 46 CFR 11.201(j)(1) for an original issuance, 46 CFR 10.227(e)(1)(iii) for renewal and 46 CFR 10.227(i) for reissuance for any one of the following endorsements and may not be used for any application transac-

tions thereafter: Master of less than 100 GRT, Near Coastal or Great Lakes & Inland, or Inland Waters; OR Master of less than 100 GRT, Near Coastal, Raise in Grade from OUPV Near Coastal; OR Operator of Uninspected Passenger Vessels (OUPV) or Mate of less than 100 GRT upon Near Coastal, or Great Lakes & Inland, or Inland Waters.

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

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

Successful completion of this course will satisfy the approved training requirements of 46 CFR 11.309(a)(4)(xiii) towards certification as an Officer in Charge of a Navigational Watch on vessels of 500 gross tons or more; and the equivalent of the specific assessment tasks from National Assessment Guidelines found in NVIC 12-14 (CH-1), namely tasks 1.9, 1.10 and 1.11.

Prerequisite: AB with 1 year of sea service

Proficiency in Survival Craft (SHLSOS-372) 35 hours

This one-week course is provided for our NCL members on board *Pride of America*. Successful completion of this course will satisfy the competency requirements of Table A-VI/2-1 of the STCW, as amended 2010, for Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats (PSC) and will satisfy the professional exam and practical demonstration requirements of 46 CFR 12.407(b)(3) for endorsements for Lifeboatman and PSC and have performed the equivalent of all practical demonstration requirements as guided by the PSC NVIC 04-14.

Prerequisites: Basic Training within 5 years and 180 days of deck sea time

Proficiency in Survival Craft/Personal Survival Techniques (SHLSOS-378) 35 hours

Successful completion of this course will satisfy the competency requirements of Table A-VI/2-1 of the STCW, as amended 2010, for Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats (PSC) and will satisfy the professional examination and practical demonstration requirements of 46 CFR 12.407(b)(3) for endorsements for Lifeboatman and PSC; AND the Personal Survival Techniques training and competency requirements of STCW, as amended 2010, Section A-VI/1 and 46 CFR 11.302(a)(1) and 12.602(a)(1); AND have performed the equivalent of all practical demonstration requirements as guided by PSC NVIC 04-14 and the Personnel Survival Techniques section within Basic Training NVIC 08-14.

Prerequisites: 180 days of deck sea time

Radar Observer Recertification (SHLSOS-402) 1 day

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

Prerequisites: Radar Observer Unlim-





ited valid or not have expired more than 6 months

Radar Observer Unlimited (SHLSOS-399) 10 days

Successful completion of this course, including successful demonstration of all practical assessments, will satisfy the requirements of 46 CFR 11.480(d) for an endorsement as Radar Observer (Unlimited) and the radar training requirements of Section A-II/1 and Table A-II/1 of the STCW Code, as amended 2010 for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tons (ITC). Practical assessments will be accepted as the equivalent of the assessment from the National Assessment Guidelines for Table A-II/1 of the STCW Code NVIC 12-14(CH-1) tasks 3.1, 3.2.A, 3.2.B, 3.3.A, and 3.4.

This course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise. Students operate modern audio-visual and radar simulation gear as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels.

Prerequisites: Must be rated with one year as AB

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

The objective of this course is to train students involved in navigation at the support level. To prepare for this role, they will learn to steer the ship and also comply with helm orders in the English language. They will learn to keep a proper lookout by sight and hearing, contribute to monitoring and controlling a safe watch, learn Rules of the Road, operate emergency equipment, apply emergency procedures, and contribute to the handling of cargo and stores. This course also incorporates the standards of competence as outlined in Table A-II/4 of STCW 2010, as amended and NVIC 06-14.

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

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

Successful completion of this course will satisfy the training requirements of 46 CFR 11.309(a)(4)(iii) for an STCW endorsement as OICNW on vessels of 500 GT or more; and the tasks from the National Assessment Guidelines found in NVIC 12-14 (CH-1) 5.1.A, 5.2.A, 5.3.A and 6.1.

Prerequisite: AB with 1 year of sea service

Search and Rescue (Management Level) (SHLSOS-445) 19.5 Hours

Successful completion of this course will satisfy the Search and Rescue approved training of: 46 CFR 11.305(a)

(3)(v) and 11.307 (a)(3)(v) for STCW endorsements as Master or Chief Mate on vessels of 3000 GT or more; 46 CFR 11.311(a)(3)(v) and 11.313(a)(3)(v) for STCW endorsements as Master or Chief Mate of more than 500 GT and less than 3000 GT; 46 CFR 11.315(a)(3)(i) for an STCW endorsement as Master on vessels of less than 500 GT; the Search and Rescue competence of Table A-II/2 of the STCW Code; AND will be considered to have successfully completed assessment task 4.1 of NVIC 10-14(Ch-1).

Prerequisite: Licensed Mate with proof of completing Search and Rescue (Operational Level) course

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

Successful completion of this course will satisfy the ship construction and ship stability standard of competence requirements of Table A-II/1 of the STCW Code, as amended 2010; and the approved training requirements of 46 CFR 11.309(a)(4)(xii) for certification of an Officer in Charge of a Navigational Watch on vessels of 500 GT or more; AND the equivalent of the specific tasks from National Assessment Guidelines found in NVIC 12-14 (CH-1), specifically 10.1, 11.3, 13.1, 13.2, 13.3 and 13.4.

Prerequisites: AB with 1 year of sea service

Terrestrial & Coastal Navigation (SHLSOS-512) 102 hours

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

Prerequisite: AB with 1 year of sea service

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

This self-study course will satisfy the Visual Signaling requirements of 46 CFR 11.309(a)(4)(vi) and 11.319(a)(4)(vi) if presented within one year of the completion of training; AND will be considered to have successfully demonstrated the equivalent of tasks 8.1 and 8.2 of NVIC 12-14 (CH-1) for an STCW, as amended 2010, endorsement as Officer in Charge of a Navigational Watch on Vessels of 500 GT or more.

Prerequisites: Should be near ready to apply for OICNW license

Water Survival (SHLSOS-549) 66 hours

This two-week course satisfies the competency standards of STCW Code Table A-VI/2-1 of the STCW, as amended 2010, for Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats (PSC) and will satisfy the examination and practical demonstration

requirements of 46 CFR 12.407(b)(3) for endorsements for Lifeboatman and PSC; AND if presented within one year of the completion of training, the written and practical examination requirements of 46 CFR 12.407 for a Lifeboatman endorsement; AND the written "Survival Craft" examination requirements of 46 CFR 12.409(a)(5) for service on vessels not equipped with lifeboats; AND the Personal Survival Techniques training requirements of Table A-VI/1-1 of the STCW Code and 46 CFR 11.202(b)(1). This course meets the specific tasks outlined in NVIC 04-14 (1.4.A, 1.5.A, 2.1.A, 3.1.A, 3.1.B, 3.2.A, 4.1.A, 4.1.B, and 4.2.A) and NVIC 08-14 (1.3.A, 1.14.A, 1.14.B, 1.14.C, 1.14.D, 1.14.E, 1.14.F, 1.14.G, 1.14.H, 1.14.I, 1.14.J, 1.14.K).

Prerequisites: 180 days seetime

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

Successful completion of this course will satisfy the Watchkeeping and SMCP training requirements of 46 CFR 11.309(a)(4)(ix) for an STCW endorsement as OICNW on vessels of 500 or more gross tons (ITC) and 46 CFR 11.319(a)(4)(iii) for an STCW endorsement as OICNW on vessels of less than 500 gross tons (ITC); and the BRM training requirements of 46 CFR 11.309(a)(4)(vii), 11.319(a)(4)(vii), and 11.321(a)(3)(iv). Practical assessments have been determined to be equivalent of NVIC 12-14 for Qualification as OICNW of 500 GT or more: 2.1.A, 2.1.B, 2.1.C, 2.1.D, 2.1.E, 2.1.F, 2.1.G, 2.2.A, 2.2.B, 2.2.C, 2.2.D, 2.2.E, 2.3.A, 2.3.B, 2.3.C, 2.4.A, 2.5.A, 2.6.A, 2.7.A, 2.7.B, 2.7.C, 2.7.D, 2.7.E, 2.7.F, 2.7.G, 12.1.A, 12.2.A, 12.3.A, and 17.1.A.

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

Engine Department

UA to FOWT Program (SHLSOS-642)

Students completing the UA to FOWT program and making application within one year of completion will: (1) satisfy the written exam requirements of 46 CFR 12.505 for the endorsements as FOWT, provided that the applicant presents evidence of at least 90 qualifying days of engine room sea service; AND (2) satisfy the training and assessment requirements of 46 CFR 12.609(1)(3) and Table A-III/4 of the STCW Code, as amended for RFPEW - Limited to Steam and Motor propelled vessels only PROVIDED that the applicant also presents evidence of at least 60 days of engine watchkeeping service; AND (3) receive 90 days of sea service credit that can be applied towards the service requirements of 46 CFR 12.503 for QMED endorsements PROVIDED applicants present an additional 90 days of qualifying engine room sea service, and meet all other requirements before issuance of

any QMED endorsements.

Advanced Refrigerated Containers Maintenance 2 weeks

This course is designed to advance the knowledge of those seafarers who have been previously trained as a Refrigerating Engineer. The training provides students with the theoretical and practical knowledge and the skills necessary to operate, maintain, troubleshoot, and repair refrigerated containers while serving in the capacity of maintenance electrician on board a container ship. Students receive training in refrigerated container unit operation, maintenance, repair, and troubleshooting. This includes the various types of engines, refrigeration, and electrical systems. The course is designed to help students develop a systematic approach to troubleshooting and maintenance procedures and leads to certification in refrigerated containers maintenance and consists of classroom and practical shop training.

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

Basic Auxiliary Plant Operations (SHLSOS-51) 140 hours

This is the first of three courses required to earn a USCG rating as a Fireman/Watertender Oiler (FOWT) and the first of three courses required to satisfy STCW endorsement as a Ratings Forming Part of the Engineering Watch. The objective of this course is to provide students with knowledge and practical operational skills required of rated engine department watchstanders in auxiliary plants as they prepare to sail in the capacity of FOWT. Successful completion of this course and presentation of the certificate within ONE year of completion, will receive 30 days sea service credit towards a QMED rating, and will be accepted as having completed the tasks for *General Subjects and Shipboard Systems and Subsystems* and the general practical assessments from NVIC 07-14 (1.1.C, 1.1.D, 1.1.E, 1.1.F, 1.1.G, 1.2.A, 1.2.E, 1.2.F, 1.3.A, 1.3.B, 1.3.C, 2.3.A, 3.1.A, 4.1.A, 4.2.A) and NVIC 18-14 (3.1.A, 4.1.A, 5.1.A, 5.1.B, 6.2.A, 7.2.A, 7.6.A, 9.1.A, 9.1.B, 9.2.1, 9.3.A, 10.4.A, 10.6.A, 10.6.B).

Prerequisites: 90 days seetime in engine department

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

This is one of three courses required for those seeking a QMED - Junior Engineer endorsement. The course provides the mariner electrical skills required of a rated member of the engine department. Successful completion of this course and presenting the certificate of training WITHIN ONE YEAR of the completion of training will satisfy the examination requirements of 46 CFR 12.505 towards an endorsement



Distance Learning Courses

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

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

of Junior Engineer, PROVIDED they have also completed the Engineering Plant Maintenance (SHLSOS-191) and Basic Refrigeration and HVAC (SHLSOS-64); AND present evidence of acquiring at least 90 days of engine room service while endorsed as a QMED Oiler or Fireman-Watertender prior to commencing the above training.

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

Basic Motor Plant Operations (SHLSOS-63) 66 hours

This is the last of three courses required to earn a USCG rating as a Fireman/Watertender Oiler (FOWT) and the last of three courses required to satisfy STCW endorsement as a Ratings Forming Part of the Engineering Watch. The objective of this course is to provide students with knowledge and practical operational skills required of rated engine department watchstanders in motor plants as they prepare to sail in the capacity of Oiler. Successful completion of this course and presentation of the certificate within ONE year of completion, will receive 30 days sea service credit towards a QMED rating, and will be accepted as having completed the tasks for *General Subjects, Electrical Subjects, Motor Propulsion Subjects* and the motor/diesel practical assessments from NVIC 07-14 (1.1.A, 1.1.B(M), 1.1.H(M), 1.1.I(M), 1.1.J, 1.1.K, 1.2.B, 1.2.C, 1.2.D, 2.1.A, 2.1.B, 2.1.C, 2.2.A, 2.2.B, 2.3.A, 4.2.B).

Prerequisites: Must have BAPO and 180 days engine seetime

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

This is one of three courses required for those seeking a QMED - Junior Engineer endorsement. This course provides the cognitive and practical mechanical skills required of Basic Refrigeration and HVAC. Successful completion of this course and presenting the certificate of training WITHIN ONE YEAR of the completion of training will satisfy the examination requirements of 46 CFR 12.505 towards an endorsement of Junior Engineer, PROVIDED they have also com-

pleted Engineering Plant Maintenance (SHLSOS-191) and Basic Electricity (SHLSOS-52); AND present evidence of acquiring at least 90 days of engine room service while endorsed as a QMED Oiler or Fireman-Watertender prior to commencing the above training.

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

Basic Steam Plant Operations (SHLSOS-73) 70 hours

This is the second of three courses required to earn a USCG rating as Fireman/Watertender Oiler (FOWT) and the second of three courses required to satisfy STCW endorsement as a Ratings Forming Part of the Engineering Watch. The objective of this course is to provide students with knowledge and practical operational skills required of rated engine department watchstanders in steam plants as they prepare to sail in the capacity of F/WT. Successful completion of this course and presentation of the certificate within ONE year of completion, will receive 30 days sea service credit towards a QMED rating, and will be accepted as having completed the tasks for *General Subjects, Electrical Subjects, Steam Propulsion Subjects* and the steam practical assessments from NVIC 07-14 (1.1.B(S), 1.1.H(S), 1.1.I(S), 2.1.A, 2.1.B, 3.1.A, 3.1.C, 3.1.D, 3.1.E, 3.1.F, 3.1.G, 3.1.H, 3.1.I, 3.1.J).

Prerequisites: Must have BAPO and 180 days engine seetime

Designated Duty Engineer (Non-STCW)

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

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

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

This is one of three courses required for those seeking a QMED - Junior Engineer endorsement. The course provides cognitive and practical mechanical skills required of engineering plant maintenance. Successful completion of this course satisfies the training requirements as outlined in 46 CFR 12.505(c), the requirements of Table A-III/5 of the STCW Code, as amended, and the equivalent tasks of the National Assessment Guidelines in NVIC 18-14 for an endorsement as Able Seafarer - Engine (1.1.A, 1.2.A, 1.3.A, 2.1.A, 2.2.A, 3.1.A, 4.1.A, 5.1.A, 5.1.B, 5.1.C, 5.2.A, 6.1.A, 6.2.A, 6.3.A, 7.1.A, 7.2.A, 7.3.A, 7.4.A, 7.5.A, 7.6.A, 8.1.A, 8.1.B, 9.1.A, 9.1.B, 9.2.A, 9.3.A, 10.1.A, 10.2.A, 10.3.A, 10.4.A, 10.5.A, 10.6.A, 10.6.B, 10.6.C, 10.7.A, 10.8.A, 10.8.B, 10.9.A) and the tasks from NVIC 17-14 for OICEW (5.2.B, 5.2.C, 5.2.D, 8.2.C, 9.1.B, 9.1.C).



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

Engineroom Resource Management (SHLSOS-187) 35 hours

Successful completion of our Engine Room Resource Management course will satisfy the ERM training requirements in 46 CFR 11.325(a)(3)(i) and (b)(1); 11.327(a)(3)(i) and (b)(1); 11.329(a)(4)(iv); 11.331(a)(93)(i) and (b)(1); and 11.333(a)(3)(i) and (b)(1); AND specific task 1.4 from NVIC 17-14 (CH1) OICEW.

Topics include team organization and team building, engine room procedures and practices, engine room communications, situational and cultural diversity awareness, and factors affecting human performance. Students develop a greater understanding and awareness of correct watchkeeping procedures and have a greater practical understanding of the interdependency of the various operating machinery. Students will be able to anticipate problems and troubleshoot using critical thinking and situation awareness. They will contribute to the safe and effective operation of the vessel's operation and machinery spaces.

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

Machinist (SHLSOS-261) 102 hours

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

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

Marine Electrician (SHLSOS-269) 280 hours

Successfully completing this course and presenting the certificate of training will satisfy the examination requirements of 46 CFR 12.501 (b)(4) for the Electrician portion of the combined QMED-Electrician/Refrigerating Engineer, if presented within one year of the completion of train-



ing; PROVIDED the applicant presents evidence of 90 days of engine room service while holding an endorsement as a QMED prior to the commencement of this training; AND the accepted tasks from the National Assessment Guidelines of NVIC 17-14 of OICEW (6.1.D, 6.1.E, 6.2.A, 7.1.A, 7.2.A, 7.2.B, 7.3.A, 7.4.A).

The objective of the Marine Electrician course is to provide Engine Department personnel the ability to perform Function: Electrical, Electronic, and Control Engineering at the Support Level; Maintenance and Repair at the Support Level; and Controlling the Operation of the Ship and Care for Persons on Board at the Support Level. This course teaches the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators, and controllers on board ship.

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

Marine Refrigeration Technician (SHLSOS-274) 210 hours

The objective of the Marine Refrigeration Technician Course is to provide Engine Department personnel with the theoretical and practical knowledge and the skills necessary to perform maintenance and repair operations on ships' stores plants, air conditioning plants, cargo refrigeration, ventilation and dehumidification equipment, as well as pantry refrigerators, water coolers, and ice machines. An introduction to refrigerated container units is also presented. Successfully completing the Marine Refrigeration Technician course and presenting the certificate of training WITHIN ONE YEAR OF COMPLETION OF TRAINING will satisfy the written exam requirements of 46 CFR 12.505(a) for the Refrigerating Engineer portion of

the combined QMED-Electrician/Refrigerating Engineer endorsement of 46 CFR 12.501(b)(1)(iv) PROVIDED applicant currently holds a QMED-Electrician rating or has completed an approved QMED-Electrician course within one year of this application.

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

Pumpman (SHLSOS-380) 35 hours

Successful completion of this course and presenting certificate within ONE year of the completion of training will satisfy the written exam requirements of 46 CFR 12.505(a) for the Pumpman portion of the combined QMED-Pumpman/Machinist endorsement of 46 CFR 12.501(b)(1)(v) PROVIDED applicant currently holds a QMED-Machinist rating or has completed an approved QMED-Machinist course within one year of this application; AND tasks 5.1.A, 5.2.A, 5.2.B, 5.2.C, 5.2.D, 5.2.E from the National Assessment Guidelines for an Officer in Charge of an Engineering Watch NVIC 17-14.

The objective is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to operate, maintain, and repair the equipment associated with the handling of liquid cargo on board a tankship. Topics covered in the Pumpman course are inert gas systems, crude oil washing systems, vapor recovery, and two days of assessment in the cargo simulator.

Prerequisites: Must have completed machinist and welding courses

Self-Unloading Advanced 32 hours

This course is intended for mariners sailing in the capacity of head tunnelman/conveyorman or intending to sail as head

tunnelman/conveyorman. At the conclusion of this course, students will be able to safely operate and maintain the conveyor system and all associated components.

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

Self-Unloading Basic 35 hours

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

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

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

The objective of the course is for Engine Department personnel to tack and run a straight bead in a variety of situations and to test a weld using dye penetrant. This course is part of the Pumpman Program and the Officer in Charge of an Engineering Watch Program. Any applicant completing this course and presenting the certificate of training will be credited with the tasks from OICEW NVIC 17-14, namely 8.1.B and 8.1.C.

Prerequisites: Must be Q4

Steward Department

ServSafe Manager 1 week

The ServSafe Manager is an online course managed by the National Restaurant Association and is based on their text, *ServSafe Manager Book* (formerly *ServSafe Essentials*). This course is ideal for preparing students to take the ServSafe Food Protection Manager Certification Exam. It covers critical principles including: personal hygiene, cross contamination, time and temperature, receiving and storage, food safety management systems, training hourly employees, and more. A fee is required to take the test.

Prerequisites: No additional prerequisites

Galley Operations 293 hours

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

Prerequisites: 365 days sea time as an



SA, or Phase III UA's deciding on a Steward Dept career

Certified Chief Cook Six 2-week modules

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

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

Advanced Galley Operations 199 hours

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

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

Chief Steward 525 hours

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



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, Maryland, there has been academic support for students taking vocational programs. There are a variety of opportunities offered to all students. Specific questions about the programs can be answered by contacting the Academic Department at (301) 994-0010, ext. 5411

General Education Program - Maryland High School Diploma

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

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

College Program

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

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

ning, inventory control and wellness.

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

Safety Courses

Basic Firefighting (SHLSOS-53) 16 hours

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

Prerequisites: No additional prerequisites

Basic Firefighting (SHLSOS-57) 35 hours

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

The objective of this course is to familiarize the student with the chemical process of fire, its behavior, and the various methods and equipment used to combat it.

Prerequisites: No additional prerequisites

Basic Training 40 hours

The Basic Training Program consists of four stand-alone courses of components outlined in Basic Firefighting (SHLSOS-53), First Aid/CPR/AED (SHLSOS-203), Personal Safety & Social Responsibilities (SHLSOS-359), and Personal Survival Techniques (SHLSOS-363).

Prerequisites: No additional prerequisites

Basic Training Revalidation (SHLSOS-718) 8 hours

A mariner who successfully completes the course will satisfy the continued competency requirements for Personal Survival Techniques and Fire Prevention and Firefighting in STCW Section A-VI/1, 46 CFR 11.302(d) and 46 CFR 12.602(d), provided that they have at least one year of sea service in the last five years. The following practical assessments performed during this course have been determined to be equivalent of National Assessment

Guidelines as documented in NVIC 08-14 Guidelines on Qualifications for STCW Endorsements in Basic Training: 1.14.B, 1.14.D, 1.14.E, 1.14.F, 1.14.G, 3.7.A, 3.8.A, 3.8.B, 3.8.C, and 3.8.D.

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

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

A mariner who successfully completes this course AND having been previously endorsed for Basic Training, Advanced Firefighting and Proficient in Survival Craft, AND showing evidence of 1 year sea service in the last 5 years will: satisfy the BT Revalidation continued competency requirements for Personal Survival Techniques, Fire Prevention and Firefighting in STCW as amended 2010 Section A-VI/1, 46 CFR 11.302(d) and 12.602(d); satisfy the Advanced Firefighting revalidation requirements of STCW Section A-VI/3 and 46 CFR 11.201(h)(1) and 11.33(d), AND satisfy the PSC continued professional competence requirements of 46 CFR 12.613(b). It also satisfies the National Assessment Guidelines from NVIC 08-14 for BT (1.3.B, 1.14.A, 1.14.B, 1.14.D, 1.14.E, 1.14.F, 1.14.G, 3.7.A, 3.8.A, 3.8.B, 3.8.C, 3.8.D) and 09-14 for Advanced Firefighting (1.3.A, 1.5.A, 2.1.A, 2.1.B, 3.1.A, 3.1.B, 4.1.A, 4.1.B, 4.1.C).

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

Combined Basic & Advanced Firefighting (SHLSOS-125) 40 hours

Successful completion of this course will satisfy the following requirements: 1. Fire Prevention and Firefighting per STCW Code Section A-VI/1; 2. Advanced Firefighting per STCW Code Section A-VI/3; 3. Fire Prevention and Firefighting per 46 CFR 11.302(a)(2) and 12.602(a)(2); 4. Basic and Advanced Firefighting per 46 CFR 11.201(h)(2) and 11.201(h)(3); Advanced Firefighting per 46 CFR 11.303(a); and Firefighting requirements for a national tankerman endorsement in 46 CFR 13.201(c)(3), 13.301(c)(3), 13.401(d), and 13.501(c)(3).

Prerequisites: Must be rated

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

Successful completion of this course will satisfy the Crisis Management & Human Behavior training requirements of 46 CFR 11.1105(a)(1)(iii); AND Paragraph 3 of Section A-V/2; AND the competencies of Table A-V/2 of the STCW Code, as amended 2010.

The training includes organizing the safe movement of passengers when embarking and disembarking, organizing



shipboard emergency procedures, optimizing the use of resources, controlling responses to emergencies, controlling passengers and other personnel during emergency situations, and establishing and maintaining effective communications.

Prerequisites: No additional prerequisites

Crowd Management (SHLSOS-142) 4 hours

Any applicant successfully completing this course will satisfy the Crowd Management training requirements of 46 CFR 12.905, 11.1105 and the STCW Code Section A-V/2 paragraphs 1 and 2 of the STCW Code, as amended 2010.

It provides the knowledge and skills necessary for crowd management including controlling a crowd in an emergency, locating safety and emergency equipment on board a vessel, complying with ships' emergency procedures, effective communications during an emergency, and demonstrating the use of personal lifesaving devices.

Prerequisites: No additional prerequisites

First Aid & CPR (SHLSOS-197) 21 hours

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

Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the nationally accepted standards.

Prerequisites: No additional prerequisites

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

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

Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the nationally accepted standards.

Prerequisites: No additional prerequisites

Maritime Security Awareness (SHLSOS-561) 4 hours

This course provides the knowledge required for all personnel who are not assigned specific duties in connection with a security plan but are involved in the work of ports, facilities, and vessels. Successful completion of this course will satisfy the requirements of 46 CFR 12.627(a)(1) and paragraphs 1-4 of Section A-Vi/6 and Table A-VI/6-1 of STCW Code, as amended 2010, for an STCW endorsement for Security Awareness.

Prerequisites: No additional prerequisites

Medical Care Provider (SHLSOS-310) 35 hours

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

Topics include a review of cardiac and airway management, rescuer safety, body structure, examining trauma victims and medical patients, treating head and spinal injuries, burns, musculoskeletal injuries, and rescued persons. Also included are obtaining radio medical advice, administering medication, and sterilization techniques.

Prerequisites: Must be rated

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

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

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

Prerequisites: No additional prerequisites

Personal Survival Techniques (SHLSOS-363) 12 hours

This course is part of the BT classes and satisfies 1) PST competency and training requirements of A-V/1 and Table



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

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

Prerequisites: No additional prerequisites

Social Responsibilities (SHLSOS-465) 25 hours

This course is part of the UA Program and satisfies the Personal Safety & Social Responsibilities competencies to comply with emergency procedures, take precautions to prevent pollution of the marine environment and observe safe working practices of Table A-VI/4 of the STCW Code, as amended, and 46 CFR 11.302(a)(4).

Prerequisites: No additional prerequisites

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

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

Prerequisites: No additional prerequisites

Vessel Security Officer (SHLSOS-573) 14 hours

This course satisfies the training requirements 33 CFR 104.215(d)(1)(iv) and STCW Code Section A-VI/5 for an STCW endorsement as Vessel Security Officer.

Prerequisites: No additional prerequisites

Tanker Courses

Tank Barge Dangerous Liquids (SHLSOS-491) 38 hours

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

Prerequisites: Basic Firefighting, Tankerman Assistant Endorsement

Tank Ship Familiarization (Dangerous Liquids) (SHLSOS-505) 34.5 hours

This course satisfies the training requirements of 46 CFR 13.401(e)(1) for an original endorsement as Tankerman-Assistant DL; and satisfies the tanker fa-

miliarization training requirements of 46 CFR 13.609(a)(2) and Table A-V/1-1-1 of the STCW Code 2010, as amended for an endorsement for Basic Oil and Chemical Tanker Cargo Operations.

Prerequisite: Basic Firefighting within 5 years

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

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

Prerequisite: Basic Firefighting within 5 years

Tank Ship Familiarization (Liquefied Gases) (SHLSOS-507) 34 hours

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

The course of instruction includes LNG firefighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety, LNG safety, hazardous material, LNG cargo tank (level indicators, temperature), LNG cargo pump (Carter pump construction and operations), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater.

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

MSC Courses

Government Vessels 5 days

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

Marine Environmental Awareness 2 hours

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



Prerequisites: No additional prerequisites

Damage Control 2 days

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

Prerequisites: No additional prerequisites

Chemical, Biological, Radiological Defense (CBR-D) Orientation 2 days

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

Prerequisites: No additional prerequisites

MSC Individual Small Arms Training and Qualification Course 32 hours

This course meets the standards and content of OPNAVINST 3591.1 Series, Small Arms Training and Qualification and Course. The purpose of MSC's Individual Small Arms Training and Qualification Course is to provide CIVMARS, CONMARS, and shipboard contract security personnel with the knowledge, skills and abilities to safely, responsibly and ef-

fectively employ small arms in individual and unit self-defense of Department of Defense assets to the standards set by the Office of the Chief of Naval Operations and the Commander, Military Sealift Command.

Prerequisites: MSC Security Watchstander Basic and Advanced

MSC Security Watchstander – Advanced

This course is recognized as meeting the Military Sealift Command's standard and content for MSC's Security Watchstander Advanced course and meets the Dept. of Defense Interservice nonlethal Individual Weapons Instructor course standards for Baton and Mechanical Advantage Control Holds.

Prerequisites: MSC Security Watchstander Basic

MSC Security Watchstander – Basic

This course is recognized as meeting the Military Sealift Command's standard and content for MSC's Security Watchstander Basic course and is in line with the U.S. Navy's Center for Security Forces Tactics, Techniques and Procedures.

Prerequisites: No additional prerequisites

Shipboard Helicopter Firefighting Team Member 1 day

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

Prerequisites: No additional prerequisites

MSC Readiness Refresher 35 hours

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

Prerequisite: Basic Training, Damage Control, CBR-D and Helicopter Firefighting



January & February Membership Meetings

Piney Point.....	Monday: January 8, February 5
Algonac.....	Friday: January 12, February 9
Baltimore.....	Thursday: January 11, February 8
Guam.....	Thursday: January 25, February 22
Honolulu.....	Friday: January 19, February 16
Houston.....	*Tuesday: January 16, Monday: February 12
Jacksonville.....	Thursday: January 11, February 8
Joliet.....	Thursday: January 18, February 15
Mobile.....	Wednesday: January 17, February 14
New Orleans.....	Tuesday: January 16, February 13
Jersey City.....	Tuesday: January 9, February 6
Norfolk.....	Thursday: January 11, February 8
Oakland.....	Thursday: January 18, February 15
Philadelphia.....	Wednesday: January 10, February 7
Port Everglades.....	Thursday: January 18, February 15
San Juan.....	Thursday: January 11, February 8
St. Louis.....	Friday: January 19, February 16
Tacoma.....	Friday: January 26, February 23
Wilmington.....	Monday: January 22, **Tuesday: February 20

* Houston change due to Martin Luther King Jr. Day

* Wilmington change due to Presidents' Day

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

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Dispatchers' Report for Deep Sea

November 11, 2017 - December 11, 2017

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	22	11	0	12	7	0	3	25	11	0
Anchorage	1	4	1	3	4	1	3	1	1	1
Baltimore	5	4	0	2	3	0	2	7	4	1
Fort Lauderdale	22	12	5	11	8	3	8	35	18	11
Guam	3	0	0	2	3	0	0	5	1	0
Harvey	13	1	5	8	0	7	6	21	2	7
Honolulu	11	3	1	7	5	0	5	18	8	3
Houston	62	14	14	33	14	16	42	115	22	23
Jacksonville	37	12	8	25	10	8	22	65	24	18
Jersey City	48	11	7	35	6	1	17	69	22	11
Joliet	4	2	1	1	0	1	0	6	3	0
Mobile	15	3	5	15	3	4	9	14	6	6
Norfolk	26	26	5	12	13	7	15	45	33	7
Oakland	9	8	2	12	4	1	7	24	7	6
Philadelphia	3	6	2	3	4	1	3	6	5	2
Piney Point	3	2	0	1	2	0	1	4	1	0
Puerto Rico	6	3	1	7	1	1	4	11	3	1
Tacoma	38	10	8	19	8	5	10	64	10	12
St. Louis	5	2	0	1	0	0	0	4	3	0
Wilmington	35	12	2	19	10	5	19	51	18	11
TOTALS	368	146	67	228	105	61	176	590	202	120
Engine Department										
Algonac	3	0	1	1	1	1	0	2	5	0
Anchorage	0	0	1	1	0	0	0	0	0	1
Baltimore	7	3	0	5	1	0	2	9	5	0
Fort Lauderdale	9	9	0	4	2	2	6	12	12	2
Guam	1	1	0	1	0	0	0	0	1	0
Harvey	3	2	0	1	5	1	5	5	0	0
Honolulu	8	2	2	6	2	0	1	20	9	2
Houston	22	9	3	17	7	6	13	35	10	5
Jacksonville	25	13	2	14	15	1	6	31	22	2
Jersey City	16	6	0	12	1	2	3	17	12	1
Joliet	1	0	0	3	0	0	0	1	0	0
Mobile	0	5	0	5	0	0	2	7	9	0
Norfolk	18	11	6	10	6	4	7	25	15	7
Oakland	9	7	1	3	1	0	2	14	9	4
Philadelphia	1	1	0	1	2	0	0	3	2	0
Piney Point	4	5	1	1	2	0	0	4	5	1
Puerto Rico	3	5	1	3	0	1	2	2	6	0
Tacoma	17	3	1	7	5	3	4	28	11	3
St. Louis	4	0	0	3	0	0	1	4	1	0
Wilmington	17	5	2	4	6	3	5	27	10	8
TOTALS	168	87	21	102	56	24	59	246	144	36
Steward Department										
Algonac	3	3	1	1	2	2	1	4	4	1
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	4	0	0	1	0	0	1	3	0	0
Fort Lauderdale	7	5	2	12	4	1	4	13	3	2
Guam	2	0	0	1	0	0	0	2	1	0
Harvey	8	2	1	1	1	1	2	11	1	2
Honolulu	12	0	0	4	0	0	2	16	3	0
Houston	16	9	0	9	6	1	4	28	12	4
Jacksonville	19	11	0	16	10	0	12	29	16	0
Jersey City	10	2	0	5	2	0	4	21	3	1
Joliet	0	2	1	1	1	0	1	1	2	1
Mobile	5	5	0	4	2	0	1	8	7	1
Norfolk	17	9	0	10	8	0	8	23	14	0
Oakland	20	5	2	13	4	0	8	30	6	2
Philadelphia	2	0	0	1	0	0	0	4	0	0
Piney Point	1	5	0	1	0	0	0	3	6	0
Puerto Rico	2	3	0	0	2	0	2	3	2	0
Tacoma	19	2	1	14	1	1	5	29	3	0
St. Louis	1	0	1	1	0	0	0	5	0	1
Wilmington	17	5	0	16	1	0	7	32	13	0
TOTALS	165	69	9	111	44	6	62	265	97	15
Entry Department										
Algonac	0	4	7	0	0	2	0	0	10	13
Anchorage	1	1	6	1	1	5	0	1	0	7
Baltimore	0	2	3	0	0	0	0	0	2	4
Fort Lauderdale	0	8	4	0	4	2	4	1	7	12
Guam	0	1	0	0	2	0	0	0	1	1
Harvey	0	1	4	1	2	2	1	0	1	6
Honolulu	0	7	4	0	2	2	0	0	7	10
Houston	6	12	14	3	9	8	5	11	24	29
Jacksonville	4	20	40	1	12	15	2	4	25	88
Jersey City	4	18	9	1	4	5	2	4	32	20
Joliet	0	0	2	0	1	2	0	0	1	1
Mobile	1	0	1	0	1	0	0	1	1	2
Norfolk	0	23	32	0	10	4	4	1	36	61
Oakland	1	8	8	1	3	5	1	2	9	20
Philadelphia	0	2	0	0	0	0	0	0	2	1
Piney Point	0	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	1	0	0
Tacoma	7	14	6	0	11	8	3	9	16	40
St. Louis	0	0	1	0	0	2	0	0	0	0
Wilmington	2	12	33	3	13	7	5	10	31	65
TOTALS	26	133	174	11	75	69	27	45	205	380
GRAND TOTAL:	727	435	271	452	280	160	324	1,146	648	551

Seafarers Health and Benefits Plan Offers Scholarship Funds

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

The 2018 program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers while five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to obtain a scholarship program booklet. This package contains eligibility information, procedures for applying for the scholarships and an application form. Union members and their dependents now have three avenues through which they may obtain this booklet.

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

Once the scholarship booklet has been received, applicants should check the eligibility criteria. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2018.

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 2018. Doing so will virtually assure that the results reach the evaluation committee in time for review.

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

Please send me the 2018 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

1/18

2017 Annual Funding Notice for SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the “Plan”). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation (“PBGC”), a federal insurance agency. All traditional pension plans (called “defined benefit pension plans”) must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2016 and ending July 31, 2017 (the “2016 Plan Year”).

How Well-Funded Is Your Plan?

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

	Funded Percentage		
	2016 Plan Year	2015 Plan Year	2014 Plan Year
Valuation Date	August 1, 2016	August 1, 2015	August 1, 2014
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$104,135,946	\$104,944,388	\$105,886,470
Value of Liabilities	\$91,445,010	\$91,194,455	\$83,624,556

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are “actuarial values.” Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan’s funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan’s assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2017 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan’s assets will be reported on the Plan’s 2016 annual report filed with the Department of Labor in May 2018.

	July 31, 2017	July 31, 2016	July 31, 2015
Fair Market Value of Assets	\$104,433,737	\$101,515,817	\$107,839,193

Endangered, Critical, or Critical and Declining Status

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

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

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 1,818. Of this number, 771 were current employees, 1,016 were retired and receiving benefits, and 31 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

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

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

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

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	4.0%

2. U.S. Government securities	19.9%
3. Corporate debt instruments	11.7%
4. Corporate stocks (other than employer securities)	33.5%
5. Real estate (other than employer real property)	8.2%
6. Value of interest in registered investment companies (e.g., mutual funds)	22.7%
7. Other	0.0%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the “Form 5500.” These reports contain financial and other information. You may obtain an electronic copy of your Plan’s annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan’s annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2015 Plan Year and earlier Plan Years are available now. The annual report for the 2016 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2018. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

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

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

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

Benefit Payments Guaranteed by the PBGC

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

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

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant’s guaranteed monthly benefit would be \$177.50 (\$17.75 x 10). The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person’s monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan’s termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

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

Where to Get More Information

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

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

ALI AKMAR

Brother Ali Akmar, 68, signed on with the union in 1997. He worked as a member of the steward department, initially aboard the *Independence*. Brother Akmar upgraded on multiple occasions at the Piney Point school before his last voyage aboard the *Maersk Memphis*. He makes his home in New York.



FLOYD BISHOP

Brother Floyd Bishop, 65, became an SIU member in 1971, working as a steward department member on the *Trans Hawaii*. He took advantage of training opportunities at the Piney Point school, upgrading on several occasions. Brother Bishop last shipped on the *Sulphur Enterprise* and makes his home in Wilmer, Alabama.

DARIUSZ CZEPCZNSKI

Brother Dariusz Czepcznski, 65, joined the union in 1990. He initially worked on the *Kinsman Independent* and was a member of the steward department. Brother Czepcznski upgraded on several occasions before finishing his career aboard the *Sunshine State*. He resides in Palm Coast, Florida.



DAVID HARVEY

Brother David Harvey, 65, signed on with the SIU in 1997, working aboard the *Perseverance*. A member of the deck department, he took advantage of the training opportunities at the Piney Point school and upgraded on multiple occasions. He last sailed on the *Florida* before settling in Chipley, Florida.



DOUGLAS BUCHANAN

Brother Douglas Buchanan, 66, signed on with the SIU in 1990, working aboard the *Cove Leader*. A member of the deck department, he took advantage of the training opportunities at the Piney Point school and upgraded on multiple occasions. Brother Buchanan most recently sailed on the *Horizon Kodiak*. He resides in Port Orchard, Washington.



WILLIAM BURNHAM

Brother William Burnham, 71, joined the SIU in 2000, working aboard the *USNS Bob Hope*. He was a member of the deck department and upgraded on multiple occasions at the maritime training center in Piney Point, Maryland. Brother Burnham most recently sailed on the *Observation Island*. He is a resident of El Dorado Hills, California.



WINSTON COBURN

Brother Winston Coburn, 77, joined the union in 2002. He first worked on the *Maersk Maryland*, as a member of the steward department. Brother Coburn upgraded his skills at the Piney Point school in 2003. He last worked aboard the *Maersk Iowa* and calls Miami home.

ELY CUARESMA

Brother Ely Cuaresma, 68, joined the SIU in 1998 when he worked on the *Independence*. A member of the engine department, he upgraded at the Paul Hall Center in 2012. Brother Cuaresma most recently shipped aboard the *Tyco Dependable*. He calls Honolulu home.

CHRISTOPHER LIGHTFOOT

Brother Christopher Lightfoot, 65, started shipping with the Seafarers in 1991. He initially sailed on the *Cape Avinof*, working as a member of the deck department. Brother Lightfoot most recently worked aboard the *Courier* and now lives in Campobello, South Carolina.



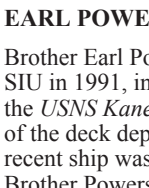
ROBERT MOSLEY

Brother Robert Mosley, 63, became a member of the SIU in 1979. Initially sailing aboard the *President Wilson*, he was a member of the steward department. Brother Mosley upgraded on several occasions at the Paul Hall Center before sailing on his final vessel, the *Ocean Giant*. He makes his home in Jackson, Mississippi.



ANTONIO OCTAVIANO

Brother Antonio Octaviano, 66, started shipping with the SIU in 2003, sailing aboard the *Paul Buck*. A member of the engine department, he upgraded his skills at the Paul Hall Center in 2011. Brother Octaviano last sailed on the *Resolve* before settling in Daly City, California.



EARL POWERS

Brother Earl Powers, 65, joined the SIU in 1991, initially sailing aboard the *USNS Kane*. He was a member of the deck department; his most recent ship was the *Maersk Detroit*. Brother Powers is a resident of Pensacola, Florida.

RICHARD PROVOST

Brother Richard Provost, 65, began his seafaring career in 1971,

working aboard the *William Reiss*. The deck department member upgraded his skills at the Piney Point school in both 1999 and 2001. Brother Provost last worked aboard a Maersk ship. He makes his home in Marengo, Wisconsin.



GARY RAMIREZ

Brother Gary Ramirez, 65, joined the SIU in 2001, working for OSG Ship Management. A member of the steward department, he sailed in both the inland and deep-sea divisions. Brother Ramirez upgraded on several occasions and most recently sailed on the *National Glory*. He lives in Long Beach, Mississippi.



DADANG RASHIDI

Brother Dadang Rashidi, 65, started shipping with the Seafarers in 1992. He first worked on the *OMI Wabash*. The steward department member took advantage of the training opportunities at the Paul Hall Center and upgraded on several occasions. Brother Rashidi last sailed aboard the *Marstan* before settling in Brooklyn, New York.



SAMUEL REED

Brother Samuel Reed, 62, joined the SIU in 1980. He originally sailed on the *Gemini* and worked as a member of the deck department. Brother Reed upgraded at the Piney Point school on multiple occasions. He last sailed on the *Evergreen State* before settling in Mobile, Alabama.



GEORGES ROSE

Brother Georges Rose, 69, started shipping with the SIU in 1999. An engine department member, his first vessel was the *Green Island*. Brother Rose upgraded on multiple occasions at the Paul Hall Center before working on his final vessel, the *Maersk Kentucky*. He resides in Saipan, Northern Mariana Islands.



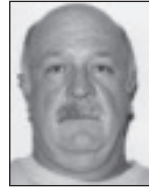
HUSAIN SALAH

Brother Husain Salah, 65, donned the SIU colors in 1998. A member of the steward department, he first worked aboard the *Global Mariner*. He upgraded multiple times at the Piney Point school before sailing on his final vessel, the *Maersk Memphis*. Brother Salah calls Bronx, New York, home.

GREAT LAKES

CHARLES BEARMAN

Brother Charles Bearman, 65, started shipping with the Seafarers in 1989. He initially worked for Bob-Lo Island as a deck department member. Brother Bearman upgraded on several occasions at the maritime training center in Piney Point, Maryland. After sailing on his final ship, the *Burns Harbor*, Brother Bearman settled in Rogers City, Michigan.



ROBERT EVAVOLD

Brother Robert Evavold, 65, joined the union in 1973. A member of the deck department, his first vessel was the *J.S. Morrow*; his last, the *Kinsman Enterprise*. Brother Evavold makes his home in Nevis, Minnesota.

INLAND

ROBERT DEANE

Brother Robert Deane, 62, signed on with the union in 1975, working for Maritrans. He took advantage of the training opportunities available at the Piney Point school and upgraded in 1975. A deck department member, he last worked for Interstate Oil. Brother Deane makes his home in Medford Lakes, New Jersey.

DANIEL HULTGEN

Brother Daniel Hultgen, 66, became a member of the SIU in 1978, working for Crowley Towing and Transportation. He was a deck department member and upgraded at the Paul Hall Center in both 1983 and 1997. Brother Hultgen worked for the same company throughout his career and settled in Ventura, California.

EDMUND IDLER

Brother Edmund Idler, 59, started shipping with the SIU in 1981. He initially worked for Interstate Oil as a member of the deck department. Brother Idler upgraded at the Paul Hall Center on multiple occasions. He last worked for OSG Inland and resides in Woodbury Heights, New Jersey.



MICHAEL MANEELY

Brother Michael Maneely, 62, joined the SIU in 1976. He initially worked for National Marine and was a deck department member. Brother Maneely last sailed with Higman Barge Lines and calls Cypress, Texas, home.



DAVID MATTSON

Brother David Mattson, 62, became an SIU member in 2002, sailing



with Penn Maritime Inc. An engine department member, Brother Mattson upgraded his skills at the Piney Point school on multiple occasions. He continued working for the same company for his entire career and calls Saint Cloud, Florida, home.

JOHNNY ROBBINS

Brother Johnny Robbins, 62, signed on with the SIU in 1979, working for Allied Transportation. He was a member of the deck department and upgraded on multiple occasions at the Piney Point school. Brother Robbins last worked for Penn Maritime Inc. He resides in Gloucester, Virginia.

SHERWOOD ROBINSON

Brother Sherwood Robinson, 64, became an SIU member in 1973, sailing with CG Willis. He was a member of the deck department and finished his career working with Mariner Towing. Brother Robinson resides in Atlantic, North Carolina.



DAVID SMITH

Brother David Smith, 62, started shipping with the SIU in 1976, working for National Marine. He was a member of the deck department and upgraded his skills at the Piney Point school in 1978. Brother Smith concluded his career working for Crowley Towing and Transportation. He resides in Los Angeles.

FRANK SOUZA

Brother Frank Souza, 64, donned the SIU colors in 2008, sailing with Crowley Towing and Transportation. He was a member of the deck department and remained with the same company throughout his career. Brother Souza makes his home in San Diego.



NMU

JOHN JENNINGS

Brother John Jennings, 65, initially sailed with NMU before the merger with SIU in 2001. He most recently worked aboard the *Green Wave*, sailing as a member of the steward department. Brother Jennings took advantage of the educational opportunities at the Paul Hall Center and upgraded in 2002. He makes his home in Lancaster, California.



Final Departures



DEEP SEA

GEORGE ALLEN

Pensioner George Allen, 74, passed away November 1. His first trip to sea was in 1966, sailing aboard the *Delaware*. Brother Allen worked as a member of the deck department. His final trip was aboard the *Jeb Stuart* before retiring in 1998. He resided in his home state of Alabama in the city of Robertsdale.



LAWRENCE BERKLEY

Pensioner Lawrence Berkley, 84, died October 31. Brother Berkley joined the SIU in 1967 and worked as a member of the deck department. He first sailed on the *Cosmos Mariner* and last worked aboard the *Franklin J Phillips* before retiring in 1998. He resided in New Lisbonn, New Jersey.



VIRGILIO CASILDO

Pensioner Virgilio Casildo, 79, passed away October 27. His first trip to sea was in 1991, sailing aboard the *Capella*. Working as an engine department member, his last trip to sea was on the *Overseas New Orleans*. Brother Casildo went on to retire in 2003 before settling in Conroe, Texas.



STEVEN CHAPIN

Pensioner Steven Chapin, 69, died November 3. He signed on with the SIU in 1991, when he sailed on the *USNS Relentless*. Brother Chapin was a member of the deck department, last sailing on the *Tyco Dependable*. He became a pensioner in 2014 and settled in Princeton, West Virginia.



EDMUNDO CRUZ

Pensioner Edmundo Cruz, 81, passed away September 22. He joined the SIU in 1981, first sailing on the *Coastal Kansas*. Brother



Cruz shipped as a member of the deck department. He last worked on the *Liberty Grace* and became a pensioner in 2003. He was a resident of New Orleans.

ANDREW DIXON

Brother Andrew Dixon, 52, passed away September 9. His first trip to sea with the SIU was in 1997, aboard the *Advantage*. Brother Dixon sailed in the deck department. His final voyage was aboard the *Fidelio*. He resided in his home state of Alabama in the city of Mobile.

LEWIS FRANCIS

Pensioner Lewis Francis, 92, died October 18. He began his seafaring career in 1951, working for Victory Carriers. A member of the deck department, he last sailed on the *Stonewall Jackson* before going on pension in 1990. Brother Francis was a resident of Sutherlin, Virginia.



THEODORE KUBECKA

Pensioner Theodore Kubecka, 79, passed away October 27. He began sailing in 1954, working aboard the *President Taylor*. Brother Kubecka was a member of the engine department and last sailed on the *Elizabeth*. He became a pensioner in 2003 and lived in Dundalk, Maryland.



SIVASA LAUPATI

Pensioner Sivasa Laupati, 72, died November 1. Joining the SIU in 1978, he initially worked aboard the *Del Rio*. Brother Laupati was a steward department member and last sailed on the *Mahi Mahi*. He began collecting his pension in 2010 and lived in Kent, Washington.

SILVIO LINO

Pensioner Silvio Lino, 71, passed away November 23. Brother Lino's first trip to sea was in 1989, when he worked aboard the *Independence*. As a deck department member, he most recently sailed on the *Washington Express* and began collecting his pension in 2013. Brother Lino made his home in Houston.



TERRENCE MEADOWS

Brother Terrence Meadows, 38, died October 13. He joined the SIU in 2011 and worked as a member of the engine department. He first sailed on the *Black Eagle* and last worked aboard the *USNS John Glenn*. Native to Florida, Brother Meadows lived in the city of Jacksonville.

ALVA MCCULLUM

Pensioner Alva McCullum, 89, died November 11. Brother McCullum joined the SIU in 1953 and worked as a member of the steward department. He first sailed on the *Steel Flyer* and last worked aboard the *Westward Venture* before retiring in 1987. He resided in Baltimore.



WILLIAM POLLARD

Brother William Pollard, 73, passed away September 28. His first trip to sea was in 1966, aboard the *Robin Locksley*. He was born in North Carolina and worked as an engine department member. Brother Pollard's last voyage was on the *Cape Henry*. He called Columbia, South Carolina, home.

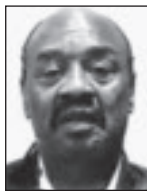
JOHN STOUT

Pensioner John Stout, 75, passed away November 8. He joined the SIU in 1962, working for Hercules SS Corporation. Brother Stout was a member of the deck department, last sailing aboard the *Innovator*. He began collecting his pension in 2001 and lived in Magnolia, Texas.



GEORGE VORISE

Pensioner George Vorise, 90, died November 23. He began sailing in 1970, aboard the *Noonday*. Brother Vorise was a steward department member, last sailing aboard the *Horizon Hawaii* in 2005. He called Jacksonville, Florida, home.



JAMES WOHLFERT

Pensioner James Wohlfert, 73, passed away November 4. He began sailing in 1998, working as a deck department member



aboard the *McDonnell*. Brother Wohlfert last sailed aboard the *Indiana Harbor* before becoming a pensioner in 2013. He settled in Hubbardston, Michigan.

INLAND

RENE CAZANOVE

Pensioner Rene Cazanove, 85, died October 7. He signed on with the SIU in 1975, working for Dixie Carriers. Brother Cazanove was born in Honduras and continued to work for the same company for his entire career. He lived in Mandeville, Louisiana.

DOUGLAS JARDINE

Brother Douglas Jardine, 40, passed away November 2. He joined the SIU in 2003, first sailing on the *Lawrence Gianella*. Brother Jardine shipped as a member of the deck department. He last worked for OLS Transport and was a resident of Shippensburg, Pennsylvania.

JOHN MCDERMOTT

Pensioner John McDermott, 90, died October 27. A member of the deck department, he first sailed on the *TMT Ferry*. Brother McDermott last worked for OSG Ship Management before becoming a pensioner in 1991. He lived in Sunrise, Florida.

JAMES MEEKINS

Pensioner James Meekins, 90, passed away November 5. Brother Meekins joined the SIU in 1962, working for Moran Towing of Virginia. As a member of the deck department, he worked for the majority of his career before going on pension in 1988. Brother Meekins called South Mills, North Carolina, home.

NORMAN USEY

Pensioner Norman Usey, 61, died November 4. Brother Usey began sailing in 1973, working for Crescent Towing of New Orleans. He was a member of the deck department and remained with the same company until his retirement in 2011. The Louisiana native settled in York, Alabama.

GREAT LAKES

DORIS SABIN

Pensioner Doris Sabin, 75,



died November 28. She first sailed with the SIU in 1994, aboard the *Steel Crapo*. Sister Sabin sailed in the steward department. She last worked on the *Sam Laud* before going on pension in 2009. Sister Sabin lived in Rogers City, Michigan.

NMU

GEORGE BARGIE

Pensioner George Bargie, 96, passed away October 30. Brother Bargie was born in New Jersey. He went on pension in 1983 and continued to live in his home state.

HOLLIS BURGESS

Pensioner Hollis Burgess, 82, died October 14. Born in Trinidad, Brother Burgess became a pensioner in 2000. He was a resident of Brooklyn, New York.

MARCIAL CARDONA

Pensioner Marcial Cardona, 90, passed away October 28. Brother Cardona was a native of Puerto Rico. He began collecting his retirement pay in 1989. Brother Cardona resided in New York.

Editor's note: The following individuals, all former members of the National Maritime Union, have also passed away. Insufficient information was available in their respective personnel files to develop written accounts of their careers.

Name	Age	DOD
Acliese, Linton	69	10/28/2017
Bennett, Carl	71	12/01/2017
Bouffard, Joseph	90	11/11/2017
Casanova, Cecil	91	10/07/2017
Fitzpatrick, Nathan	84	11/30/2017
Hernandez, Victor	84	10/25/2017
Hubbard, Cleveland	91	12/02/2017
Linden, William	78	10/30/2017
Littleton, Robert	81	11/23/2017
Merritt, Katina	91	08/1/2017
Mitchell, James	90	10/15/2017
Moreno, Rafael	89	11/6/2017
Murphy, Ernest	90	11/21/2017
Porter, James	84	11/27/2017
Romano, Nicholas	89	10/11/2017
Stephens, Percy	93	11/18/2017
Toussaint, Joseph	92	11/9/2017
Williams, Percy	94	12/05/2017
Wilson, Cornelius	81	10/26/2017



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.

OVERSEAS CHINOOK (OSG), October 1 – Chairman **Nicholas Smithling**, Secretary **Jack Hart**, Educational Director **Jason Horn**, Deck Delegate **John Mbelwa**, Engine Delegate **Anthony Arzu**, Steward Delegate **Terry Fowler**. Chairman thanked crew for working safely. He advised members to take breaks as needed, noting importance of staying hydrated during hot weather conditions. He urged crew to donate to SPAD in effort to protect the Jones Act. Secretary thanked members for good housekeeping. Educational director reminded members to upgrade at the Piney Point school and to keep documents current. Deck delegate reported disputed penalty pay for one dayman. Houston hall notified. Crew expressed appreciation for new union jobs and requested new blankets.

NATIONAL GLORY (Crowley), October 1 – Chairman **Joseph White**, Secretary **Algeron Ramseur**, Educational Director **Timothy Chesnut**. Crew requested broader Wi-Fi availability. Chairman thanked crew members for clean housekeeping and allowing off-watch members to rest. Steward department was thanked for a job well done. Crew also gave thanks to National Shipping for water donations to Puerto Rico as well as their allowance of family aboard the ship. Educational director encouraged members to upgrade at the Piney Point school. No beefs or disputed OT reported. Members cited the benefits of leaving vehicles at the port parking lot. They want to reinstate the allowance to do so.

ALASKAN EXPLORER (ATC), October 1 – Chairman **Michael Moore**, Secretary **John Huyett**, Educational Director **Winfred Opore**, Deck Delegate **Jesse Mixon**, Engine Delegate **Tristan Brand**, Steward Delegate **Brandy Clemons**. Chairman reminded crew about watchkeeping compliance. Educational director urged members to upgrade and allow time for Basic Training classes prior to renewing documents. No beefs or disputed OT reported. Crew discussed lowering sea time requirements for full retirement and requested penalty time for working in overheads. They request replacement TVs, new sheets, and recliners for unlicensed rooms. Thanks given to steward department for good food. Next Port: Valdez, Alaska.

NATIONAL GLORY (Crowley), October 8 – Chairman **Joseph White**, Secretary **Algeron Ramseur**, Educational Director **Timothy Chesnut**. Crew discussed old business including Wi-Fi issues, satellite TV and lack of long-term parking at Houston port. Chairman thanked everyone for working well together and reminded them of safety precautions that should be taken with current welding job. He thanked the steward department for a continued job well done. Educational director en-

With Seafarers In Jacksonville

In photo at immediate the right, AB Doug Hodges (right) picks up his first pension check from SIU Asst. VP Archie Ware. Hodges sailed for 44 years. In photo at the far right, AB Jerald Young (right) receives his A-book from Patrolman Adam Bucalo. Future Seafarer Taelor, Jerald's daughter, is in front. In the two remaining photos, members (photo at left below) and officials (photo at right below) congratulate longtime administrative assistant Karen Shuford (front in both photos) upon her retirement. Shuford worked for the SIU for 26 years. Ware told her, "Congratulations on a job well done. You deserve a happy retirement. May your golden years be your best."



couraged members to upgrade at the Piney Point school. No beefs or disputed OT reported. More supplies reportedly being sent to families in Puerto Rico by National Shipping.

OVERSEAS LONG BEACH (OSG) October 15 – Chairman **Samuel Porchea**, Secretary **Kenneth Kelly**, Educational Director **Brandon Purcell**, Deck Delegate **Basil McMullan**, Engine Delegate **Francisco Martinez**, Steward Delegate **Santiago Amaya**. Chairman announced arrival expected in three days and informed mariners of upcoming crew change. Also expecting to take on stores. Educational director reminded crew to upgrade. No beefs or disputed OT reported. Crew requests refrigerators for unlicensed personnel. Steward department thanked for great food and professionalism while preparing loads of ice for delivery in Puerto Rico.

MATSON KODIAK (Matson), October 23 – Chairman **Garry Walker**, Secretary **Scott Opsahl**. Chairman reminded crew members to pay their dues on time. He said vessel will have a brief shipyard period in Portland, Oregon, beginning in late November. Secretary expressed

appreciation for members keeping the mess hall and lounge clean and instructed everyone to have fresh linen awaiting relief crew. He reminded members of the online portal for Seafarers and recommended it for awareness of keeping documents current. Secretary encouraged members to make themselves available when called for one-day standby relief. He reiterated the importance of breaks among crew. No beefs or disputed OT reported. Components of new contract discussed, including concerns about how they may impact availability of reliefs. Steward department thanked for a job well done. Next Port: Kodiak, Alaska.

INDEPENDENCE II (Tote), October 29 – Secretary **Michael Todman**. Bosun thanked crew for fine job and welcomed everyone aboard. Secretary discussed importance of keeping ship clean. Educational director recommended members upgrade when opportunity arises and make sure documents are up to date. No beefs or disputed OT reported. Crew discussed several contract-related items including proposals about benefits. They asked for additional computer with Wi-Fi access. Members asked for TVs with satellite ac-

cess in every room as well as a game system in the lounge. Next Port: Galveston, Texas.

ALASKAN EXPLORER (ATC), October 29 – Chairman **Michael Moore**, Secretary **John Huyett**, Educational Director **Winfred Opore**, Deck Delegate **Jesse Mixon**, Engine Delegate **Anne Scott**, Steward Delegate **Brandy Clemons**. Chairman went over penalty rates and reminded crew to double check with captain for correct mailing address. Crew still awaiting contracts. Educational director urged members to upgrade and reminded them scholarships are available. Members were advised to check as soon as possible for shipboard training requirements and also were encouraged to use the SIU website. No beefs or disputed OT reported. Members expressed interest in reduction of days needed for retirement as well as increasing days of vacation. Requests made to bring back additional food items to database. Next port: Valdez, Alaska.

LIBERTY EAGLE (Liberty Maritime), October 29 – Chairman **Albert Konning**, Secretary **George Quinn**, Educational Director **Ahmed Nasser**, Deck Delegate **Adams Mohammed**,

Engine Delegate **Abdulkareem Ahmed**, Steward Delegate **Jose Burgos**. Chairman announced payoff date of Nov. 6 in Houston. He thanked crew for safe voyage and for working well together. Secretary encouraged crew to read the LOG and reminded them to leave a clean room and fresh linens for oncoming members. Educational director advised members to upgrade at Piney Point. Steward department thanked for a job well done.

SANTORINI (OSG), October 29 – Chairman **Frank Hedge**, Secretary **Crista Ali**, Deck Delegate **Paul Altenor**, Engine Delegate **Muthana Koraish**. Chairman thanked crew for safe voyage and for keeping a clean and organized ship. He noted a productive crossing despite harsh weather conditions. Secretary reiterated importance of leaving clean linen and a clean cabin for next crew. Educational director advised members to upgrade at Piney Point, noting how beneficial it is. No beefs or disputed OT reported. Vote of thanks to captain for his multiple efforts to keep morale high on ship. Members discussed interest in increasing pension benefits. Steward department thanked for a job well done.



Spotlight on Mariner Health

Take Precautions to Avoid Kidney Stones

A kidney stone is a hard, mineral-type crystal formed inside of the kidney or the urinary tract/bladder.

One in every 20 people will develop kidney stones at some point in their lives. Kidney stones tend to form when a person has a decrease in urinary volume or an excess of stone-forming substances in the urine itself.

Dehydration is a major factor in the formation of kidney stones. When there is a decrease of fluid intake or strenuous exercise without adequate fluid replacement, there is a higher chance of stones being formed.

People with certain medical conditions, such as gout, may have an increase in uric acid in the blood and urine that can cause kidney stone problems. Individuals that take certain types of medication, such as diuretics, antacids with calcium, etc., are also at a higher risk for the formation of stones.

Additionally, people with diseases such as diabetes, high blood pressure, inflammatory bowel disease, and ostomy surgeries are more prone to stones.

Kidney stones can also result from urinary tract infections. A change in the PH of the urine, or the stagnation of urine in the bladder can form crystals.

Dietary and hereditary considerations are also factors in their formation. A diet high in animal proteins, salt and sugar can influence the formation of stones.

Urinary tract stones are more common on men than in women. Most stones develop in people between ages 20 to 49 years. Those that have had one experience with a kidney stone are more likely to develop additional stones over time.

Kidney stones are formed when there is a decrease in urine volume and/or an excess of stone-forming particles in the urine. The most common type of stone contains calcium in combination with oxalate or phosphates. A majority of kidney stones are calcium stones.

Kidney stones are diagnosed through a typical pattern of symptoms that the patient exhibits. They will have pain in the groin and/or back area. It can radiate toward the front. The pain can come and go or be so severe that a person will need to seek medical treatment. Sometimes the pain can be accompanied by nausea and vomiting. The stone can cause bloody urine (and the patient should talk about this symptom to the doctor).

Stones also are diagnosed by urine testing, non-contrast CT scan, intravenous pyelogram (IVP), and an ultrasound. Plain abdominal X-rays have also been used.

Treatment is aimed at relieving the pain and helping the patient pass the stone, if possible. Most stones typically pass through on their own in about 48 hours, with ample fluid intake. Pain meds can be used to help treat the pain along with over the counter nonsteroidal anti-inflammatory drugs.

If the stone cannot be passed by the patient, the doctor may order that he or she sees a kidney specialist to discuss lithotripsy (a procedure that uses shock waves to break up the stones in the kidney, ureter, or bladder so that the tiny pieces can be passed), or another type of surgery where the doctor will remove the stone.

Remember to drink adequate fluids, keep active, and eat a heart-healthy diet to help reduce the chance of a kidney stone formation.

Healthy Recipe

Garlic Herb Pork Tenderloin

Servings: 20
8 pounds pork tenderloin
4 cloves garlic, halved
2 ¼ tablespoons thyme, dry, crushed
2 ¼ tablespoons rosemary, dry, crushed
1 ¼ teaspoons paprika
¾ teaspoon black pepper
½ tablespoons kosher salt
2 tablespoons olive oil

- Cut the pork tenderloin in half to make two equal halves. Place the pork loin in roasting pans fat side up.
- Using a thin sharp knife, cut small holes in the meat. Stuff the garlic cloves inside the small holes. Rub all the meat with olive oil.
- In a medium-sized bowl, mix together all the remaining ingredients and rub all over the pork tenderloin equally.
- Bake in a 325-degree F oven for about 20-30 minutes or until the internal temperature reaches 145 degrees F. Serve hot and enjoy.
- Take 1 cup of water to de-glaze the pan, scrape the front from the pan to make pan au jus. Drizzle the au jus over the sliced meat.

Yield: ½ ounce

Per Serving (excluding unknown items): 234 Calories; 8g Fat (30.6% calories from fat); 38g Protein; 1g Carbohydrate; Trace Dietary Fiber; 118mg Cholesterol; 232mg Sodium. Exchanges: 0 Grain (Starch); 5 ½ Lean Meat; 0 Vegetable; ½ Fat.

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

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No mon-

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

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

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

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

SEAFARERS POLITICAL ACTIV-

ITY 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

Paul Hall Center Classes



Pumpman – Seven upgraders completed this course Oct. 6. Graduating (above, in alphabetical order) were: Tyrone Ellis, Walden Duldulao Galacgac, Olympia Harley, Michael Kelly, Kyle Miller, Andre Mitchell and Ryan Palmer. Class instructor Keith Adamson is at the far left.



Welding – Engine Department Seafarer Louise Dennisse Dogcio Digma (above, left) graduated from this course Oct. 20. Joining him to celebrate his achievement is his instructor, Chris Raley.



GMDSS – The following upgraders (above, in alphabetical order) graduated from this course Sept. 15: Brandon Albro, Eric Baynes, Christopher Bean, Robert Bryson III, Jerome Luckett, Bryan Page and Anthony Sanchez Villarrubia. Class instructor Terry Bader is at the far left.



Government Vessels (GAP) - Ten individuals finished their requirements in this course Sept. 8. Graduating (above, in alphabetical order) were: Tricia Bush, Tkeyah Elliot, Raymond Forse, Travis Harris, Solymar Herrera Carreras, Joshua Hinton, Christopher Lanier, Evan Nantista, Jay Perry and Shana Ziedenberg. (Note: Not all are pictured.)



Government Vessels – The following upgraders (above, in alphabetical order) graduated from this course Sept. 8: Marlon Agulan Battad, Quinsha Davis, Jacob Gaskill, Braden Horne, Carlos Alberto Parrilla, Delbra Singleton-Leslie and Frank Smith.



FOWT – Nine individuals (above, in alphabetical order) graduated from this course Sept. 8: Daniel Dunn, Essam Abdulla Hussein, Mackenzie Latta, Thomas Leroy, Nicolae Marinescu, Mark Richardson, Daniel Surell, Robert Thomas and John Zimmerman. John Wiegman III, their instructor, is at the far left.



Machinist – The following upgraders (above, in alphabetical order) graduated from this course Sept. 29: Tyrone Ellis, Walden Duldulao Galacgac, Olympia Harley, Michael Kelly, Kyle Miller, Andre Mitchell and Ryan Palmer. Class instructor Keith Adamson is at the far right.



UA to AS-D – Five apprentices improved their skills by finishing this course Sept. 8. Graduating (above, in alphabetical order) were: Omiles Johnson, Brandon Kernodle, Ryan Raynor, Nathaniel Robbins and Zachery Robbins.

Paul Hall Center Classes



Marine Electrician – The following individuals (above, in alphabetical order) graduated from this course Sept. 20: Carlos Eduardo Amaya Avila, Julio Gomez, Yuri Adrian Oliveros and Guiomar Rancel. Sterling Cox, their instructor, is at the far right.



Radar Observer – Five upgraders completed their requirements in this course Sept. 29. Graduating (above, in alphabetical order) were: Brandon Albro, Eric Baynes, Robert Bryson III, Ernest Frank III and Anthony Sanchez Villarrubia.



Tank Ship Familiarization LG – The following upgraders (above, in alphabetical order) graduated from this course Sept. 15: Nestor Espejo Agcaoili, Antajuan Beasley, Farrel Bodden, Tristian Johnson, John Leahey, Daniel Mensah, Delbra Singleton-Leslie, Mario Standberry, Peter Stoker and Dana Thomas.



ARPA – Five individuals (above, in alphabetical order) graduated from this course Oct. 6: Brandon Albro, Robert Bryson III, Ernest Frank III, Bryan Page and Anthony Sanchez Villarrubia.

BAPO – The following Phase III apprentices (photo at right, in alphabetical order) graduated from this course Oct. 6: Shawn James Diaz Benosa, Ashley Burke, Christian Canci, Julian Mariano Drago, Tony Hamaguchi, Christopher Hinton, Tyriq Mills, Durrell Mitchell, Dillon Nelson, Mathew Palmer, Bryan Velazquez and Christopher Webster. Instructor Christopher Morgan is at the far left.



Notice to All 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.



BAPO (Upgraders) – The following Seafarers (above, in alphabetical order) completed the enhancement of their skills by graduating from this course Oct. 6: Sure Anitak, Johnathan Brown Jr. and Dionesio Bacsibio Monteclaro Jr. Class instructor Christopher Morgan is second from the left.



Magnetic & Gyro Compasses – Five individuals completed their requirements in this course Oct. 6. Graduating (above, in alphabetical order) were: Martin Baker, Matthew Botterbusch, Joshua Gonzalez, Brian Luba and George Steube III.

Paul Hall Center Classes



Basic Shipboard Crane Familiarization – Seven Phase III apprentices finished this course Oct. 4. Graduating (above, in alphabetical order) were: Phillip Borders, Scott Forrer, Rainiel Natividad, Tiyhana Roddy, James Russell, Angel Thompson and Javaris Wright. Their instructor Bernabe Pelingon is at the far left.

Basic Shipboard Crane Familiarization – Two upgraders completed this course Oct. 4. Graduating were John Rascon, left, and Joseph Dupre.



Basic Training Revalidation (Upgraders) – The following Seafarers (photo at left, in alphabetical order) graduated from this course Sept. 22: Willie Allen, Bentley Arrundell, Haeven Sangalang Bautista, Fermin Velasquez Bernardez, Julito Cordova Crodua, Nathan Elliott, Ronald Jarvis, Brian Jones, William Mogg, Terrance Sasnett, Mario Standberry, Oshema Watson, Donald Williams, Edward Wright and Frank Semegna Zoumakpe.



Basic Training Revalidation – Twenty four upgraders (photo at right, in alphabetical order) graduated from this course Oct. 6: Samuel Mensah Addo, Nasser Saleh Ahmed, Saleh Abubakar Ahmed, Barry Alviso, Antoinette Michelle Amato, Robin Ballard, Augusto Cesar Barbareno, Jared Blavat, Lawrence Brooks Jr., David Chisling, Timothy Dowd, Boddy Dunn Jr., Ramadan Elsayed Edres, Lamond Fulton, Edward Mateo Galbis, Ryan Marquez Gallano, Paula Blanca Gomez, James Kayser, Brian Lunsford, Lon Oliver, Arnedo Barco Paredes Jr., Kevin Penrose, Cary Pratts and Neonito Salle Soudusta. Mark Cates, their instructor, is at the far right. (Note: Not all are pictured.)



Basic Training Revalidation (Advanced Firefighting) – Seven upgraders completed this course Sept. 22. Graduating (above, in alphabetical order) were: Louis Ferrer Jr., Kenneth Johnson, Jason Keffer, Kelsey Longhi, Samuel Russell, Leonard Soriano and Mark Stabler. John Thomas, their instructor, is at the far left.



Galley Operations (Phase III) – Two Phase III apprentices, who plan to sail in the steward department aboard SIU-contracted vessels when they finish their training, completed this course Oct. 6. Graduating (above) were St. Clair Browne Jr. (left) and James Fisher.

**Paul Hall Center
Class Photos
Pages 25-27**

Three Hurricanes Dominate Headlines, But Year Also Includes Many Positives

Had Mother Nature kept her temper in check, 2017 might be remembered as an especially productive and uplifting year for the SIU.

But, she did not do such thing. Starting with Hurricane Harvey in late August and continuing through Hurricane Irma and then Hurricane Maria in mid-September, parts of the U.S. and its territories endured a relentless pounding. The SIU immediately stepped up with relief efforts and hasn't stopped, but, particularly in Texas, Puerto Rico and the U.S. Virgin Islands, recovery may take years.

Nevertheless, there were other notable stories for the union in 2017, including the approval of new contracts, securing new tonnage and new jobs, conducting conventions, celebrating a milestone in Piney Point, Maryland, and conducting its own elections.

The following is a look back at some of the most significant developments from the prior year.

Hurricanes Strike

Because of media coverage and an ongoing political firestorm concerning recovery operations involving Puerto Rico, it may be easy for people outside the other affected areas to overlook the severity of the two hurricanes that immediately preceded Maria. But Harvey and Irma, respectively, also did plenty of damage.

Harvey is estimated to have caused nearly \$200 billion in destruction, including in parts of Texas and Louisiana. It made landfall in the Lone Star State as a Category 4 storm in late August and would strike again two different times within the same week, resulting in 82 deaths.

Irma wasn't far behind, hitting Florida on Sept. 10, also as a Category 4 hurricane. It is estimated to have caused almost \$67 billion in damage and more than 100 fatalities (roughly a third of them in the U.S.). Irma was still a Category 5 storm when it hit the U.S. Virgin Islands (USVI) en route to the mainland.

Maria wasn't far behind, doing more damage in the USVI (home to thousands of members of the SIU-affiliated United Industrial Workers) before striking Puerto Rico Sept. 20 as a Category 5 hurricane. As one reporter put it, "From a meteorological standpoint, Maria was nearly a worst-case scenario for the territory: The center of a huge, nearly Category 5 hurricane made a direct hit on Puerto Rico, lashing the island with wind and rain for longer than 30 hours." There has been inconsistent reporting about the number of Maria-related fatalities, but at least 66 deaths appear to have been directly related to the storm. The financial toll could reach \$95 billion, according to several published reports.

As with other natural disasters, the after-

math of the hurricanes at times showcased the best of human nature. For the SIU, assistance in the wide-ranging recovery has taken many forms, including starting a disaster aid fund, delivering relief cargoes to Puerto Rico and the USVI, working with the national AFL-CIO and state labor federations to secure monetary and other support, and helping mobilize a Seafarers-crewed Navy hospital ship that was deployed to Puerto Rico. The union also partnered with the American Federation of Teachers, Seafarers-contracted Tote Maritime and several other organizations for Operation Agua, a massive undertaking that is delivering portable water purifiers throughout Puerto Rico (see page 8).

No mention of Maria and Puerto Rico would be complete without at least touching on a resulting political fight concerning the Jones Act, America's freight cabotage law. Even while Jones Act carriers – most of them utilizing SIU crews – were delivering relief supplies faster than the ports could distribute them, enemies of American-flag shipping publicized lies about the law and its effect on the territory. Legislation was introduced to weaken or eliminate the century-old statute, which is vital to national, economic and homeland security.

The domestic maritime industry successfully fought back, both in Congress, in the media and behind the scenes. As SIU President Michael Sacco noted, "The bottom line is the Jones Act is good for our country – most definitely including Puerto Rico. It never hampered relief efforts, and in fact, Jones Act ships led those efforts from the very beginning, not only in Puerto Rico but also in the U.S. Virgin Islands."

Big Year for Contracts

There was no shortage of news concerning SIU collective bargaining agreements as well as operating contracts awarded by the Defense Department.

During the summer, Seafarers overwhelmingly approved new standard freightship and tanker agreements spanning five years. The pacts call for annual wage increases while maintaining benefits.

Favorable contracts also were ratified at E.N. Bisso & Son; Crowley Liner Services; E-Ships, Inc.; Keystone Shipping; Liberty Maritime; Matson Navigation; Maersk Line, Limited; Marine Personnel and Provisioning; and Transoceanic Cable.

Additionally, the SIU retained jobs when an operating agreement was awarded for seven oceanographic surveillance ships, and gained jobs through two separate awards covering a total of 11 LMSRs.



SIU President Michael Sacco (standing) addresses a crowd at DOT headquarters during an event honoring Transportation Secretary Elaine L. Chao (seated at left).

New Tonnage and Old Friends

A number of SIU-contracted vessels were christened and/or delivered in 2017. They included the roll-on/roll-off ships *Liberty*, *Liberty Passion*, and *Liberty Peace*; the Jones Act tankers *Palmetto State*, *American Freedom*, *American Pride* and *American Liberty*; the ConRo *El Coqui*; the Government Services Division ships *USNS Yuma* and *USNS Hershel "Woody" Williams*; and the Great Lakes Towing tugboat *Cleveland*. Also, construction began on two ConRos for Matson, while Crowley announced plans to acquire three tankers from SeaRiver Maritime.

On the political front, maritime labor applauded the respective confirmations of Secretary of Transportation Elaine L. Chao in late January and Rear Adm. (Ret.) Mark Buzby as head of the Maritime Administration in late summer. Both are familiar allies for the U.S. Merchant Marine – Chao through prior work as Secretary of Labor and at the Maritime Administration and Federal Maritime Commission, Buzby as former commanding officer of the U.S. Military Sealift Command (2009-13).

School News, Conventions

The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) celebrated its 50th year through a special edition of the *Seafarers LOG*, a video, and a luncheon that featured remarks by Secretary Chao, Crowley Maritime President and CEO Tom Crowley Jr., and President Sacco, who worked at the Piney Point, Maryland, facility in its earliest days. The school also received proclamations from U.S. Rep. Steny Hoyer (D-Maryland), whose district includes Piney Point; and from Maryland Governor Larry Hogan.

The luncheon happened during the Seafarers International Union of North America convention, hosted by the school. Just a week earlier, the PHC also was the setting for the United Industrial Workers convention.

Earlier in the year, the school teamed up with the College of Southern Maryland to offer an Associate of Applied Science Degree program in Maritime Operations Technology.

The Piney Point union hall moved into new space in the Crowley Building.

The school's advisory board convened in May, one day after the Seafarers Waterfront Classic marked its fifth year. The latter event is a partnership with the American Military Veterans Foundation, formerly named Wounded Warrior Anglers of America.

Other News

Not all of the union's political activities

were related to the Jones Act. The SIU also testified in Congress in support of cargo preference programs, and helped secure ongoing support for the U.S. Maritime Security Program.

Early in the year, the union announced results of rank-and-file voting (and tallying) for national officers of the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters. The tallying committee certified the reelections of Michael Sacco as president of the SIU; Augie Tellez as the union's executive vice president; David Heindel as secretary-treasurer; and George Tricker as vice president of contracts and contract enforcement, among other results.

Sacco was a featured speaker at a March 29 event in the nation's capital both honoring Chao and celebrating the DOT's 50th anniversary. Other speakers included U.S. Rep. Bill Shuster (R-Pennsylvania), former Sen./DOT Secretary Elizabeth Dole, Sen. Mitch McConnell (R-Kentucky), Sen. John Thune (R-South Dakota) and Virginia Gov. Terry McAuliffe.

The Seafarers Health and Benefits Plan (SHBP) awarded \$120,000 in scholarships to six dependents of Seafarers.

The SHBP also conducted benefits conferences in Piney Point; Houston; Jacksonville, Florida; Jersey City, New Jersey; and Norfolk, Virginia. (Additional conferences were scheduled for mid-December in Tacoma, Washington and in Wilmington and Oakland, California.)

On Oct. 1, the U.S. Coast Guard issued its final Report of Investigation into the loss of the *El Faro*. The commandant was expected to publish a decision outlining the final agency actions taken in response to the recommendations around mid-December.

SIU-crewed ships participated in numerous international and domestic military support exercises throughout the year.

The Maritime Trades Department conducted its quadrennial convention in St. Louis in October; the AFL-CIO held its convention a week later in the same city. Sacco was reelected both as president of the MTD and as a vice president of the AFL-CIO executive council, where he's the longest-serving member.

The union mourned the losses of many brothers and sisters and other friends throughout the year, including longtime shore gang Bosun Vern Poulsen; Hanafi Rustandi, president of the Indonesian mariner union Kesatuan Pelaut Indonesia; retired SIU Port Agent Bobby Selzer; and Paul F. Richardson, retired president and one of the founders of Sea-Land Service.



SIU personnel in Puerto Rico unload a container of relief supplies sent by the Texas Gulf Coast Area Labor Federation for distribution to a hospital and other local destinations. Port Agent Amancio Crespo is at right, in front.