

The Seafarers Log

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School Releases Course Dates, Guide

The SIU-affiliated Paul Hall Center for Maritime Training and Education has issued course dates for the first several months of 2009. Those dates are part of an eight-page feature which also includes descriptions of numerous Paul Hall Center classes, including online "distance learning" courses. Pictured directly below and at right are upgraders and unlicensed apprentices participating in various deck, engine, steward and general safety courses at the Piney Point, Md.-based school. Pages 9-16.



Oakland Hall's Annual Pre-Thanksgiving Feast Kicks off Holiday Season



The 2008 version of the yearly pre-Thanksgiving gathering at the SIU hall in Oakland, Calif., did not disappoint, as hundreds of Seafarers, their families and dignitaries shared the holiday spirit Nov. 25. Among the guests were U.S. Speaker of the House Nancy Pelosi (at podium in photo at left), U.S. Rep. Barbara Lee (D-Calif.) (far left in same photo) and fellow California Democrat Congressional Reps. Jerry McNerney, Jackie Speier and George Miller (second from left in photo directly above, being welcomed by SIU VP West Coast Nick Marrone, seated at left, and Asst. VP Nick Celona, at podium). Representatives from the 23rd Marine Regiment (middle photo, with SIU Bosun George Pino) presented the colors. Page 7.

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President's Report

Building Upon Progress of 2008

Looking back on the past year always feels a little bit like reading a report card or a test score. Our union's body of work for the previous 12 months is in the books, and even though many of our projects are ongoing, there is an element of finality any time we say goodbye to another year.



Michael Sacco

Fortunately, I'm happy to report – and I believe most members will agree – that 2008 truly was an outstanding year for the SIU. Many of the details of our accomplishments are reported elsewhere in this edition of the LOG.

But for me, no matter the month or year or decade, our most important gauge is always the same. Our measuring stick starts with jobs and the job security of this membership.

Without good jobs, nothing else matters.

In 2008, the "jobs" category was a winner for the SIU. We gained new tankers, RO/ROs, containerships and ammunition ships. We welcomed new ATBs and stand-alone tugboats. We secured new work aboard the passenger ferry operating in Hawaii. We retained jobs on the eight LMSRs that had been up for bid.

For us, it didn't matter whether we were pursuing replacement tonnage or outright new additions or trying to hold on to what we already had under contract. We went after it as if the future depended on it – because it does.

We were successful because of the dedication and capabilities of our officials and rank-and-file members alike. When we compete for new opportunities, our greatest selling point is the historic reliability of the SIU member. Your work aboard ship – your professionalism – is what puts us over the top. It's also what gives me great optimism for 2009 and the years that follow.

One key ingredient in this equation is the top-notch training received by SIU members at our affiliated Paul Hall Center in Piney Point, Md. Whether you're new to the industry or an "old salt," I'm sure you realize how incredibly important it is nowadays to have the proper training and qualifications for shipboard work. Without the courses available in Piney Point, and the outstanding instructors who work there, we'd be facing an uphill fight to say the least.

On another significant subject, I want to mention what a great job everyone did in "getting out the vote" to support Barack Obama, Joseph Biden and other pro-maritime, pro-labor candidates on Election Day. You've read all about it by now, but the historic nature of this particular election cannot be overstated. It was a great win for America's working families and, I believe, for the whole country.

Not to be overlooked in any summary of 2008 is the steady work of SIU members who continue supporting our troops, particularly in Operations Enduring Freedom and Iraqi Freedom. You have my utmost respect and gratitude, as do the brave men and women of our armed forces.

I enjoy looking back, and it's sometimes fun to page through old issues of the LOG to examine our union's history. But I'm much more interested in looking ahead, and that's what your union is doing as we ring in the New Year. We're on a course for ongoing success, and with your continued support, we will overcome whatever challenges come our way.

I look forward to tackling those challenges throughout the year, and I wish all Seafarers, retirees and their families the very best in 2009 and beyond.



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Poll: Americans Overwhelmingly Back Unions and Employee Free Choice Act

If elected leaders want to help their constituents through these difficult economic times, they might be well-advised to read the results of a recent Gallup poll that shows 59 percent of Americans support unions and 77 percent support strong union laws such as the Employee Free Choice Act (EFCA).

The legislation would give employees the freedom to make their own choice about whether to have a union in their workplace without interference from management. The EFCA also creates real penalties for employers who illegally interfere with organizing efforts and sets up a system to ensure that workers get a first contract once they've chosen union representation.

Does America want the EFCA, also known as majority sign-up legislation? Sixty-three percent of survey respondents feel unions should have more influence or the same amount that currently exists at the workplace. Additionally, the survey reveals that 60 million workers say they would join a union today

if they could, and that an average of at least 55 percent of Americans have supported unions since 1936.

The poll results were released in early December. Throughout 2008, Seafarers helped the AFL-CIO achieve its goal of collecting one million signatures on specially prepared cards sent to the next administration in support of the EFCA. The SIU and its affiliated unions distributed these cards to ports, properties and locations where members live and work.

The EFCA passed in the House in 2007 but got stalled in the Senate. President-Elect Barack Obama, Vice President-Elect Biden and numerous members of Congress have pledged to support the bill and see it through so it becomes law.

Union members are encouraged to educate co-workers and family members about the advantages of the EFCA and ask them to sign up to support it. More details are on the web site www.freechoice-act.org/aflcio

EFCA Questions & Answers

The following questions and answers about the Employee Free Choice Act come from the AFL-CIO, to which the SIU is affiliated.

Q: Why do we need new federal legislation, the Employee Free Choice Act?

A: America's working people are struggling to make ends meet, and the middle class is disappearing. The best opportunity working men and women have to get ahead is by uniting with co-workers to bargain with their employers for better wages and benefits. But the current labor law system is broken. Corporations routinely intimidate, harass, coerce and even fire people who try to organize unions—and today's labor law is powerless to stop them. Every day, employers deny working people the freedom to make their own choice about whether to have a union:

- Employees are fired in one-quarter of private-sector union organizing campaigns;

- 78 percent of private employers require supervisors to deliver anti-union messages to the workers whose jobs and pay they control;

- And even after workers successfully form a union, one-third of the time they are not able to get a contract.

Q: What does the Employee Free Choice Act do?

A: It does three things to level the playing field for employees and employers:

- Strengthens penalties for companies that illegally coerce or intimidate employees in an effort to prevent them from forming a union;

- Brings in a neutral third party to settle a contract when a company and a newly certified union cannot agree on a contract after three months;

- Establishes majority sign-up, meaning that if a majority of the employees sign union authorization cards, validated by the National Labor Relations Board (NLRB), a company must recognize the union.

Q: What's wrong with the current law?

A: The National Labor Relations Act states: "Employees shall have the right to self-organization to form, join, or assist labor organizations..." It was designed to protect employee choice on whether to form unions, but it has been turned upside down. The current system is not like any democratic election held anywhere else in our society. Employers have turned the NLRB election process into management-controlled balloting—the employer has all the power, controls the information workers can receive and routinely poisons the process. On top of that, the law's penalties are so insignificant that many companies treat them as just another cost of doing business. By the time employees vote in an NLRB election, if they can get to that point, a free and fair choice isn't an option. Even in the voting location, workers do not have a free choice after being browbeaten by supervisors to oppose the union or being told they may lose

their jobs and livelihoods if they vote for the union.

Q: What is majority sign-up, and how does it work?

A: When a majority of employees votes to form a union by signing authorization cards and those authorization cards are validated by the federal government, the employer will be legally required to recognize and bargain with the workers' union. Majority sign-up is not a new approach. For years, some responsible employers have taken a position of allowing employees to choose, by majority decision, whether to have a union. Those companies have found that majority sign-up is an effective way to allow workers the freedom to make their own decision—and it results in less hostility and polarization in the workplace than the failed NLRB process.

Q: Does the Employee Free Choice Act take away so-called secret ballot elections?

A: No. If one-third of workers want to have an NLRB election at their workplace, they can still ask the federal government to hold an election. The Employee Free Choice Act simply gives them another option—majority sign-up. "Elections" may sound like the most democratic approach, but the NLRB process is nothing like any democratic elections in our society—presidential elections, for example—because one side has all the power. The employer controls the voters' paychecks and livelihood, has unlimited access to speak against the union in the workplace while restricting pro-union speech and has the freedom to intimidate and coerce the voters.

Q: Does the Employee Free Choice Act silence employers or require that they remain neutral about the union?

A: No. Employers are still free to express their opinion about the union as long as they do not threaten or intimidate workers.

Q: Will employees be pressured into signing union authorization cards?

A: No. In fact, academic studies show that workers who organize under majority sign-up feel less pressure from co-workers to support the union than workers who organize under the NLRB election process. Workers who vote by majority sign-up also report far less pressure or coercion from management to oppose the union than workers who go through NLRB elections. In addition, it is illegal for anyone to coerce employees to sign a union authorization card. Any person who breaks the law will be subject to penalties under the Employee Free Choice Act.

Q: Who supports the Employee Free Choice Act?

A: The Employee Free Choice Act has the support of hundreds of members of Congress of both parties, academics and historians, civil and human rights organizations such as the NAACP and Human Rights Watch, most major faith denominations and a strong majority of the American public.

Tanker Golden State Begins Sea Trials

U.S. Shipping Takes Delivery of ATB; Progress Continues in Tanker, T-AKE Programs

As 2008 drew to a close, there was no slowdown in the number of stories about new SIU-contracted tonnage.

In early December, General Dynamics NASSCO reported that the tanker *Golden State* had begun sea trials off the West Coast. The vessel is scheduled for delivery to U.S. Shipping this month (January).

The *Golden State* is one of nine double-hulled, PC-1 tankers being built at the San Diego shipyard for U.S. Shipping Partners. As previously reported, the build program includes options for five additional ships. Each vessel in the class will be 600 feet long, displace about 49,000 deadweight tons and have a cargo capacity of 331,000 barrels. The tankers are expected to sail in the coastal trade, carrying petroleum and chemical products.

Additionally, in late November, union-contracted NASSCO conducted a keel-laying ceremony for the third ship in the series, to be named the *Sunshine State*. Construction of that tanker started in July; the vessel is slated for delivery in the fourth quarter of 2009. The second ship in the series, the *Pelican State*, also is under construction.

Those weren't the only recent updates involving U.S. Shipping. Also in December, the company took delivery of the articulated tug-barge (ATB) *Petrochem Trader*. The ATB is the third in a series. Its barge (*Petrochem Trader*) was constructed at Bay Shipbuilding in Sturgeon Bay, Wis., while the tug (*Brownsville*) was built by Eastern Shipbuilding in Panama City, Fla.

T-AKE Construction Continues, Contract Awarded

On Dec. 15, NASSCO announced that it has been awarded a \$940 million contract from the U.S. Navy for the construction of two T-AKE dry cargo-ammunition ships and to purchase long-lead construction materials for two additional T-AKE ships.

Under the contract, NASSCO receives full funding for the construction of the *USNS Washington Chambers* (T-AKE 11) and *USNS William McLean* (T-AKE 12). Earlier in 2008, NASSCO received a total of \$200 million to purchase the long lead materials for these ships, which, like the others in the class, will be crewed in the unlicensed positions by members of the SIU Government Services Division. Construction of the *Washington Chambers* and the *William McLean* is scheduled to begin in the first and fourth quarters of 2009, respectively.

The new contract also provides \$200 million for procurement of the engines for T-AKEs 13 and 14 and other components that have significant manufacturing lead times. A contract that fully funds both ships is expected by February 2010, according to the shipyard. Construction of the unnamed thirteenth and fourteenth ships is scheduled to begin in the second and fourth quarters of 2010, respectively.

"This contract award permits General Dynamics NASSCO, our team of suppliers and subcontractors to maintain an efficient schedule to build these highly-capable Navy auxiliary ships at the best value to the U.S. government," said Frederick J. Harris, president of General Dynamics NASSCO and himself a former merchant mariner.

With the contract award, the Navy is exercising its remaining options to build all 14 ships in the T-AKE class. NASSCO has already delivered six T-AKE ships and is currently building the seventh through tenth ships of the class.

The T-AKEs are 689 feet in length, have an overall beam of 106 feet, a navigational draft of 30 feet and displace approximately 42,000 tons. Powered by single-shaft diesel-electric propulsion systems, the T-AKEs can reach a speed of 20 knots.

As part of the Military Sealift



The *Golden State* is the first in a series of double-hulled tankers being built at NASSCO for U.S. Shipping Partners.

Command's (MSC) Naval Fleet Auxiliary Force, the T-AKEs are designated United States Naval Ship (USNS). Unlike their United States Ship (USS) counterparts, the T-AKEs are crewed by 124 civil service mariners working for MSC, as well as 11 sailors who provide supply coordination. When needed, the T-AKEs can also carry a helicopter detachment.

The primary mission of the ships is to deliver food, ammunition, fuel and other provisions to combat ships at sea.

Philly Tanker News

Back on the East Coast, in late fall, Aker Philadelphia Shipyard delivered its fifth product tanker, the *Overseas Texas City*, to American Shipping Company for SIU-contracted OSG. Then, in early October, the union-contracted yard started construction on the ninth Veteran Class tanker (part of a series of at least 12 such ships).

Early last month, Aker Philadelphia laid the keel for the eighth vessel. When completed, the 46,000 dwt vessels will be 600 feet in length and will be capable of transporting the equivalent of 14 million gallons of liquid product.

Further, the shipyard recently signed an agreement entering into a partnership with the U.S. Department of Labor's Occupational Safety and Health Administration (OSHA). The partnership is designed to assist Aker Philadelphia Shipyard in implementing a safety program to further protect employees, improve safety statistics and become qualified to participate in OSHA's Voluntary Protection Program (VPP). The agreement was signed Nov. 12 during a small ceremony at the shipyard by representatives of OSHA, the Philadelphia Metal Trades Council and Aker Philadelphia Shipyard.

IMO Honors Horizon Falcon



SIU members from the *Horizon Falcon* were among the honorees Dec. 1 in London as the International Maritime Organization presented certificates and other awards for heroism at sea. The agency's main award went to a Brazilian mariner whose brave actions during a shipboard fire saved the lives of six fellow seafarers. The *Horizon Falcon* was honored for its role in a 2007 rescue during which crew members and officers saved two survivors from the bulk carrier *Hai Tong No. 7*, in severe weather generated by a typhoon. Retired Paul Hall Center Director of Training Bill Eglinton (center) accepted a framed IMO certificate on behalf of the *Horizon Falcon*. Also pictured are IMO Secretary-General Efthimios Mitropoulos (right) and Jock Whittlesey from the American Embassy in London. Eglinton noted the award ceremony "was quite formal and had a very large attendance of delegates, government officials and local UK dignitaries. Even past IMO Secretary-General William O'Neil flew in to attend. It was nice being there to accept the honors on behalf of the *Horizon Falcon*, and I congratulate them as well."

Union Election Results Will Be Announced When Tallying Committee Completes Work

Voting was scheduled to be completed at the end of last month (December), and results of the election of officials for the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District/NMU will be announced, in accordance with the SIU constitution, upon completion of the tallying committee's work. Results of balloting on the proposed constitutional amendment also will be announced.

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

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

The ballot included a list of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents (for a total of 25 positions) along with the proposed constitutional amendment. Individuals elected in this round of balloting will serve a four-year term lasting from 2009 through 2012.

Seafarers who were eligible to vote in the election were full book members in good standing, according to the union's constitution. Members had the opportunity to pick up a ballot either in person at one of the 21 union halls around the country and overseas or via mail (absentee ballot).

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample ballot, a list of voting locations, the constitutional committee's report and other related information appears on pages 6-11 of the October 2008 issue of the *Seafarers LOG*.

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

Enthusiastic Crew Deploys on HSV Swift

The November 2008 edition of the *Seafarers LOG* introduced readers to a group of Seafarers taking special training at the union-affiliated Paul Hall Center who were about to embark for the first time on the U.S. Military Sealift Command's *HSV Swift*. This enthusiastic group said they were ready to go – and on Nov. 25 they got their wish, as the high-speed vessel sailed from Louisiana.

Besides the SIU members and the officers, the *Swift* – a new addition to the SIU-contracted fleet – also carried various Navy, Marine Corps and Air Force units as the vessel began a five-month deployment in support of Southern Partnership Station (SPS).

According to the Defense Department, Southern Partnership Station is an annual deployment of various specialty platforms to the U.S. Southern Command area in the Caribbean and Latin America. The mission's primary goal is information sharing with navies, coast guards, and civilian services throughout the region.

"Southern Partnership Station provides an excellent opportunity to facilitate coop-

eration, interaction and communication between regional partners' civil and maritime services," said Rear Adm. Joseph D. Kernan, commander, U.S. Naval Forces Southern Command and U.S. 4th Fleet. "Working together alongside our partner nations, sharing knowledge and experiences through joint, multinational and interagency exchanges will help to build strong relationships, improve interoperability and enhance regional maritime security."

Military training teams and subject-matter experts embarked on the *Swift* will provide partner nations with classroom and hands-on training in various subjects. For example, members of the Navy Expeditionary Training Command from Naval Amphibious Base in Little Creek, Va., will provide instruction in small boat operations, maintenance and repair, boarding techniques, armed sentry, search and rescue, combat lifesaving, leadership principles, and instructor training.

The ship is scheduled to visit El Salvador, Panama, Nicaragua, the Dominican Republic, Jamaica, Barbados and Colombia.



The HSV *Swift* is operated by Sealift, Inc. for MSC.

The *Swift* is operated for MSC by Sealift, Inc. and its unlicensed mariners are members of the SIU. Its wave-piercing catamaran hull is capable of more than 42 knots, according to MSC. It was

developed as a support ship as part of the Navy's sea-basing, prepositioning strategy and is slated for ongoing assignments in Central and South America.

Pacific-Gulf Marine Founder Capt. Pete Johnson Dies at 74

Capt. Peter F. Johnson, a respected maritime industry leader and founder of SIU-contracted Pacific-Gulf Marine, died Dec. 1 at his home in New Orleans. He was 74.

A U.S. Navy veteran and former merchant marine officer, Johnson in 2008 received an honorary SIU membership book – a clear sign of the union's collective high regard for him.

"He was a good guy to work with and someone who was always very fair," noted SIU President Michael Sacco. "Pete was a real asset to the industry. He was also a very kind person."

SIU Executive Vice President Augie Tellez pointed out Johnson had a significant, positive influence on the union.

"There is a whole hierarchy in the current SIU administration that had the good fortune of being broken in by this garrulous, cigar-chomping old salt," he stated. "Whether it was sitting across the mess table on a ship or the negotiating table in a conference room, the one thing you could count on is that you always knew exactly where you stood with Pete. If you were lucky, he counted you as a friend. If not, he had no time for you because he suffered no fools. Our world is a little less bright with his loss."

Tellez added, "His most enduring legacy is not so much the maritime company he built but his tremendous family he leaves behind – especially his son Todd, who now takes over the helm of his company. Our prayers and support go out to Todd and his family."

SIU Secretary-Treasurer David Heindel described Pete Johnson as "one of those rare individuals who you meet in the maritime industry whose word was his bond. He could be a tough negotiator but always held the seafarer in high regard. He made sure his crews were well taken care of."

"His heart and soul went in to making PGM successful, and our members were the beneficiaries of his tireless efforts,"

Heindel continued. "The industry has lost a true entrepreneur and leader. He will be missed. Our condolences go out to his wife, children and grandchildren."

A native of Salem, Mass., Capt. Johnson hailed from a true maritime family. His great, great grandfather and that gentleman's two brothers were shipmasters in the early 1800s, sailing out of Salem.

Capt. Johnson graduated from the U.S. Merchant Marine Academy in 1957. He later sailed as an officer in the U.S. Navy. After coming ashore to work as a manager for various maritime organizations, he eventually founded PGM in 1976.

As one remembrance put it, "The company's management style reflects the high quality and integrity-based service that Capt. Johnson maintained throughout a career which spanned over five decades."

He belonged to a number of pro-American-flag industry groups and received several awards recognizing his work on behalf of the U.S. Merchant Marine.

Survivors include his wife, four children, and 10 grandchildren.



Capt. Pete Johnson had a well-earned reputation for hard work and integrity.

Power Outage, Misplaced Data Constitute Latest TWIC Hiccups

Deadline for Mariners to Obtain New Card is April 15, 2009

As the year 2008 drew to a close, the federally mandated Transportation Worker Identification Credential (TWIC) program continued facing its share of problems.

According to news reports and government press releases, transportation workers had difficulty registering for the card online due to electrical problems that the Department of Homeland Security's Transportation Security Administration (TSA) experienced at its TWIC processing center.

Additionally, in early December, House Homeland Security Committee Chairman U.S. Rep. Bennie Thompson (D-Miss.) pointed out in a letter to DHS Secretary Michael Chertoff another TWIC predicament. Rep. Thompson lambasted the DHS for losing data on 3,000 TWIC applicants out of the national database. According to Rep. Thompson, "Many of these applicants work in ports where TWIC compliance is currently enforced. Unfortunately through no fault of their own, these workers are not only unable to gain admittance to their work sites but also must recommence the

lengthy application process."

According to Rep. Thompson's office, the apparent foul-up was due to an employee of TWIC contractor Lockheed Martin using the wrong applications database and deleting the 3,000 records. The TSA said Lockheed Martin is making every effort to contact these applicants, but chances are likely they would have to reapply.

Notwithstanding the aforementioned issues, the deadline for U.S. mariners to possess a TWIC is April 15, 2009. Step-by-step instructions on how to enroll for the card have been printed in the last several issues of the *Seafarers LOG* and are available both on the SIU web site (www.seafarers.org) and the TSA's TWIC site: www.tsa.gov/twic

Information also may be obtained by calling the TSA TWIC Program Help Desk at 1-866-DHS-TWIC (1-866-347-8942) or via email at credentialing@dhs.gov

To check on your applications status online, go to: <https://twicprogram.tsa.dhs.gov/TWICWebApp/StatusCheckPrep.do> or contact your local enrollment center.

Labor Protests of Invasive Testing Prove Effective as Court Responds

The SIU and others in the maritime industry have spoken and the government is listening.

The U.S. Department of Transportation recently mandated that merchant mariners must strip to the waist and be supervised when taking return-to-duty and follow-up urine drug testing, a new procedure that the DOT slipped into its rules without consulting mariners or the industry. The SIU, the AFL-CIO Transportation Trades Department and others vehemently opposed the procedural change as an unjustified invasion of privacy. The rule said employees must "raise their shirts, blouses, or dresses/skirts above the waste, and lower their pants and underpants, to show the observer, by turning around, that they do not have a prosthetic device on their persons. After this is done, they may return their clothing to its proper position." The goal of the ruling was to make the intrusive ruling mandatory in the maritime industry immediately.

Responding to petition by the SIU and others, the District of Columbia U.S. Court of Appeals listened by putting a stay on immediately making the rule mandatory. The stay is a delay of the mandatory portion of enforcement until all parties involved have the opportunity to submit petitions to the court regarding the case. Until at least Jan. 26, 2009, the directly observed testing will remain an option for employers

who have reason to believe employees might be cheating during urine testing. However, it will not be mandatory.

While the SIU agrees drug testing is necessary in the transportation industry, mariners already must comply with security, safety and substance dependency testing and rules that most other workers don't face. In a 2008 letter to the DOT, SIU Executive Vice President Augie Tellez called the procedural change an "unreasonable assault on employees' privacy. The Department has not provided any data with respect to the maritime industry that documents or even suggests that there is widespread or even sporadic falsification of return-to-duty or follow-up test specimens, particularly those which may have resulted in serious marine incidents or injury."

In the Oct. 22 edition of the *Federal Register*, the DOT admitted that "direct observation is intrusive and is not appropriate to use in the great mass of testing situations." The *Federal Register* is an official record of the U.S. Government that documents responses and rulings of federal agencies and departments.

Additionally, almost echoing facts that drug abuse and drug-test cheating in the maritime industry is rare, the DOT admitted in the *Federal Register* that its primary concern is with the aviation and rail industries.



SIU President Michael Sacco (photo at left) addresses the crowd during a Dec. 11 ceremony honoring Labor Secretary Elaine L. Chao. An estimated 400 people (photo above and below) were on hand for the ceremony in Washington, D.C.



Labor Secretary Honored in D.C. Ceremony

SIU President Michael Sacco was one of three featured guest speakers at a Dec. 11 ceremony in Washington, D.C., honoring U.S. Secretary of Labor Elaine L. Chao with a traditional portrait unveiling.

Fraternal Order of Police President Chuck Canterbury and U.S. Sen. Orrin Hatch (R-Utah) were the other guest speakers at the event, which drew an estimated crowd of 400 to the Labor Department building. Deputy Labor Secretary Howard M. Radzely served as master of ceremonies.

Chao, the only one of President Bush's cabinet secretaries to serve throughout both of his terms, is an outspoken supporter of the U.S. Merchant Marine who served as god-mother of the SIU-contracted cruise ship *Pride of America*. As pointed out by Sacco, she played a vital role in helping develop national apprenticeship standards for the maritime industry which were the first such standards ever approved by the Department of Labor.

Initially, this was done for the trainee program at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

"It's a program that helps people enter into rewarding, productive, family-sustaining careers," Sacco noted during the ceremony. "It's also a program that helps maintain jobs that are important to our national and economic security."

"That's just one example of Secretary Chao's accomplishments, but it reflects her attention to detail and her genuine fondness for the rank-and-file worker."

The SIU president also described Chao's lifelong achievements as "truly inspirational. This has been said before, but Secretary Chao represents the American dream."

A Chinese immigrant, she arrived in America at age 8 speaking no English. Eventually she earned an M.B.A. from



U.S. Labor Secretary Elaine L. Chao and artist Chen Yanning formally unveil the secretary's portrait at the DOL's "Great Hall."

the Harvard Business School. Her career spanned the public, private and non-profit sectors, including work as president and CEO of the United Way of America and director of the Peace Corps.

Chao also chaired the Federal Maritime Commission and served as deputy administrator of the U.S. Maritime

Administration (an agency with the Transportation Department). It was in those capacities that she first interacted with the SIU, well before her tenure at the Labor Department.

Canterbury described the secretary as "one of the most steadfast and constant champions of our nation's workers.... She is a true partner with the men and women in law enforcement. That's not a term we use lightly."

Hatch, after mentioning that he once belonged to a union, talked about the department's wide scope of responsibility. He said Chao has been "an extraordinary leader for this department - one of the greatest secretaries of labor. This is not an easy post to manage."

He also read a message from Sen. Ted Kennedy (D-Mass.).

Addressing the audience, Chao called Sacco and Canterbury "strong leaders and fierce advocates for their members. They are great presidents."

She mentioned that she first came to America on a month-long journey aboard a cargo ship, because that was the only means of transportation her family could afford. She thanked her parents (including her late mother, who passed away last year) for their "determination and boundless optimism in the promise of America."

Chao discussed various accomplishments by the department during the past eight years, including re-employment rights for soldiers and "leveling the playing field for faith-based organizations."

The portrait itself hangs in the building's "Great Hall," along with portraits of everyone else who's ever held the office. Chao's likeness was painted by renowned Chinese artist Chen Yanning.

Notice/Reminder

NMC Medical Guidelines Finalized

As previously reported, late last fall, SIU headquarters distributed to all ports new medical guidelines and hearing and vision standards that the U.S. Coast Guard's National Maritime Center (NMC) began using to evaluate applications for original and renewal merchant mariner documents and licenses. Those guidelines were made final last year. The new guidelines are considerably more rigid than the old, officially to help ensure safety and productivity. They include conditions and categories such as hearing and vision loss; body mass index; alcohol and drug dependency/abuse; and a long list of other medical conditions that will require a waiver. Many of the medical conditions on the list are new with the new guidelines.

To download the lists of conditions covered in the guidelines, go to the NMC's web site: www.uscg.mil/hq/cg5/nvic/2000s.asp#2008

For a waiver form go to:

www.uscg.mil/nmc/downloads.asp

Mariners with questions are encouraged to contact the NMC's Medical Evaluation Branch via e-mail at: marinermedical@uscg.mil or call 1-888-IASKNMC (1-888-427-5662).

Following are some tips from the Coast Guard when getting a medical evaluation:

- Start early - The Coast Guard recommends starting the process six months prior to the expiration of the seafarer's merchant mariner documentation. Some of the reasons are that mariners may need follow-up examinations, time to get reports and appointments, etc.

- Be sure to get copies of any recent evaluation reports and medical records concerning current and active conditions.

- Always tell the truth during the process. Non-disclosure of conditions or falsifying statements is not only a federal offense but will result in not receiving credentials when caught.

- If issued a waiver that has conditions or additional requirements, follow up on the recommendations fully and right away.

- If the MMD/z-card is denied, appeal immediately. There is a 60-day deadline to appeal after the denial. A denial letter will be sent by the NMC with instructions for subsequent steps.

Coast Guard Unveils 'Big Tow' To Improve Footing in Tug Safety

During the past few months the U.S. Coast has been conducting what it calls "Operation Big Tow" from coast to coast in the Great Lakes, in the Gulf regions and on inland waterways. The procedure involves agency personnel performing spot inspections of towing vessels and checking mariner documentation and licensing on those vessels.

In a Coast Guard news release, the agency said it began the operation in November 2008 after a marine safety alert was released. The impetus came from an accident last summer in which an oil barge and cargo vessel collided on the Mississippi River, resulting in more than 282,000 gallons of fuel oil being spilled. The investigation following the spill revealed the individual at the helm of the non-union towing vessel wasn't authorized to operate the tugboat without supervision of a licensed pilot.

Operation Big Tow was slated to last until approximately the end of January. According to the agency, the project's main objective is "to ensure

towing vessels are being operated by properly licensed individuals through boardings and examinations. The Coast Guard will be working with the towing industry and towing vessel operators to conduct boardings underway, pier-side or through other methods that facilitate the flow of commerce while allowing examiners to check licenses and conduct safety checks."

In September, the House Subcommittee on Coast Guard and Maritime Transportation conducted a hearing on the shortage of inland documentation, regulation and policing. The subcommittee invited the SIU to give testimony and insight on this subject - one on which the union for years has raised a red flag.

SIU Executive Vice President Augie Tellez testified on behalf of the union. He urged the subcommittee to push for inland documentation for all crew members. He also said it is past time to sensibly regulate the entire inland industry, rather than just segments of it.

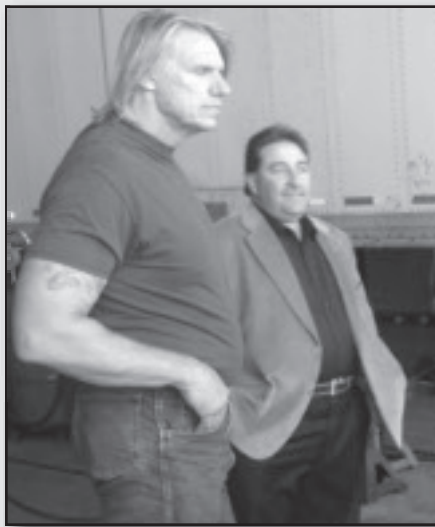


MEETING AT PETTY'S ISLAND – While in town last fall for an event at Aker Philadelphia Shipyard, SIU officials also met with members at nearby Petty's Island (group photo above and four photos on right side below).

At Sea And Ashore With the SIU



FROM PINEY POINT UP THROUGH THE HAWSEPIPE – Encouraged by their father – longtime Seafarer Bob Mull (right in photo above) – brothers (from left) Vincent Mull, Victor Mull and Dave Mull each graduated from the SIU-affiliated school in Piney Point, Md., and later went on to earn engineering licenses. Dave and Victor currently sail with the AMO, while Vincent is a member of the MEBA. Bob Mull sailed in the deck department. He joined the union long before the school opened in 1967 but frequently attended Piney Point before retiring in the mid-1980s.



Clockwise from left, President Sacco poses with Shop Steward Scott Smith. Mike Fay chats with Secretary-Treasurer David Heindel while Exec. VP Augie Tellez, John Haller, President Sacco and Felsher Beasley join for a group photo. Secretary-Treasurer Heindel (right) discusses union issues with Bill Rushon.



TALKIN' UNION IN BALTIMORE – SIU Baltimore Port Agent Elizabeth Brown (above, third from left) recently met with Seafarers aboard the *USNS Seay* in Baltimore, where they discussed the latest union and industry news. Pictured from left to right are OS Brandon Jones, AB Robert Hayes, Brown, Storekeeper Terry Malone, Bosun John Wells and OMU Steven Hoskins.



WITH SEAFARERS IN TACOMA

– Pictured at the hall in Tacoma, Wash., (clockwise, from upper left) Port Agent Joe Vincenzo (left) swears in full book members AB Morgan Piper (center) and AB Piotr Mlynarczyk while AB Basil "Red" Stolen receives his first pension check, presented by Vincenzo. QE Norman Israel also picks up his first pension check, again presented by the port agent. Patrolman Kris Hopkins works the counter.





House Speaker Nancy Pelosi (D-Calif.) is welcomed by SIU VP Nick Marrone (left) and Asst. VP Nick Celona.



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



U.S. Rep. George Miller (D-Calif.), U.S. Rep. Barbara Lee (D-Calif.)

Oakland Hall Kicks Off Holiday Season

18th Annual Pre-Thanksgiving Feast Draws Enthusiastic Crowd

Call it the unofficial-yet-traditional start of the holiday season.

The 2008 edition of the yearly pre-Thanksgiving feast at the SIU hall in Oakland, Calif., took place Nov. 25, in its usual slot two days before the holiday. It met with rave reviews from attendees – a group that included Seafarers, SIU retirees and their families; political representatives and local officials; military personnel; company representatives; members and officials from other labor organizations, and others.

“They all say this is how they know the holiday season is starting,” observed SIU Assistant Vice President Nick Celona. “It’s truly heartwarming to see so many people sharing the holiday spirit and celebrating all that is great about America.”

The 18th annual event, like the ones preceding it, took lots of planning. Celona once again worked closely with the committee that organized the celebration, “but many individuals donated their time and talents to make it successful,” he stated. “Things went very smoothly, and that was due in large part to the outstanding help from the membership. It was a team effort all the way.”

Alioto’s Restaurant on Fishermen’s Wharf and Scott’s Seafood from Jack London Square also played vital roles in helping make certain that the traditional, abundant Thanksgiving dishes were enjoyed by all in attendance.

The event didn’t have an official theme, but several speakers delivered brief remarks consistent with the holiday season. U.S. Speaker of the House Nancy Pelosi (D-

Calif.) also touched on the Election Day results and what they may indicate for America’s working families in the months and years ahead.

Other attendees included U.S. Reps. Barbara Lee, Jerry McNerney, Jackie Speier and George Miller; U.S. Coast Guard Rear Admiral Paul F. Zukunft; Superior Court Judge Ernest Goldsmith; San Francisco District Attorney Kamala Harris; San Francisco Fire Chief Joanne Hayes-White; and representatives from the U.S. Marine Corps, U.S. Army, U.S. Coast Guard, and U.S. Maritime Administration.

Members and officials from many unions and related labor organizations also helped welcome the season, including California Labor Federation Executive Secretary-Treasurer Art Pulaski and individuals from the Alameda County Central Labor Council, Sheet Metal Workers, Carpenters, Fire Fighters, Police Officers Association, Laborers, IBEW, Plumbers, Sugar Workers, Sign Display & Allied Crafts Union, Iron Workers, Theatrical Stage Employees, MM&P, AMO, MEBA, MFOW, SUP and Machinists. Representatives from a number of union-contracted companies also joined in for the food and fellowship.

Once again in keeping with tradition, representatives from the 23rd Marine Regiment presented the colors. They were joined by SIU member Bosun **George Pino**, who carried the U.S. Merchant Marine flag.

Editor’s note: Special thanks to Charles Farruggia for the photos on this page and related photos on the front page



U.S. Rep. Jackie Speier (D-Calif.) is pictured with SIU officials Nick Marrone and Nick Celona.



Guests (photo at left, the one above and the two directly below) enjoy good food and good company at the SIU hall in Oakland, Calif.



San Francisco District Attorney Kamala Harris is greeted by SIU officials Nick Marrone and Nick Celona.



Seafarers are pictured with Patrolman Greg Stone (front).



U.S. Coast Guard Rear Admiral Paul F. Zukunft



Administrative Assistant Tracey Moore, Custodian Charlie Cowan



Safety Director Kathy Chester (left in photo at left) joins her mother for a Kodak moment during the feast while Seafarer George Lockett (photo at right) poses with wife.



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

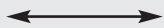
Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



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Government Services Division: (718) 499-6600

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(757) 622-1892

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(510) 444-2360

PHILADELPHIA

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(787) 721-4033

ST. LOUIS/ALTON

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(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

Coast Guard Magazine Features Paul Hall Center

The SIU's affiliated Paul Hall Center for Maritime Training and Education recently was highlighted in the U.S. Coast Guard's *Proceedings* magazine for its contributions to seafaring and its efforts to help fill U.S. shipping's need for qualified mariners.

The Fall 2008 edition of the magazine is a compendium of merchant marine statistics and other useful information explaining how the industry is structured and how to begin a career as a merchant mariner. Detailed descriptions of the school are provided by one of the magazine's guest authors for this particular edition, SIU member and President of the U.S. Apostleship of the Sea Father **Sinclair Oubre**. He wrote that the school is an invaluable resource when he advises people on career options. Fr. Sinclair's article also explains what a school applicant needs to do prior to attending the Paul Hall Center, which is located in Piney Point, Md.

Additionally, he spells out how the various curriculums help prepare attendees for successful careers at sea.

Fr. Sinclair, who began sailing in 1978, concludes by offering personal observations on how the industry has changed and how mariners nowadays are better-trained than ever.

"Too often, mariners are portrayed as those who go to sea because they can't do anything else or because they are in it for the money," he observes. "These images do a disservice to the hard work mariners commit to their craft. A modern merchant mariner is one who has received unique training that allows him or her to perform irreplaceable tasks. He or she is entrusted with ships worth millions of dollars, carrying cargoes worth hundreds of millions of dollars, and liabilities that exceed billions of dollars. Modern mariners must also see themselves in this light...."

"Today, every mariner is a professional, and good riddance to the past! On my first vessel, my orientation consisted of the captain turning to me and the other ordinary seaman, saying, 'Let her go!' Now, even the newest entry-level person has some type of basic safety training. No matter how basic this training is, it already separates mariners from contemporaries ashore."

A PDF version of the entire edition is available online at www.uscg.mil/proceedings



The Fall 2008 edition of the Coast Guard magazine *Proceedings* includes a detailed look at the Paul Hall Center's unlicensed apprentice program along with upgrading opportunities available at the Piney Point, Md.-based school.

Pic-From-The-Past



The SIU in 1946 shut down the nation's ports with a general strike when negotiated wage increases were rejected by the federal Wage Stabilization Board. After eight days, the board approved the increases and the post-World War II strike was called off. In the wake of that strike, a group of Seafarers (photo above) in solidarity gathered in a Brooklyn, N.Y., bar to celebrate their triumph, which was a victory for working people all over the United States. The event gave greater credence to their demand for respect during a crucial moment in history.

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

Paul Hall Center Course Guide for 2009

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

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

Tens of thousands of rated and licensed seamen have completed upgrading classes at the training center. Additionally, more than 22,000 men and women from every state in the U.S., Puerto Rico and several U.S. ter-

ritories have graduated from the trainee program for those just beginning their maritime careers.

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

The Paul Hall Center offers more than 70 U.S. Coast Guard-approved classes, many of which emphasize hands-on training. Starting in 2008, the school began offering online "distance learning" classes that are taken via the internet. An overview of many of the courses available at Piney Point is contained in this eight-page section and also appears on the web site www.seafarers.org, in the Paul Hall Center section.

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

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

The basic eligibility for SIU members who want to upgrade at Piney Point includes a valid clinic card, a TWIC, 125 days' sea time in the previous year, one day of sea time in the last six months prior to the date the class starts, a copy of their z-card (front and back), 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 bold.

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

DECK DEPT.

Ratings Forming Part of a Navigational Watch/Able Seaman

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

The course consists of hands-on training and classroom work covering deck seamanship, rules of the road, marline-spike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, first aid, anchoring, and mooring, and aids to navigation.

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

Special: 12 months' service on deck, 2 months' sea service under the supervision of the Master, the OIC of the navigational

watch, or qualified ratings (STCW)

Limited: 18 months' service on deck, 2 months' sea service under the supervision of the Master, OIC, or qualified ratings

Unlimited: 3 years' deck, 2 months' sea service under the supervision of the Master or OIC

Bridge Resource Management

Applicants completing our 30-hour Bridge Resource Management course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code.

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

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

Bridge Resource Management (1600 Tons or less)

Students who successfully complete this course will have the knowledge and experience needed to continually reassess the allocation and use of bridge resources using bridge management principles. Applicants completing our 26-hour Bridge Resource Management (1600

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

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

Celestial Navigation

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

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

Prerequisites: ARPA, Radar Observer, Scientific calculator skill, time/speed/distance formula

Electronic Chart Display Information Systems (ECDIS)

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

Detection of Misrepresentation of information and Methods of Correction to Obtain Accurate Position Fixing" of Table A-II/2 of the STCW Code.

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

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

Electronic Navigation

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

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

Fast Rescue Boats

Applicants completing our 30-hour Fast Rescue Boats course satisfy the requirements of Table A-VI/2-2 of the STCW Code, Specification of the Minimum Standard of Competence in Fast Rescue Boats.

Continued on next page



Course Guide

Continued from Page 9

The Paul Hall Center's Fast Rescue Boats course trains students to handle and take charge of fast rescue boats during or after launch in adverse weather and sea conditions. Students learn how to operate a fast rescue boat engine, use all locating devices, including communication and signaling equipment between the rescue boat and a helicopter and the ship, and how to carry out search patterns.

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

Fundamental Concepts of Navigation

Applicants completing our 70-hour Fundamental Concepts of Navigation course and who present our Certificate of Training at a Regional Exam Center WITHIN 5 YEARS of the completion of training, receive 20 days' sea service credit that may be used—ONLY—for the following: (1) Any license restricted to service upon vessels of not more than 200 gross tons (domestic); OR (2) Any license restricted to service upon inland or Great Lakes waters; OR (3) Any Able Seaman endorsement PROVIDED that the applicant has at least 6 months of actual sea service that can be credited toward an Able Seaman endorsement.

Topics covered in this class include the use of nautical charts, calculating time, speed, and distance problems, the use of plotting instruments and compasses, dead reckoning, bearings, fixes, current sailing, piloting, and an introduction to collision regulations and rules of the road.

Prerequisite: 120 days of sea time as an AB

Global Maritime Distress & Safety System (GMDSS)

Applicants completing our 70-hour Global Maritime Distress & Safety System (GMDSS) course with a passing grade of at least 75% satisfy the GMDSS training requirements of 46 CFR 10.205(n) and Table A-IV/2 of the STCW Code.

Applicants for this 70-hour course must hold a 200-ton or greater license, or show a current U.S. Coast Guard approval letter indicating they are eligible to sit for a license greater than 200 tons. The class is designed to meet the requirements set forth in Table A-IV/2 of the amended STCW convention. Topics include principles of the global marine distress and safety system communications, distress alerting and operational procedures for VHF DSC, INMARSAT-C, MF/HF, NAVTEX, EPIRB, SART, and VHF (SCT). The course blends classroom instruction and practical exercises.

Prerequisites: 1 year experience as a member of navigational watch on the bridge of an ocean going vessel OR licensed radio officer or engineer

Government Vessels

This 3-week class is open to mariners sailing in any department. The course is structured as three 1-week, stand-alone modules. The modules may be taken in any order.

Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control, CBRD (chemical, biological, radiological defense), anti-terrorism level I and hazardous materials training.

The second week features forklift operations, underway replenishment and vertical replenishment.

Cargo-handling and crane operations are included in the third week.

(This course is required of students attending AB or FOWT courses.)

Prerequisites: No additional

Magnetic and Gyro Compasses

Any applicant who has successfully completed our 20-hour Magnetic and Gyro Compasses course will satisfy the Compass—Magnetic and Gyro training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in this course will be accepted as the equivalent of assessments OICNW-1-5A; OICNW-1-5B; OICNW-1-5C; OICNW-1-5D; and OICNW-1-5E from the National Assessment Guidelines for Table A-II/1 of the STCW Code. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

Basic Meteorology

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

Prerequisite: AB with one year of sea service

Radar Observer (Unlimited)

Applicants completing our 5-day Radar Observer (Unlimited) course, including successful demonstration of all practical assessments, satisfy the requirements of 46 CFR 10.480 for an endorsement as Radar Observer (Unlimited) and the radar training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any



approved instructor is authorized to sign-off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-2B; OICNW-1-2C; OICNW-3-1A; OICNW-3-1B; OICNW-3-1C; OICNW-3-1D; OICNW-3-1E; OICNW-3-1F; OICNW-3-1G; OICNW-3-1H; OICNW-3-1I; OICNW-3-1J; and OICNW-3-1K.

This course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

Prerequisites: Navigation exercises assume background in chart work and coastal navigation

Radar Observer Recertification

Applicants completing our 1-Day Radar Observer Recertification course satisfy the requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

Prerequisites: Radar Observer

Radar Observer Refresher

Applicants completing our 3-Day Radar Observer Refresher course satisfy the requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

Prerequisite: Radar Observer

ARPA

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

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

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

Prerequisite: Radar Observer

Medical Care Provider

Applicants completing our 21-hour Medical Care Provider course satisfy the Medical First Aid training requirements of Section A-VI/4 and Table A-VI/4-1 of the STCW Code and 46 CFR 12.13-1. This course is designed for mariners who are employed or may be employed on U.S.-flag ships. It meets STCW requirements. Students successfully completing this course must take a refresher course within 5 years or provide information to the U.S. Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must be renewed annually.

Training as a Medical First Aid Provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body structure, examining trauma victims and medical patients, treating head and spinal injuries, burns, musculoskeletal injuries, and rescued persons. Also included are obtaining radio medical advice, administering medication, and sterilization techniques.

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

Officer in Charge of a Navigational Watch (Including Sea Service)

Applicants completing our entire 16-week Officer in Charge of a Navigational Watch Program, INCLUDING the 360 days of seagoing service: (1) receive 720 days' sea service credit toward a license as Third Mate of Ocean or Near Coastal Steam or Motor Vessels of Any Gross Tons. Applicants must present evidence of not less than 1 year of qualifying seagoing service obtained AFTER enrollment in the OICNW program, including at least six months performing bridge watch-keeping duties under the supervi-

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sion of the master or a qualified officer. Applicants must have previously completed our entire Unlicensed Apprentice Program, and sea service awarded for completion of the Unlicensed Apprentice Program may NOT be used to meet the service requirements for OICNW and Third Mate;—AND—(2) Satisfy the training and assessment requirements of 46 CFR 10.910 and Section A-II/1 and Table A-II/1 of the STCW Code, Specification of Minimum Standard of Competence for Officers in Charge of a Navigational Watch on Ships of 500 Gross Tonnage or More, PROVIDED that they have also completed the following Coast Guard approved courses within five years of completion of the OICNW program: a) Basic Safety Training; b) Basic and Advanced Fire Fighting; c) Medical Care Provider; d) Proficiency in Survival Craft; e) Tank Ship Familiarization (Dangerous Liquids); f) Celestial Navigation (STCW); g) Radar Observer (Unlimited); h) Automatic Radar Plotting Aids (ARPA); i) Bridge Resource Management; j) Global Maritime Distress and Safety System (GMDSS); and k) Visual Communications.

Prerequisites: ARPA, Basic/Adv. Fire Fighting, BRM, Celestial Navigation, First Aid, GMDSS, Medical First Aid Provider, Proficiency in Survival Craft or Water Survival, Radar Observer, Tanker Familiarization, BST, sea time for 3rd Mate and OICNW

Oil Spill Prevention and Containment

This 1-week course consists of classroom and practical training exercises. Topics include oil types and petroleum products' behavior on water; pollution prevention regulations; hazardous materials training; spill prevention; absorbents, suction equipment, skimmers, and their proper use; and small boat operations. Students also receive instruction in spill containment booms, boom towing configurations, and anchoring operations.

Prerequisites: No additional prerequisites

HAZMAT Recertification

This 1-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection, and monitoring equipment and new technology.

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

Personal Safety & Social Responsibilities

Applicants completing our 4-hour Personal Safety & Social Responsibilities course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Safety & Social Responsibilities training requirements of

46 CFR 10.205(l)(4) and Section A-VI/1 and Table A-VI/1-4 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code.

This course provides the unlicensed apprentice candidate with a general understanding and basic knowledge of human relationships, social skills necessary for living and working aboard operational merchant ships, and a working knowledge of issues impacting preparedness for international travel.

Prerequisites: No additional prerequisites

Personal Survival Techniques

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

Prerequisites: No additional prerequisites

Proficiency in Survival Craft/Personal Survival Techniques (Lifeboatman)

Applicants completing our 37-hour Proficiency in Survival Craft/Personal Survival Techniques course satisfy: (1) the Survival Craft training requirements of Section A-VI/2 and Table A-VI/2-1 of the STCW Code;—AND—(2) the training requirements of 46 CFR 12.10-3(a)(6) for any endorsement as Lifeboatman, PROVIDED that sea service requirements are also met;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written and practical examination requirements of 46 CFR 12.10-5 for a Lifeboatman endorsement (exam module 481xx) and the written "Survival Craft" examination requirements for service on vessels not equipped with lifeboats (exam module 441xx or 706xx),—AND—(3) the Personal Survival Techniques training requirements of Section A-VI/1 and Table A-VI/1-1 of the STCW Code and 46 CFR 10.205(l)(1).

This course helps mariners develop the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, students learn the procedures necessary to take charge and maintain a survival craft and protect embarked personnel while on board.

Prerequisites: 180 days deck seetime

Search and Rescue (Operational Level)

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

Prerequisite: AB with one year of sea service

Specially Trained Ordinary Seaman

Applicants completing our 70-hour Specially Trained Ordinary Seaman course and presenting our Certificate of Training at a Regional Exam Center, satisfy the training requirements for service as a Specially Trained Ordinary Seaman AND the training and assessment requirements of Table A-II/4 of the STCW Code, "Specification of Minimum Standard of Competence for Ratings Forming Part of a Navigational Watch," and 46 CFR 12.05-3(c) PROVIDED they also present evidence of at least 6 months' sea-going service performing navigational watchkeeping functions under the supervision of the Master or officer in charge of the navigational watch. If the applicant does not present evidence of 6 months of this service, he or she satisfies the training and assessment requirements for certification as Rating Forming Part of a Navigational Watch RESTRICTED to lookout duties only. This certification is valid for 1 year and may not be renewed.

This course is designed for deck trainees who need a fast track to Ratings Forming Part of the Navigational Watch. It meets the requirements of 46 CFR 12.05.3(c) and STCW Table A-II/4. Topics covered in the course include: anchoring, mooring, knot-tying, gyro and magnetic compass, wheel watch, error chain analysis and pilot interactions, helm control, rules of the road, IALA buoy systems, shipboard communication, helm watch relief and lookout watch.

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

Tankerman PIC Barge

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

Prerequisites: Basic Fire Fighting

Tank Ship Dangerous Liquids

Applicants completing our 5-day Tank Ship Dangerous Liquids course satisfy the training requirements of 46 CFR 13.113(d) (1) (ii) (A), 13.115 (b) (1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement.

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

Prerequisites: 3 months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) (Paul Hall Center "Tanker Assistant" course) to cover STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR Paul Hall Center Basic Fire Fighting, U.S.C.G.-approved STCW Basic Safety Training course

Tank Ship Dangerous Liquids (Simulator)

Applicants completing our 53-hour Tank Ship Dangerous Liquids (Simulator) course satisfy the training requirements of 46 CFR 13.113(d)(1)(ii)(A), 13.115 (b)(1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement;—AND— receive credit

for: (1) two loadings and two discharges which may be applied toward satisfying the requirements of 46 CFR 13.203(b)(1);—AND—(2) one commencement of loading and one completion of loading which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(2);—AND—(3) one commencement of discharge and one completion of discharge which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(3).

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

Prerequisites: 3 months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) (Paul Hall Center "Tanker Assistant" course) to cover STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR Paul Hall Center Basic Fire Fighting, U.S.C.G.-approved STCW Basic Safety Training course

Tank Ship Familiarization/ Assistant Cargo DL

Applicants completing our 63-hour Tank Ship Familiarization (Dangerous Liquids) course satisfy the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant DL.

This course meets the Code of Federal Regulation requirements for personnel not having the required sea service. The objective of this course is to provide students with the knowledge and skills necessary to conduct operations on tankships. Topics include the 16-hour worker health and safety (HAZWOPER) First Responder/ Operations Level, Ship Design and Operation, Cargo Characteristics, Enclosed Space Entry, Cargo Transfer and Shipment, and Pollution Prevention, and Emergency Operations and Response.

Prerequisite: Fire Fighting

Tank Ship Familiarization (Liquefied Gases)

Applicants completing our 30-hour Tank Ship Familiarization (Liquefied Gases) course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant (LG); —AND— (2) the tanker familiarization training requirements of paragraphs 1-7 of Section A-V/1 of the STCW Code.

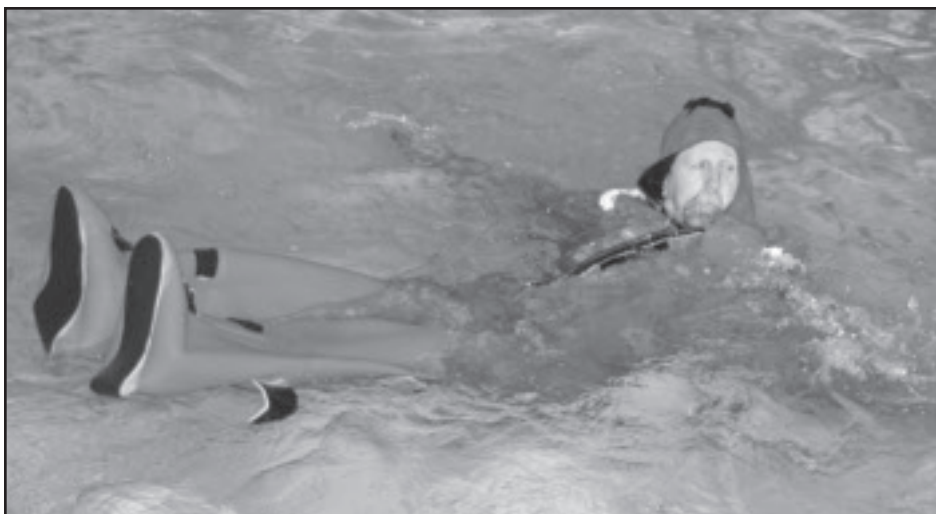
This course consists of a safety program designed to meet STCW requirements for those who have not served on LNG ships. The course of instruction includes LNG fire fighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety, LNG safety, hazardous material, LNG cargo tank (level indicators, temperature), LNG cargo pump (Carter pump construction and ops), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater.

Prerequisite: Advanced Fire Fighting

Vessel Security Officer

This 12-hour course provides knowledge to those wishing to perform the duties and responsibilities of a Vessel

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Security Officer (VSO) as defined in section A/2.1.6 (and section A/12.1) of the ISPS Code with respect to the security of a ship, for implementing and maintaining a Ship Security Plan, and for liaising with the Company Security Officer (CSO) and Port Facility Security Officers (PFSOs).

Successful students will be able to undertake the duties and responsibilities as Vessel Security Officer as defined in section A/12.2 of the ISPS Code.

Prerequisites: No additional prerequisites

Visual Communications (Flashing Light)

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

Prerequisites: No additional prerequisites

Apprentice Mate (Steersman)

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

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

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

Successfully completed a USCG-approved STCW Basic Safety Training course; possess current U.S. Merchant Mariner Document (MMD) or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5; Fundamentals of Navigation OR equivalent course OR experience as determined by the instructor; valid Radar Observer Unlimited certificate; Able Seaman endorsement (any)

Master 100 Tons

The Paul Hall Center’s 90-hour Master 100 Tons, Near Coastal course is a self-certifying course for mariners who are employed, or may be employed, on passenger vessels sailing under U.S. flag or registered/documented under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.206(i) for original license, 46 CFR 10.209(c)(iii) for renewal, and 46 CFR 209(f) for reissue. Students who present our certificate of training at a regional exam center within 1 year of the completion of training will satisfy the exam requirements of 46 CFR 10.205(i) for reissuance of a license.

After obtaining the requisite sea service and fulfilling other U.S. Coast Guard requirements pertaining to this license, successful students will be able to take responsibility for the safety of an inspected passenger vessel of 100 tons and its passengers; be aware of obligations under Coast Guard regulations concerning safety and protection of passengers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations. Students successfully completing the course will be issued a certificate for successful completion for a Master 100 Ton, Near Coastal license.

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

Successfully completed a USCG-approved STCW Basic Safety Training course; possess current U.S. Merchant Mariner Document (MMD) or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5; Fundamentals of Navigation, valid Radar Observer Unlimited certificate; Able Seaman endorsement (any)

Terrestrial & Coastal Navigation

Any applicant who has successfully completed our 80-hour Terrestrial & Coastal Navigation course will satisfy the Terrestrial Navigation and Coastal Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC).

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

Prerequisite: AB with one year of sea service

Emergency Procedures (Operational Level)

The Paul Hall Center’s 21-hour Emergency Procedures at the Operational Level course is designed for mariners who are employed, or may be employed,

on U.S.-flagged vessels. This stand-alone course is a component of the Paul Hall Center’s Officer in Charge of a Navigational Watch (OICNW) Program.

The functional elements of this course specifically meet Function 1: Navigation at the Operational Level; Competence 1.4 Respond to Emergencies; and Knowledge, Understanding, and Proficiency 1.4.1 Precautions for Protection and Safety of Passengers of the International Maritime Organization’s (IMO) OICNW Model Course No. 7.03 and the requirements of USCG Policy Letter 01-02. No OICNW assessments will be conducted in this course. Successful candidates will earn a Paul Hall Center certificate of training Emergency Procedures at the Operational Level.

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

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

Basic Cargo Handling and Stowage (Operational Level)

The Paul Hall Center’s Basic Cargo Handling and Stowage course is a 40-hour course for students who are employed, or may be employed, on U.S.-flag vessels as required by STCW 1995, as amended, and are licensed or intending to be licensed personnel.

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

Students should be able to supervise the preparation and dunnaging of holds and the operation of ships’ cargo gear and will be aware of the importance of adequately securing cargo to prevent damage to the ship or cargo. Trainees will identify dangerous goods and know that they are stowed and separated according to requirements of the IMDG Code. They will also know the hazards related to some bulk cargoes and the precautions to take during their loading, carriage, and discharge. Trainees will also have a basic knowledge of the piping and pumping arrangements of oil tankers.

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

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

Possess a U.S. Merchant Mariner Document (MMD); provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 13.125; speak, read and understand

the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling USCG approved sea time requirements, completion of Basic Stability course

Basic Shiphandling and Steering Control Systems

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

Prerequisite: AB with one year of sea service

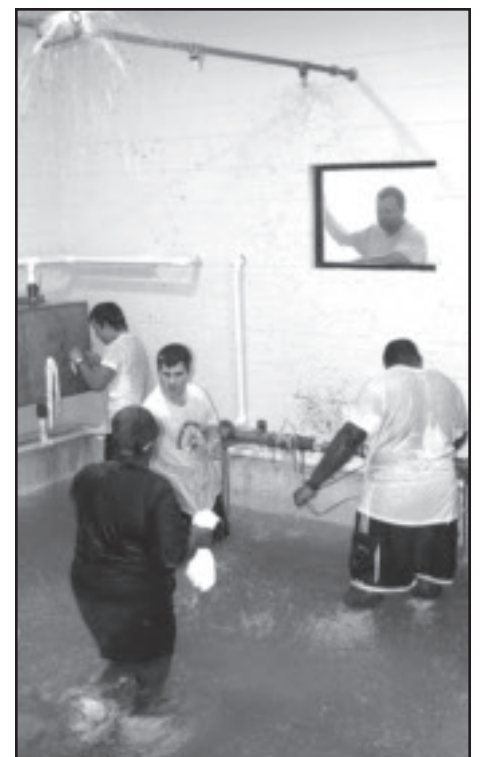
Basic Stability (Operational Level)

The Paul Hall Center’s 40-hour Basic Stability at the Operational Level course is intended to provide training at the basic level for mariners who are employed, or may be employed, on U.S.-flag vessels. It takes into account STCW Code, Table A-II/1, “Function: Controlling the operation of the ship and care for persons on board at the operational level,” and “Competence: Maintain seaworthiness of the ship,” and “Knowledge, understanding and proficiency, ship stability.”

Upon successful completion of the course, students will have knowledge of the principal structural members of a ship and the proper names of the various parts. They will be able to use tables and diagrams of ship stability and trim data to calculate the ship’s initial stability, drafts, and trim for any given disposition of cargo and other weights. Students will be able to determine whether stresses on the ship are within the permitted limits by use of stress data. They will understand the fundamental actions to take in the event of partial loss of intact buoyancy. At course completion, successful students will receive a Paul Hall Center certificate of completion in Basic Stability at the Operational Level.

This course is open to watchkeeping officers, seamen who are training to become watchkeeping officers, and those

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who are responsible for loading cargoes. Students will be expected to use simple graphs and basic arithmetical skills and must meet the following requirements: USCG-approved STCW Basic Safety Training course, U.S. Merchant Mariner Document (MMD) or USCG license; read, speak and understand the English language at a level sufficient to perform job duties; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-7

Ship Construction (Operational Level)

The Paul Hall Center's 40-hour Ship Construction at the Operational Level course is intended to provide training at the basic level for mariners who are employed, or may be employed, on U.S.-flag vessels whose responsibilities include maintaining the seaworthiness of the ship. It takes into account STCW Code Table A-II/1: Function: controlling the operation of the ship and care for persons on board at the operational level; Ship construction.

Upon successful completion of the course, students will have general knowledge of the principal structural members of a ship and the proper names for the various parts. At course completion, successful students will receive a Paul Hall Center certificate of completion in Ship Construction at the Operational Level.

This course is open to watchkeeping officers, seamen who are training to become watchkeeping officers, and those who are responsible for loading cargoes. Trainees will be expected to use simple graphs and basic arithmetical skills and must meet the following requirements:

USCG-approved STCW Basic Safety Training course; U.S. Merchant Mariner Document (MMD) or USCG license; read, speak and understand the English language at a level sufficient to perform job duties; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-7

Watchkeeping (Operational Level)

Any applicant who has successfully completed our 80-hour Watchkeeping (Operational Level) course will satisfy the Watchkeeping training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC); AND the Bridge Resource Management training requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code.

The practical assessments conducted in this course will be accepted as the equivalent of assessments OICNW-2-1A; OICNW-2-1B, OICNW-2-1C, OICNW-2-1D, OICNW-2-1E, OICNW-2-1F, OICNW-2-2A, OICNW-2-2B, OICNW-2-2C, OICNW-2-2D, OICNW-2-2E, OICNW-2-2F, OICNW-2-3A,



OICNW-2-3B, OICNW-2-3C, OICNW-2-3D, OICNW-2-3E, OICNW-2-3F, OICNW-2-3G, AND OICNW-2-3H from the National Assessment Guidelines for Table A-II/1 of the STCW Code.

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

Prerequisite: AB with one year of sea service

ENGINE DEPT.

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

Basic Auxiliary Plant Operations

Applicants completing our 140-hour Basic Auxiliary Plant Operations course and who present our Certificate of Training at a Regional Exam Center WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety examination module, PROVIDED they have also completed either our 63-hour Basic Motor Plant Operations course and/or our 70-hour Basic Steam Plant Operations course. Applicants who have successfully completed our course need not present individually completed "Control Sheets" for the assessments in application for STCW certification.

The objective of this course is to provide students with knowledge and practical operational skills required of rated engine department watchstanders as they sail in the capacity of FOWT. This objective is accomplished through classroom lectures and shore-side auxiliary plant simulator practical exercises.

Prerequisites: Same as FOWT program

Fireman, Oiler & Watertender (FOWT)

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

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

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ACADEMIC DEPARTMENT

The Academic Department has a long history of providing support and services to students at the Paul Hall Center. Since the founding of the school in Piney Point, Md., there has been academic support for students taking vocational programs as well as for those students who require basic skills, English language skills or wish to continue their education. There are a variety of opportunities offered to all students. Specific questions about the programs can be answered or explained by contacting the Academic Department at (301) 994-0010, ext. 5411.

General Education Program

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 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.

(Prior to taking the test in Maryland, a

12-week residency is required.)

Adult Basic Education

The Adult Basic Education (ABE) program assists students in improving their basic language, technical vocabulary and mathematical skills. These skills help students experience greater success in both vocational and academic classes. Students who receive low scores on the T'ABE benchmark examinations, given at the Paul Hall Center, are encouraged to enroll in this program. Students may enter these classes while attending upgrader courses or may enroll in an extended ABE course offered throughout the year.

English as a Second Language

The English as a Second Language course assists students in basic English and technical vocabulary skills. The purpose of the class is to give seafarers who have not learned English as their native language and who have difficulty speaking, hearing, understanding and/or writing the English language, the opportunity to gain proficiency in that language. As much as possible, instruction will be provided to give the seafarer the English language skills necessary to perform the

essential tasks within the department under which he or she sails. Classes are offered throughout the year for those students requiring in-depth instruction, or students may schedule assistance during their upgrading classes.

Basic Vocational Support Program

The Basic Vocational Support Program assists students in improving course-specific vocational language and mathematic skills. It is designed to assist with the fundamental understanding of concepts and theoretical ideas which are the fundamentals of a given vocational course. Some of these classes are offered prior to the regularly scheduled courses to provide the student with knowledge and skills that will assist them once the classes have begun. These courses are ideal for those students who have been away from the classroom, need basic skills or do not use English as their native language.

College Program

The Paul Hall Center is a degree-granting institution approved by the Maryland Higher Education Commission. Vocational courses also are approved for credit by the American

Council on Education (ACE). 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). Both degrees offer concentrations in either the deep sea or inland sections of the maritime industry. 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.

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successful completion of the entry-level sea voyage and auxiliary plant familiarization sea project; total USCG approved sea service or equivalent sea service in the engine room of vessels of at least 6 months; meet all USCG physical standards for qualified members of the engine department

Military veterans meeting the prior military sea service requirement in the engine room of vessels must meet the following entrance requirements: Prior approval to the military veterans program for ratings forming part of an engineering watch; meet all USCG physical standards for qualified members of the engine department

JUNIOR ENGINEER

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety, Junior Engineer, and Deck Engineer examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

Prerequisites: Ratings forming part of the engineering watch, FOWT, BAPO, and 180 days as a watchstander.

Machinist

Applicants completing our 102-hour Machinist course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the Machinist examination module, provided they also present evidence of completing the requirements to be endorsed with a Junior Engineer rating endorsement prior to commencing the above training.

This course provides mariners cognitive and practical mechanical skills in the area of general metalworking and machine tool operations.

Prerequisites: SHLSS Junior Engineer or QMED any rating

Marine Electrician

Applicants completing our 280-hour Marine Electrician course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the Electrician examination module, provided they also present evidence of acquiring at least 90 days' engine room service while endorsed as a QMED-Junior Engineer prior to commencing the above training.

This course provides Engine De-



ONLINE/DISTANCE LEARNING

Students must have access to the internet and an email address in order to take the following classes. These classes are taken online, not at the Paul Hall Center. Please be sure to provide an email address (printed neatly) on the application when applying. The training is designed to be self-paced but typically may be completed within one or two sittings.

Hazardous Material Control and Management

This is a review course designed to refresh mariners on the important aspects of hazardous material identification and control in the workplace. Upon completion of the course, students will be able to discuss the importance of proper training for employees with regard to hazardous chemicals; understand the importance of product labeling; and summarize basic information found on a Material Safety Data Sheet (MSDS).

In accordance with 49 CFR Part 176.13 the course incorporates the following topics: Pollution Prevention; Hazardous Material Terminology and Symbols; Hazardous Material Control and Management Program Administration; Material Safety Data Sheets (MSDS); Hazardous Material Information Resource System (HMIRS); Hazardous Material Labeling; Hazardous Material Procurement and Receipts; Hazardous Material Inventory Management; Hazardous Material Handling, Use and Disposal; and, Hazardous Material Emergencies and Responses.

Hearing Conservation

This class is structured to refresh mariners on the important aspects of hearing conservation in the workplace, including the donning and care of personal protective equipment. Upon completion of the course, students will be able to discuss the importance of proper training with regard to dangerous noise areas in accordance with 29 CFR 1910.95.

Respiratory Protection

The course is designed to refresh mariners on the important aspects of respiratory protection in the workplace, including the donning and care of personal protective equipment. Upon completion of the course, students will be able to discuss the importance of proper training with regard to personal protective equipment in accordance with 29 CFR 1910.134.

Heat Stress Management

The class is designed to refresh mariners on the important aspects of heat stress in the workplace, including the donning and care of personal protective equipment. Upon completion of the course, students will be able to discuss the importance of proper

department personnel with the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators, and controllers on board ship.

Prerequisite: 6 months QMED, SHLSS Junior Engineer, or QMED any rating

Pumpman

The Paul Hall Center's Pumpman course is a 70-hour, 10-day course designed for mariners who are employed, or may be employed, on U.S.-flag vessels. Training meets or exceeds requirements of 46 CFR Sec. 12.15-9 (c) for Pumpman. The objective of the Pumpman course is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to operate, maintain, and repair the equipment associated with the handling of liquid cargo onboard a tankship. Topics covered in the Pumpman course are Inert Gas Systems, Crude Oil Washing (COW) Systems, Vapor Recovery, and two days of assessment in the Cargo Simulator. On successful completion of this course, students

will be awarded a Paul Hall Center certificate

Each student must have SHLSS Junior Engineer or QMED any rating, tanker familiarization, U.S. Coast Guard requirements and machinist

Marine Refrigeration Technician

The Paul Hall Center's Marine Refrigeration Technician course is a 6-week (210-hour) course designed for mariners who are employed, or may be employed, on U.S.-flag vessels. Training meets or exceeds requirements of 46 CFR Section 12.15-9 (b) for Refrigeration Engineer.

The objective of the Marine Refrigeration Technician course is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to perform maintenance and repair operations on ship's stores plants, air conditioning plants, cargo refrigeration, ventilation and dehumidification equipment, as well as pantry refrigerators, water coolers, and ice machines. An introduction to refrigerated container units will also be presented. Successful candidates will earn a Paul Hall Center certificate of training.

Each candidate must have six months seetime after Junior Engineer, QMED any rating, or SHLSS Junior Engineer

Diesel Engine Technology

This 4-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

Also covered are associated auxiliaries



training with regard to elevated temperatures and dangerous areas of the ship in accordance with the U.S. Department of Health and Human Services, Centers for Disease Control, National Institute for Occupational Safety and Health Publication 83-113.

Environmental Awareness

Upon completion of the course, students will be able to describe the requirements for the safe handling of potential shipboard pollutants including sewage, oil and oily waste, hazardous waste and hazardous material, solid waste and medical waste. The primary MSC references covered include: COMSCINST 5090.1B - Environmental Protection Program; COMSCINST 5090.2A - Disposal of Solid Waste in the Marine Environment; and COMSCINST 4110.1B - Afloat Hazardous Material Control and Management (HMC&M) Program.

Shipboard Pest Management

Upon completion of the course, students will be able to discuss the importance of proper training with regard to pests in accordance with the U.S. Public Health Service, Centers for Disease Control and Prevention Vessel Sanitation Program Operations Manual, August 2005, Chapter 8 - Integrated Pest Management and training IAW section 4.8.6.13.2.

Shipboard Water Sanitation

Upon completion of the course, students will be able to discuss the importance of proper training with regard to potable water in accordance with the U.S. Public Health Service, Centers for Disease Control and Prevention Vessel Sanitation Program Operations Manual, August 2005, Chapter 5 Potable Water.

including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems.

Students receive practical training in the operation and repair of diesel engines on board school training vessels.

Prerequisites: QMED-Any Rating or equivalent inland experience

Automated Cargo Operations

This 6-week course of instruction in the pumpman career track includes classroom and simulator training in all facets of liquid cargo loading and discharge. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

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

Refrigerated Containers Advanced Maintenance

This 4-week course leads to certification in refrigerated containers maintenance and consists of classroom and practical shop training. The training experience enables students to assume the duties of a maintenance electrician on board ships carrying refrigerated containers.

Students receive training in all phases of refrigerated container unit operation, maintenance, repair, and troubleshooting. This includes the various types of engines, refrigeration, and electrical systems.

Continued on next page

Course Guide

Continued from Page 14

tems.

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

Prerequisites: SHLSS Junior Engineer or QMED any rating, Marine Electrician and Marine Refrigeration Technician

Hydraulics

The curriculum in the 4-week hydraulics course blends practical training with classroom work. Fluids, actuators, control devices, pumps, reservoirs, symbols, and hydraulic systems in marine equipment are among the subjects covered in this class. Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors, and a variety of other shipboard systems.

Prerequisite: QMED-Any Rating

Welding

Classroom instruction and hands-on training compose this 4-week course, which features practical training in electric arc welding and cutting and oxy-acetylene brazing, welding, and cutting.

Prerequisites: No additional prerequisites

STEWARD DEPT.

Galley Operations

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

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

Certified Chief Cook

This course consists of six 2-week stand-alone modules totaling 12 weeks. This structure allows eligible upgraders to enroll at the start of any module. The objective of the Certified Chief Cook Course (FSM 203) is to provide steward department personnel with an understanding and knowledge of sanitation, nutrition, and the preparation and service of soups, sauces, meats, poultry, and seafood.

Prerequisites: Galley Operations and 180 days' sea time

Advanced Galley Operations

This course consists of four 1-week

modules (totaling 4 weeks). The course provides students with a thorough grasp of the advanced baking knowledge and skills required of a member of the steward department.

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

Certified Chief Steward

The Certified Chief Steward course is a 12-week course for members of the steward department. The course is presented in eight modules. Each module is assessed independently of the others. Modules may be taken in 1 week increments with breaks between. This course trains stewards to take charge of a production galley, plan and prepare meals, and supervise employees in galley operations for a period of not less than 28 days.

On meeting the minimum requirements for Certified Chief Steward, culinary students will be competent to take charge of a production galley. The Certified Chief Steward course stresses the competencies related to the supervision of the galley, menu planning, requisitioning of supplies, inventory control, and sanitation.

Prerequisites: Advanced Galley Operations and 180 days' sea time

SAFETY CLASSES

Basic Safety Training

Applicants completing our 40-hour Basic Safety Training course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(1);—AND— (2) the Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(3) the Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1-3 of the STCW Code and 46 CFR 10.205(l)(3);—AND—(4) the Personal Safety & Social Responsibilities training requirements of Section A-VI/1 and Table A-VI/1-4 of the STCW Code and 46 CFR 10.205(l)(4).

Prerequisites: No additional prerequisites

First Aid & CPR (21-Hour)

Applicants completing our 21-hour First Aid & CPR course satisfy: (1) the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table AVI/ 1-3 of the STCW Code and 46 CFR 10.205(l)(3);—AND— (2)—IF— presented WITHIN 1 YEAR of the date of training, the First Aid & CPR training requirements of 46 CFR 10.205(h)(1)(ii) and 10.205(h)(2)(iii) for original issuance of a license.

Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. Successful students are awarded a certificate from the American Red Cross.

Prerequisites: No additional prerequisites

First Aid (8-Hour)

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

Prerequisites: No additional prerequisites



Advanced Fire Fighting

Applicants completing our 35-hour Advanced Fire Fighting course satisfy the Advanced Fire Fighting training requirements of Section A-VI/3 and Table A-VI/3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

During this course, students learn to blueprint a vessel and organize emergency squads for fire fighting. The class covers effective communication between crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad training. Students also learn to inspect and service personal shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

Prerequisite: Basic Fire Fighting

Basic Fire Fighting (16-Hour)

Applicants completing our 16-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

Prerequisites: No additional prerequisites

Basic Fire Fighting (35-Hour)

Applicants completing our 35-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

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

Prerequisites: No additional prerequisites

Combined Basic & Advanced Fire Fighting

Applicants completing our 41-hour Advanced Fire Fighting course satisfy: (1) the Advanced Fire Fighting training requirements of Section A-VI/3 and Table AVI/ 3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

The objective of this course is to familiarize students with the fundamentals of shipboard and tank barge fire fighting.

Prerequisites: No additional prerequisites

CRUISE SHIPS

Crisis Management & Human Behavior

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

This course is designed for any person responsible for the safety of passengers in an emergency on passenger ships. The training includes organizing the safe movement of passengers when embarking and disembarking, organizing shipboard emergency procedures, optimizing the use of resources, controlling responses to emergencies, controlling passengers and other personnel during emergency situations, and the establishing and maintaining effective communications.

Prerequisites: No additional prerequisites

Crowd Management

Applicants completing our 4-hour Crowd Management course satisfy: (1) the Crowd Management training requirements of Paragraph 1 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels;—AND—(2) the Safety Training requirements of Paragraph 3 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels.

This course profiles the required knowledge and applicable skills for crowd management including controlling a crowd in an emergency, locating safety and emergency equipment on board a vessel, complying with ships' emergency procedures, effective communications during an emergency, and demonstrating the use of personal life-saving devices.

Prerequisites: No additional prerequisites



Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the first few months of 2009. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 19	February 13
	March 2	March 27
	April 27	May 22
	June 22	July 17
Automated Radar Plotting Aids (ARPA)	April 13	April 17
	June 29	July 3
Fast Rescue Boat	February 23	February 27
	April 6	April 10
Government Vessels	June 1	June 5
	January 5	January 16
Lifeboatman	February 16	February 27
	April 13	April 24
Radar	June 8	June 19
	March 30	April 10
Radar Renewal	April 20	April 20
Specially Trained Ordinary Seaman	May 4	May 15
Tank Ship Familiarization/Assistant Cargo DL	February 9	February 20
	May 18	May 29
Tank PIC Barge DL	May 11	May 15

Engine Upgrading Courses

Advanced Refrigerated Container	January 5	January 30
	March 30	April 24
	June 22	July 17
Basic Auxiliary Plant Operations (BAPO)	February 2	February 27
	March 30	April 24
	May 25	June 19
FOWT (UA only)	February 2	February 21
	March 2	March 27
FOWT	April 27	May 22
	June 22	July 17
Junior Engineer	March 9	May 1
Marine Electrician	January 5	February 27
	May 11	July 3
Marine Refrigeration Technician	February 9	March 20

UPGRADING APPLICATION

Name _____

Address _____

Telephone (Home) _____ (Cell) _____

Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

If the following information is not filled out completely, your application will not be processed.

Social Security # _____ Book # _____

Seniority _____ Department _____

Home Port _____

E-mail _____

Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No

If yes, class # _____

Have you attended any SHLSS/PHC upgrading courses? Yes No

If yes, course(s) taken _____

Course	Start Date	Date of Completion
Marine Refrigeration Technician	May 4	June 12
Machinist	June 1	June 19
Pumpman	June 22	July 3
Welding	March 2	March 20
	April 6	April 24
	May 4	May 22
	June 1	June 19

Safety Specialty Courses

Basic Firefighting (35 hr.)	February 2	February 6
Basic & Advanced Firefighting	March 9	March 20
Basic & Advanced Firefighting (Inland)	April 13	April 17
BST/Basic Firefighting	February 17	February 20
	May 25	May 29
BST/Basic Firefighting	March 30	April 3
	May 11	May 15
Medical Care Provider	March 23	March 27
MSC Small Arms (Company designees)	January 26	January 29
	February 23	February 26

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations
These modules start every Monday.
Certified Chief Cook/Chief Steward
These classes start every other Monday. The most recent class began December 29.

Academic Department Courses

General education and college courses are available as needed. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course. An introduction to computers course will be self-study.

Adult Basic Education (ABE)

English as a Second Language (ESL)

College Program

Preparatory Course (when applying, students should list the name of the prep course desired on upgrading application)

Online Distance Learning Courses

Students MUST have access to the internet with an e-mail address in order to take the following classes: DL Environmental Awareness, DL Hazmat Control & Mgmt, DL Hearing Conservation, DL Heat Stress Mgmt., DL Shipboard Pest Mgmt., DL Respiratory Protection and DL Shipboard Water Sanitation.

The foregoing classes are taken online, not at the Paul Hall Center. Please be sure to provide an email address (printed neatly) on the application when applying.

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable.

Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

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

Welcome Ashore

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



DEEP SEA

JOHN DAVIS

Brother John Davis, 54, joined the union in 1979 while training in Piney Point, Md. He initially sailed on the *Overseas Chicago*. Brother Davis was born in Alabama and sailed in the deck department. He upgraded frequently at the Paul Hall Center for Maritime Training and Education in Piney Point. Brother Davis's final voyage was aboard the *2nd Lt. John Paul Bobo*. He resides in Whistler, Ala.



TIMOTHY FLEMING

Brother Timothy Fleming, 65, became an SIU member in 1970 in the port of New York. The Massachusetts native shipped in the steward department. Brother Fleming first went to sea on the *La Salle*. In 1974, he visited the Piney Point school to enhance his seafaring abilities. Brother Fleming most recently sailed aboard the *San Juan*. He is a resident of Worcester, Mass.



DONALD GANUNG

Brother Donald Ganung, 65, started sailing with the Seafarers in 1977 in the port of San Francisco. His first voyage was on the *Leader*. Brother Ganung often took advantage of educational opportunities available at the Paul Hall Center. He was last employed aboard the *Horizon Challenger*. Brother Ganung, a recertified steward, was born in Washington, D.C., and now makes his home in the Czech Republic.



DAVID HOLLENBACK

Brother David Hollenback, 65, donned the SIU colors in 1998 while in Piney Point, Md. He originally shipped on the *Maersk Tennessee*. Brother Hollenback



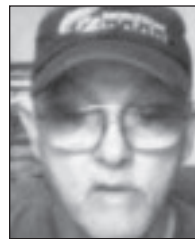
attended classes on two occasions at the Seafarers-affiliated school in Piney Point. The deck department member was born in New Jersey. Brother Hollenback's final trip to sea was aboard the *Seabulk Trader*. He calls Roann, Ind., home.

JEROME KEBBELL

Brother Jerome Keibell, 65, began sailing with the Seafarers in 1990 while in the port of Norfolk, Va. His first ship was the *USNS Stalwart*; his most recent was the *USNS Bold*. Brother Keibell was born in Kentucky and worked in the steward department. He lives in Virginia Beach, Va.

MELVIN MORGAN

Brother Melvin Morgan, 64, joined the SIU ranks in 1961. He initially shipped with Suwannee Steamship Company as a member of the steward department. Brother Morgan upgraded at the maritime training center in Piney Point, Md. His last voyage was on the *Horizon Kodiak*. Brother Morgan was born in Florida and now resides in Othello, Wash.



JORGE SALAZAR

Brother Jorge Salazar, 62, started sailing with the union in 1970. His earliest trip to sea was aboard the *Eagle Voyage*. Brother Salazar worked in the steward department. He enhanced his skills on numerous occasions at the Paul Hall Center. Brother Salazar's final ship was the *Horizon Hawaii*. He continues to live in his native commonwealth of Puerto Rico.



BASIL STOLEN

Brother Basil Stolen, 63, became an SIU member in 1968 while in the port of Duluth, Minn. He was born in Michigan and shipped in the deck department. Brother Stolen originally sailed with Alcoa Steamship. He visited the union-affiliated school on two occa-



sions to upgrade his seafaring abilities. Brother Stolen most recently worked on the *Horizon Anchorage*. He settled in Seattle.

PRENTISS WALKER

Brother Prentiss Walker, 65, was born in Mississippi. He joined the Seafarers in 1967, initially sailing aboard a CSX Lines vessel. Brother Walker was a member of the engine department. His last voyage was on the *Cape John*. Brother Walker is a resident of Bartlett, Tenn.



INLAND

MICHAEL ANSOTIGUE

Brother Michael Ansotigue, 62, donned the SIU colors in 1979. He first sailed with Mariner Towing. Brother Ansotigue was born in Hillsborough, Fla. He enhanced his skills numerous times at the Piney Point school. Brother Ansotigue's final trip to sea was aboard a vessel operated by OSG Ship Management. He makes his home in Brandon, Fla.



MARY HOPKINS

Sister Mary Hopkins, 64, began shipping with the union in 1998. She worked primarily on Orgulf Transport Company vessels. Sister Hopkins was a member of the steward department. She was born in Ripley, Mo., and settled in Locust Grove, Okla.

OTTO SCHUMANN

Brother Otto Schumann, 66, started sailing with the SIU in 1968. He was employed with Interstate Oil Transportation for the duration of his career. Brother Schumann took advantage of educational opportunities available at the Paul Hall Center in Piney Point, Md. He continues to reside in his native state of New Jersey.

RICHARD SIMMONS

Brother Richard Simmons, 62, was born in Providence, R.I. He became a Seafarer in 1991 while in the port of Puerto Rico. Brother Simmons originally shipped with Red Circle Transportation Company as a member of the steward depart-

ment. His most recent trip was on an Orgulf Transportation vessel. Brother Simmons calls Brooksville, Fla., home.

CHARLES YOUNG

Brother Charles Young, 62, joined the SIU ranks in 1987. He first worked aboard a Moran Towing of Texas vessel. Brother Young upgraded often at the maritime training center in Piney Point, Md. He was born in Corpus Christi, Texas. Brother Young last sailed on a ship operated by Intrepid Personnel & Provisioning. He lives in Taft, Texas.



GREAT LAKES

RICHARD BENNETT

Brother Richard Bennett, 65, donned the SIU colors in 1989. He initially shipped with Great Lakes Corporation. Brother Bennett was born in Cleveland, Ohio. In 2000 and 2002, he attended classes at the Piney Point school to enhance his seafaring abilities. Brother Bennett most recently sailed aboard the *Presque Isle*. He is a resident of Two Harbors, Minn.



NATIONAL MARITIME UNION

JUAN CEPEDA

Brother Juan Cepeda, 72, began his employment with the NMU in 1963, initially shipping from the port of New York. The Puerto Rico-born mariner sailed in the deck department. Brother Cepeda's first ship was the *Chattahoochee*; his last the *Yorktown Express*.



MELFORD DILBERT

Brother Melford Dilbert, 66, joined the union in 1990 while in the port of New Orleans. His first voyage was aboard the *Cape Knox*. Brother Dilbert was born in Honduras and worked in the deck department.

RICHARD DOBBYN

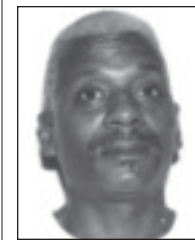
Brother Richard Dobbyn, 70,

became an NMU member in 1979. He originally shipped from the port of Boston. Brother Dobbyn sailed in the deck department. His final trip to sea was on the *Green Point*. In 2006, Brother Dobbyn upgraded his skills at the Paul Hall Center.



ROGER HEROD

Brother Roger Herod, 58, started shipping with the union in 1976 from the port of Mobile, Ala. His first voyage was aboard the *Mormac Star*, where he worked in the deck department.



Brother Herod was born in Birmingham, Ala. His most recent trip was on the *Michigan*.

EARL LAWRENCE

Brother Earl Lawrence, 65, donned the NMU colors in 1977 in the port of New Orleans. His first ship was the *Green Valley*. Brother Lawrence was born in Louisiana and sailed in the steward department. He last sailed aboard the *Louise Lykes*.



AGUSTIN RAMOS

Brother Agustin Ramos, 68, joined the NMU ranks in 1967 while in the port of Philadelphia. His earliest trip to sea was on the *Amoco Virginia*. Brother Ramos was a member of the steward department. He attended classes at the Piney Point school in 2001. Brother Ramos was born in Honduras. His last voyage was aboard the *Alliance Norfolk*.



BYRON RYCE

Brother Byron Ryce, 65, was born in Guyana. He began shipping with the union in 1986 from the port of New Orleans. Brother Ryce initially sailed on the *Admiralty Bay* as a member of the steward department. His most recent voyage was aboard the *Cape Vincent*.

Final Departures



DEEP SEA

CHARLES BROWN

Pensioner Charles Brown, 71, passed away Sept. 12. Brother Brown joined the SIU in 1962 while in the port of New Orleans. His first ship was the *Del Alba*; his last the *Inger*. Brother Brown was born in Louisiana and sailed in the steward department. He went on pension in 2005 and called St. Louis home.



JOSEPH CAVE

Pensioner Joseph Cave, 88, died Sept. 15. Brother Cave became a Seafarer in 1941. He was born in Chester, Pa. Brother Cave initially shipped in the deck department of a Pan Shipping Corporation vessel. Prior to his retirement in 1982, he worked aboard the *Delta Manpower*. Brother Cave lived in Kenner, La.

HERMAN COLLIER

Pensioner Herman Collier, 74, passed away Oct. 13. Brother Collier first donned the SIU colors in 1959. His earliest trip to sea was with Alcoa Steamship Company. Brother Collier, a member of the engine department, was born in Betsey Lane, Ky. His final voyage took place on the *Pisces*.



Brother Collier began receiving his pension in 1983 and settled in Kent, Del.

NORMAN DUHE

Pensioner Norman Duhe, 69, died June 19. Brother Duhe was born in Louisiana. He started shipping with the union in 1970 from the port of New Orleans. Brother Duhe originally worked aboard an Interocean American Shipping Corporation vessel. The steward department member last sailed on the *Stonewall Jackson*. Brother Duhe retired in 2002 and continued to reside in his native state.

INOCENCIO FONTELERA

Pensioner Inocencio Fontelera, 79, passed away Sept. 29. Brother Fontelera signed on with union in 1970 while in the port of San Francisco. His first trip to sea was aboard the *Mauui*. Brother Fontelera was born in the Philippines and shipped in the steward department. He was last employed on the *Defender*. Brother Fontelera became a pensioner in 1994 and called Salinas, Calif., home.

YAHYA GHALEB

Brother Yahya Ghaleb, 63, died Sept. 6. He joined the SIU ranks in 1979. Brother Ghaleb initially sailed aboard the *Maryland* as a member of the engine department. He was born in Yemen. Brother Ghaleb's most recent voyage was on the *Explorer*. He was a resident of Brooklyn, N.Y.

TUNG LEE

Pensioner Tung Lee, 78, passed away Oct. 25. Brother Lee became a union member in 1985. He was employed aboard

the *Independence* for the duration of his career. Brother Lee started collecting his retirement compensation in 1996. He lived in Las Vegas.



GERARDO LOPEZ

Pensioner Gerardo Lopez, 84, died Sept. 20. Brother Lopez, a member of the steward department, began shipping with the Seafarers in 1972 from the port of New Orleans. He originally worked on the *Steel Traveler*. Brother Lopez was born in Mexico. His final voyage was aboard the *Liberty Sea*. Brother Lopez made his home in Metairie, La. He went on pension in 1994.



JAMES MCDANIEL

Brother James McDaniel, 53, passed away Sept. 23. He first donned the SIU colors in 1978 while in the port of Houston. Brother McDaniel was born in Paola, Kan., and sailed in the engine department. His earliest trip to sea was on the *Robert E. Lee*. Brother McDaniel most recently shipped aboard the *Overseas Luxmar*. He settled in Houston.

JERRY MILLER

Pensioner Jerry Miller, 61, died Nov. 21. Brother Miller was born in Jacksonville, Fla. He joined the Seafarers in 1968 and initially worked on the *Wingless*.

Brother Miller was a member of the engine department. He last sailed aboard the *USNS Capella*. Brother Miller retired in 2003 and continued to live in his native state of Florida.



NORMAN TOURTELLOT

Brother Norman Tourtellot, 52, passed away Sept. 14. He signed on with the union in 1990. Brother Tourtellot's earliest voyage was on the *USNS Desteiguer*. The deck department member was born in Providence, R.I. Brother Tourtellot's final trip to sea was aboard the *Horizon Challenger*. He was a resident of Rockport, Texas.

INLAND

ROY MCNAB

Brother Roy McNab, 51, died Sept. 7. He was born in Honduras. Brother McNab joined the SIU in 2008. He shipped on vessels operated by Crowley Towing & Transportation of Jacksonville. Brother McNab called Denham Spring, Kan., home.



GREAT LAKES

EUGENE REPKO

Pensioner Eugene Repko, 68, passed away Oct. 27. Brother

Repko started sailing with the union in 1960 from the port of Detroit. He primarily worked with American Steamship Company as a member of the deck department. Brother Repko was born in Johnstown, Pa. He became a pensioner in 2003 and resided in Lorain, Ohio.



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

Name	Age	DOD
Aguilar, Fermin	84	Oct. 1
Arroyo, Fernando	75	Oct. 30
Berthlot, Woodrow	91	Oct. 24
Brown, David	74	June 26
Coscolin, Felix	92	Oct. 12
Curran, Earl	83	Oct. 30
Darcangelo, Joseph	86	May 1
Dearlove, Charles	93	Sept. 25
Fulfer, Charles	82	Oct. 19
Gonzalez, Angel	82	Nov. 2
Hernandez, Felix	95	Oct. 4
Hong, Robert	84	Aug. 16
Kutach, Otto	81	Oct. 18
McHenry, Cleveland	80	Oct. 28
Mojica, Anibal	79	Oct. 29
Moment, Corns	72	Nov. 7
Morris, Clyde	85	Oct. 14
Nunez, Carmelo	79	Oct. 25
Porras, Pablo	101	June 30
Prevost, Emile Jr.	73	Nov. 2
Price, Melvin	81	Aug. 31
Quintana, Domingo	90	Oct. 26
Rigdon, Donovan	76	Oct. 15
Rivas, Julian	73	April 9
Romero, Angel	84	Sept. 17
Sanders, Jimmie	80	July 16
Sands, John	82	Oct. 21
Santana, Rafeal	83	Oct. 28
Singleton, Prince	83	Sept. 11
Sommers, Robert	81	Oct. 17
Williams, Fernando	79	Oct. 29

This Month In SIU History

1946

The membership voted overwhelmingly for a resolution that authorized the election of a committee to investigate the possibilities and advisability of establishing an upgrading school in the port of New Orleans. The membership felt very

strongly that the union should establish and operate its own training schools rather have schools controlled and operated by the government.

1954

Two dozen Korean orphans who have known little more than hunger and deprivation in the past three years were treated to a full-scale Christmas dinner and party complete with Santa Claus, by the crew of the *Schuyler Otis Bland*. The crew also voted to throw in the ship's fund for presents, candy and fruit for each of the children. To top that, the crew asked and the skipper agreed to throw in some cement so that work could be done on the orphanage to help make it a better place to live. Before the crew's efforts, the orphanage consisted of a few ramshackle huts with dirt floors.

1969

Seafarers on the *Del Sol*, *Steel Apprentice*, *Cape San Diego*, *Irmira Victory* and *U.S. Defender* came under fire when the Viet Cong sent a barrage of rockets for two hours into the docks at Da Nang, Vietnam. During the attack shrapnel killed the watch mate on the *Defender* and heavily damaged the port.

1991

As war broke out on January 16 in the Persian Gulf, Seafarers continued to man the majority of the more than 100 American-flag ships which are supplying the U.S. forces in the Middle East combat zone. On the eve of the war more than 4.2 billion pounds of dry cargo, 8.4 billion pounds of fuel and nearly 460,000 American troops were shipping on MSC and Ready Reserve ships activated for service to the region.

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.

ACHIEVER (Maersk Line, Limited), Oct. 19 – Chairman **Frank L. Thompson**, Secretary **Johnnie B. McGill Jr.**, Educational Director **David W. Sexton**, Deck Delegate **Curtis O. Nicholson**. Chairman went over allotments procedures. Secretary advised crew to take advantage of Paul Hall Center for Maritime Training and Education in Piney Point, Md. Educational director reminded mariners to watch expiration dates on all MMDs. He also suggested applying early for TWIC card to avoid the rush as April 2009 is approaching quickly. No beefs or disputed OT reported. Request was made to have ice machine and beverage dispenser fixed or replaced. Steward department was thanked for great work during voyage. Next ports: Newark, N.J., and Houston.

CAPE INTREPID (Crowley Liner Services), Oct. 2 – Chairman **LBJ B. Tanoa**, Secretary **Eric T. Manley**, Educational Director **Phillip L. Greenwell**, Deck Delegate **Mark Halberg**. Chairman announced payoff Oct. 3 in Tacoma, Wash., and thanked crew for working well together during trip. Secretary expressed his gratitude for fellow crew members' help keeping ship clean. Educational director urged Seafarers to keep endorsements up-to-date. No beefs or disputed OT reported. Suggestions were made regarding Seafarers Pension Plan and Seafarers Money Purchase Pension Plan. Vote of thanks given to the steward department. Deck department was also thanked for handling and securing stores. Next port: Tacoma, Wash.

HORIZON ENTERPRISE (Horizon Lines), Oct. 10 – Chairman **George B. Khan**,

Secretary **William E. Bryley**, Educational Director **Michael J. Wells**, Deck Delegate **Bobby Belches**, Engine Delegate **James Spranza**, Steward Delegate **Frank A. Ramones**. Chairman reported payoff would take place at sea Oct. 10 and thanked everyone for a smooth trip. He relayed information from captain concerning various equipment and protecting clothing to be utilized during fire and boat drills (including gloves and flashlights). He asked crew not to wait until inspections if something needs to be done or fixed. Secretary reminded mariners departing vessel to leave clean linen for new members coming aboard. Educational director discussed locations to apply for TWIC cards and advised crew to watch expiration dates on all necessary seafaring documents. Mariners were encouraged to enhance their skills at the Piney Point school. Treasurer noted \$900 in the ship's fund. No beefs or disputed OT reported. President's report from the October 2008 *Seafarers LOG* was read and discussed. Recommendation was made to increase pension amounts. Crew members expressed their gratitude to Wiper **Tony Kpudvia**, GSU **Musaid Abdulla** and Chief Cook **Frank Ramones**. Next ports: Tacoma, Wash., Oakland, Calif., and Honolulu.

HORIZON HUNTER (Horizon Lines), Oct. 12 – Chairman **Loren E. Watson**, Secretary **Jennifer K. Jim**, Educational Director **Jeff A. Morris**. Chairman read and distributed copies of SIU 401K Plan information. Educational director encouraged members to check out what the union-affiliated school has to offer and apply for TWIC card early. Treasurer reported

Holiday Greetings from Maersk Tennessee Steward Dept.



Recertified Steward Tony Spain submitted these photos of steward department personnel aboard the *Maersk Tennessee* as the vessel was en route last month to Israel and Africa. Pictured in the group photo are (front, from left) Spain, Chief Cook Lamont Faulks, (standing) SA Paula Hopson and SA Darrell Gray. At right, Faulks puts his Paul Hall Center training to good use. Spain conveyed a "Merry Christmas and Happy New Year" to all fellow SIU members.

\$2,000 in ship's fund. No beefs or disputed OT reported. Members requested a computer be installed for e-mail. Next port: Tacoma, Wash.

LIBERTY GRACE (Liberty Maritime), Oct. 12 – Chairman **Pablo O. Borja Jr.**, Secretary **Willie E. Massaline**, Educational Director **Bruce Zeno**, Steward Delegate **Nadine Butler**, Engine Delegate **Talal N. Saleh**. Chairman advised all crew members to make sure they get their TWIC application in. Everyone leaving vessel was asked to leave rooms clean for next person. Secretary informed membership that he had absentee ballot information for upcoming SIU election. Crew was encouraged to contribute to SPAD (Seafarers Political Activity Donation). Educational director notified

mariners that upgrading applications were available in the *Seafarers LOG*. No beefs or disputed OT reported. Request was made for heavy-duty washing machines and dryers for crew laundry. Chairman thanked steward department for doing a great job – food was excellent and the messhalls were well-maintained. Next port: Singapore.

LIBERTY SUN (Liberty Maritime), Oct. 12 – Chairman **Felix A. Santiago**, Secretary **Ronald J. Davis**, Educational Director **James L. Glover**, Deck Delegate **Shawn H. Abdullah**, Steward Delegate **Richard F. Oliva**. Bosun announced payoff Oct. 18 in New Orleans. Secretary asked departing members to leave rooms clean and return keys. Educational director encouraged Seafarers to "give yourself a raise" by upgrading in Piney Point. He also reminded everyone to keep all paperwork current. No beefs or disputed OT reported. Vote of thanks given to the steward department. Next port: New Orleans.

MAERSK MISSOURI (Maersk Line, Limited), Oct. 19 – Chairman **Oliver M. Balico**, Secretary **Billy Gigante**, Educational Director **Hiawatha J. Williams**, Deck Delegate **James Burns**, Engine Delegate **Terry J. Mouton**, Steward Delegate **Jose F. Manandic**. Chairman reported smooth voyage with a great crew and reviewed ship's itinerary. He stated payoff would take place in Elizabeth, N.J., on Oct. 20. Educational director urged mariners to upgrade seafaring abilities often at the Paul Hall Center. Treasurer reported \$1,500 in ship's fund. No beefs or disputed OT reported. Crew expressed gratitude to the steward department for the extra effort they put in. Next ports: Elizabeth, N.J., Norfolk, Va., Charleston, S.C., and Malaga, Spain.

MAERSK OHIO (Maersk Line, Limited), Oct. 19 – Chairman **Jim Joyce**, Secretary **Fidelis N. Oliveira**, Educational Director **Mohamad Y. Abdullah**, Steward Delegate **Jorge L. Ellis**. Bosun talked about the benefits of the 401K retirement plan and the importance of contributing to SPAD. Secretary recommended Seafarers visit the maritime training center in Piney Point, Md., to upgrade skills. No beefs or disputed OT reported. Chairman posted and explained procedures for absentee voting. Members requested new mattresses be purchased. Question was brought up concerning crew quarters.

SEABULK PRIDE (Seabulk Tankers), Nov. 22 – Chairman **Crisostomo C. Tizon**, Secretary **Scott A. Opsahl**, Educational Director **Donald H. McBride**, Deck Delegate **Michael W. Ostrowski**, Steward Delegate **Robert M. Borro**. Chairman thanked crew for a smooth, safe voyage and reviewed manpower pool requirements for Seabulk ships. He also stressed the importance of shipboard meetings. Secretary expressed gratitude for help keeping pantry and messhall clean. Crew was reminded to fill out new address cards and if beneficiary has changed please fill out that card also and include the proper information. Educational director urged members to keep documents current and check *Seafarers LOG* for upgrading classes available at the Piney Point school. No beefs or disputed OT reported. Suggestion was made to install bulletin board in the crew lounge for union communications to be posted. Concern was expressed regarding budget for stores. Vote of thanks given to GVA Henry Egaran for job very well done. Next ports: Anacortes, Wash., and Point Wells, Wash.

Baldomero Lopez Takes Part in Exercise



The SIU-crewed *1st Lt. Baldomero Lopez* (shown in the Gulf of Thailand in this U.S. Navy photo) last year participated in exercise Freedom Banner 08. The operation is a maritime prepositioning force exercise conducted in Chuk Samet, Thailand, to provide equipment used by the 3rd Marine Expeditionary Brigade in support of exercise Cobra Gold. The amphibious assault vehicles pictured here are rolling onto a RO/RO discharge facility.

More Jobs, Mobilization In Historic Presidential Election Highlight Past Year for Seafarers

Continued from Page 24

No matter the mission, their work didn't go unnoticed. During meetings of the AFL-CIO Maritime Trades Department executive board, and later during National Maritime Day ceremonies, high-ranking military officers praised the U.S. Merchant Marine, calling the American-flag fleet nothing short of vital to national and economic security.

Other News

The union remained very active in supporting pro-labor and pro-maritime initiatives. SIU members helped gather one million signatures backing the Employee Free Choice Act – important legislation that would help restore fairness to the process of workers choosing whether or not to join unions.

The SIU expressed support for the marine highway initiative championed by the U.S. Department of Transportation and its Maritime Administration.

Early in the year, a Defense bill was signed that successfully capped a four-year effort to protect CIVMARS' rights to union representation.

In the aftermath of a major oil spill on the Mississippi River (involving non-union companies), the SIU testified on Capitol Hill about the need for improved inland safety measures.

Seafarers mobilized to help provide hurricane relief after Ike struck along the Gulf.

The Seafarers Health and Benefits Plan issued seven scholarships worth a combined \$140,000 to members and dependents.

The *Sealand Meteor* became the first U.S.-flag merchant ship to call on the Port of Shimizu in Japan.

Although the deadline for mariners to obtain a TWIC was extended to April 2009, the program faced numerous difficulties even before ports were supposed to start enforcement.

SIU International Transport Workers' Federation inspectors assisted foreign crews in recovering back wages and repatriation. The union continued its international work not only via the ITF but also through the International Maritime Organization and related entities.

February & March 2009 Membership Meetings

Piney Point.....	Monday: February 2, March 2
Algonac.....	Friday: February 6, March 6
Baltimore.....	Thursday: February 5, March 5
Boston.....	Friday: February 6, March 6
Guam.....	Thursday: February 19, March 19
Honolulu.....	Friday: February 13, March 13
Houston.....	Monday: February 9, March 9
Jacksonville.....	Thursday: February 5, March 5
Joliet.....	Thursday: February 12, March 12
Mobile.....	Wednesday: February 11, March 11
New Orleans.....	Tuesday: February 10, March 10
New York.....	Tuesday: February 3, March 3
Norfolk.....	Thursday: February 5, March 5
Oakland.....	Thursday: February 12, March 12
Philadelphia.....	Wednesday: February 4, March 4
Port Everglades.....	Thursday: February 12, March 12
San Juan.....	Thursday: February 5, March 5
St. Louis.....	Friday: February 13, March 13
Tacoma.....	Friday: February 20, March 20
Wilmington.....	Tuesday: February 17,* Monday: March 16

(*Change created by Presidents' Day Holiday)

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

Dispatchers' Report for Deep Sea

November 16, 2008 — December 15, 2008

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	0	1	1	1	1	0	1	1	4	2
Anchorage	1	5	0	1	2	1	2	1	8	3
Baltimore	6	2	0	5	2	0	2	9	3	2
Fort Lauderdale	15	19	3	9	11	1	8	20	23	8
Guam	1	3	1	1	2	0	0	4	6	3
Honolulu	8	4	1	6	3	0	1	17	18	1
Houston	41	41	3	37	23	0	29	71	58	6
Jacksonville	27	17	1	28	27	3	20	51	28	4
Joliet	0	1	0	0	1	0	0	1	3	0
Mobile	14	9	0	12	5	0	10	17	13	2
New Orleans	15	9	2	19	10	1	10	28	11	4
New York	38	20	3	29	13	0	16	74	55	12
Norfolk	19	14	3	16	12	5	5	26	22	4
Oakland	22	6	4	16	13	1	9	37	17	6
Philadelphia	7	4	0	2	7	0	4	10	6	1
Piney Point	2	4	1	1	5	5	0	1	5	1
Puerto Rico	5	8	1	3	5	0	3	11	13	1
St. Louis	5	1	0	1	0	1	1	5	8	0
Tacoma	30	20	3	35	20	4	23	53	45	8
Wilmington	25	16	7	19	12	4	11	46	34	9
Totals	280	204	34	241	174	26	155	483	380	77
ENGINE DEPARTMENT										
Algonac	1	0	0	1	0	0	1	0	3	0
Anchorage	1	3	0	0	1	0	0	1	4	0
Baltimore	5	5	1	3	1	0	0	5	7	1
Fort Lauderdale	6	10	2	5	3	0	5	13	16	2
Guam	0	2	1	1	1	0	0	1	5	2
Honolulu	6	3	0	3	0	0	1	14	6	1
Houston	14	10	0	10	9	0	6	26	18	2
Jacksonville	16	7	1	17	11	0	12	35	26	2
Joliet	0	1	0	1	0	0	0	1	1	0
Mobile	8	4	1	0	2	1	1	14	7	1
New Orleans	5	5	0	5	2	0	4	10	7	1
New York	13	8	4	11	7	0	8	29	21	8
Norfolk	7	12	1	10	8	2	5	9	24	3
Oakland	8	5	2	10	9	1	6	12	6	4
Philadelphia	2	2	0	1	0	0	1	4	2	0
Piney Point	0	3	0	0	1	0	0	1	2	0
Puerto Rico	2	1	0	2	5	0	3	4	4	1
St. Louis	0	1	1	1	4	1	0	0	2	0
Tacoma	10	14	1	10	12	0	5	20	28	6
Wilmington	5	9	3	6	5	1	2	19	17	5
Totals	109	105	18	97	81	6	60	218	206	39
STEWARD DEPARTMENT										
Algonac	1	2	0	1	2	0	0	3	2	0
Anchorage	0	0	0	0	0	0	0	0	2	0
Baltimore	1	1	0	1	1	1	2	2	1	1
Fort Lauderdale	8	4	1	6	6	0	7	8	7	0
Guam	0	1	1	1	4	0	0	1	1	2
Honolulu	15	0	0	4	2	0	3	20	4	0
Houston	16	6	0	19	5	5	7	29	11	0
Jacksonville	15	11	0	14	7	0	11	28	15	2
Joliet	0	1	0	0	0	0	0	0	1	0
Mobile	8	1	0	4	1	1	2	9	4	0
New Orleans	5	1	0	5	3	0	5	9	1	0
New York	27	9	1	14	6	0	10	35	14	3
Norfolk	10	5	2	7	8	1	4	17	15	2
Oakland	22	1	0	22	4	0	10	32	4	0
Philadelphia	1	1	0	3	0	1	2	3	1	1
Piney Point	3	1	1	0	1	0	1	4	2	1
Puerto Rico	3	2	0	1	1	0	2	4	2	0
St. Louis	4	1	0	2	0	0	0	2	3	0
Tacoma	13	6	0	13	4	1	15	28	7	0
Wilmington	19	4	1	20	1	3	11	35	14	2
Totals	171	58	6	137	56	9	92	269	111	13
ENTRY DEPARTMENT										
Algonac	1	1	0	0	0	0	0	2	2	4
Anchorage	0	0	0	0	1	0	0	0	1	0
Baltimore	0	3	1	0	2	1	0	0	2	1
Fort Lauderdale	0	5	7	0	3	2	0	0	9	17
Guam	0	1	1	0	1	1	0	0	3	1
Honolulu	2	7	4	2	3	2	0	2	15	7
Houston	3	16	6	2	16	4	0	7	38	5
Jacksonville	1	15	10	0	5	7	0	5	31	23
Joliet	0	1	0	0	0	0	0	0	2	2
Mobile	1	5	2	1	0	0	0	1	12	9
New Orleans	0	2	3	0	1	0	0	1	10	5
New York	3	32	10	3	22	2	0	13	42	21
Norfolk	2	11	8	1	8	5	0	2	29	27
Oakland	3	12	10	4	6	4	0	6	21	18
Philadelphia	0	1	0	0	1	0	0	0	0	0
Piney Point	0	1	20	0	0	21	0	0	2	6
Puerto Rico	0	3	0	0	0	0	0	0	11	0
St. Louis	0	0	1	0	1	0	0	0	1	0
Tacoma	9	14	4	3	7	1	0	7	24	7
Wilmington	2	12	4	2	7	1	0	4	21	19
Totals	20	141	90	18	84	51	0	50	274	174
Totals All Departments	580	508	148	493	395	92	307	1020	971	303

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 708 – Unlicensed apprentices from Class 708 recently completed the water survival course. Those graduating (above, in alphabetical order) were: Rodney Brasley Jr., Erik Clausen, Paula Cloud, Scott Collins, Prentice Conley, Andrew Delutis, Tyler Hicks, Bryan Howell, Mitchell Newingham, John Perez, Yatnel Sanchez, Corey Shanley and Michael Viccione.



Unlicensed Apprentice Water Survival Class 709 – Completing the water survival course recently were unlicensed apprentices from Class 709. Those graduating from the course (above, in alphabetical order) were: Jamal Awanallah, Wayne Bell, Tom Braillard, Nicolas Byers, Charlotte Chastain, Van Dixon, Lorenzo Hall Jr., Eric Simenstad, Devin Wood and Lee Wright.



ARPA – Six upgraders on Oct. 6 graduated from this 32-hour course. Those completing the training (above, in alphabetical order) were: David Blue IV, Randall Brown, Felix Garcia, Carlos Gibbons, Calvin Kaawa, and Nicholas Kempker. Their instructor, Stacey McNeely, is standing third from left.



FOWT – The following individuals (above, in alphabetical order) graduated from this course Nov. 7: Olawale Adegunwa, Jose Alcaide, Edwin Arroyo, Jose Bonita, Chris Ceyzyk, Daniel Chisum-Coffee, Kendra Gardner, Creg Gumanas, Ronald Hackensmith, Omar Izquierdo, Jon Larrinaga, Chris Mercado, Shawn Pantschyschak, Tijani Rashid, Sean Sammacicci, Christopher Sheppard and Bobby Turner. Tim Achorn, their instructor, is standing at far right.



Able Seaman – Twenty-two mariners on Oct. 24 completed their requirements for graduation from this course. Those completing the training (above, in alphabetical order) were: Jay Aki, Jonathan Bennett, Rasheen Breathwaite, Dionce Bright, Matthew Brown, Kevin Copeland, Timothy Cilwell, Bobby Dickson, Daniel Giles, Veronica Hernandez, Weston Hines, Yakan Isreal, Sean Jones, John McCormick, Aman Mohamed, Edward Newbegin, David Newsome, Johnnie Owens Jr., Neiman Pettis, George Phillips, Amer Saleh and Taufiq Wasel. Bernabe Pelington, their instructor, is standing at the far left.



Welding – The following individuals (above, in alphabetical order) on Oct. 23 completed this 103-hour course: David Bernstein, James Donohue, Ruben Haynes, Alonzo Griswell, Patrocino Maglinte and Joshua Zelinsky. Buzzy Andrews, their instructor, is standing third from the left.

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

Paul Hall Center Classes



BAPO – Two classes of students (Phase III apprentices and upgraders) on Oct. 10 completed the 140 hours of training required in this course. Those graduating (left, in alphabetical order) were: Wale Adegunwa, Larbi Andaloussi, Joseph Bankhead, Jose Bonita, Dustin Brantley, Chris Ceyzyk, Daryl Cornett, Daniel Cortez, Peter Crane, Hubert Dennis, Michael Durago, Kendra Gardner, Darrell Goggins, Ronald Hackensmith, Yuri Hernandez, Braden Horne, Brian Jackson, Eric Kirkland, Richard Noto, Vicente Ordonez, Thomas Quinlan, Sean Sannaciacchi, Timothy Van Pelt, Bernard Wade II, Charles Wagner, Nicole Walton, Oshema Watson, Nathan White, Enoch Winrod, and Igor Yakunkov. Tim Achorn, their instructor, is standing at the far left. (Note: Not all are pictured.)



Medical Care Provider – Eight individuals on Nov. 7 completed this course. Those graduating (above, in alphabetical order) were: Eugene Areand, Patrick David, Mark Dumas, Jeffrey Jones, David Nimmer, Robert Norris, Demetrus Simmons and Carl Wonderly. Mark Cates, their instructor, is at the far right.



STOS – The following Phase III apprentices (above, in alphabetical order) on Oct. 10 completed their requirements for graduation from this course: Virgil Beasley, David Brady, Victor Chevalier, Mitchell Childress, Angela Corbitt, John Curran, James East, Matthew Martel, Cory Mulligan, William Pakkala, Teresa Peterson, Keith Rogers, Mark Turner and Jovan Williams. Their instructor, Stan Beck, is standing at the far left



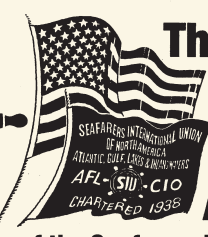
Radar Observer – Seven upgraders on Oct. 3 completed this course. Those graduating (above, in alphabetical order) were: Randall Brown, Regina Ewing, Felix Garcia, Carlos Gibbons, Erik Johnson, Nicholas Kemer and Larry Rawlings. Stacey McNeely, their instructor, is second from the right. (Note: Not all are pictured.)



BST (Hawaii) – Eighteen individuals (above, in no particular order) on Nov. 3 completed this course at the Seafarers Training Center in Barbers Point, Hawaii: Nathan Junell, Steve Pantoja, Israel Servin, Ariel Vega Correa, Charmain Rowlette, Cortney Lietz, Vivian Morris, Kristine Woulfe, Marla Vahai, Carl Allen, Darryl Willis, Christon Harris, Krissy Freitas, Jorge Ramos Flores, Barbara Strong, Elisabeth Wade, Danae Allen, Erik Duckett-Baker



BST (Hawaii) – The following individuals (photo at left, in no particular order) on Oct. 31 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center: Kisha Akana, Godfredo Banatao, Joshua Edwards, Jeff Schmitz, Ted Brackez, Chase Winniford, Robert Jackson, Walter Borges, Danielle Dobiesz, Erin Wallace, Patrick Kennedy, Nicholas Yashin, Kevin Prentice, Ahmad Beheiry, Christopher Linscott, Francisco Chavez, Maria Harrison, Ioan Panfiloiu, Mishelle Trafford, Justin Zinchini and Brandon Rokosh.



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SIU Year in Review

New Tonnage, Historic Election Highlight 2008

Numerous Contracts Ratified; Seafarers Continue Supporting Our Troops

The election of pro-maritime Sen. Barack Obama to the White House and the steady addition of new tonnage to the Seafarers-contracted fleet arguably stand out as the two top stories of 2008 where the union is concerned.

Starting with the delivery of an ammunition ship in January of last year, the union gained no fewer than 18 vessels, ATBs and tugboats, not including 10 other ships that remained under the SIU banner after being either up for bid or for sale.

Other key stories directly involving Seafarers and SIU officials included the ratification of numerous contracts; continued backing of our troops in Operations Enduring Freedom and Iraqi Freedom; growing support for the Employee Free Choice Act; international efforts to promote and protect mariners' rights; and congressional appeals to boost inland waterways safety.

Additionally, the SIU-affiliated Paul Hall Center for Maritime Training and Education added new courses and opened a new conference center in addition to other accomplishments.

Shipboard and port security issues continued to challenge all concerned, perhaps most notably with the federally mandated Transportation Worker Identification Credential (TWIC) program. As it has done since long before the issuance of the final TWIC regulations, the union continued to support the goal of appropriate security measures while trying to help ensure fair treatment of U.S. mariners.

Following is a brief look back at these and other notable developments from 2008, a year in which the SIU observed its 70th anniversary.

New Vessels, New Jobs

The union welcomed significant new tonnage throughout the year, in various forms.

Four ammunition ships, known as TAKE vessels and crewed by members of the SIU Government Services Division, were delivered. Those ships, built at NASSCO, are the *USNS Byrd*, *USNS Peary*, *USNS Earhart* and *USNS Brashear*.

NASSCO also continued construction on new tankers being built for U.S. Shipping Partners, the first of which is slated for delivery in 2009.

Maersk Line, Limited added three vessels (the *Maersk Michigan*, *Alliance St. Louis* and *Alliance Norfolk*) and also transferred two others (*MV Phillips* and *MV Baugh*) to its commercial fleet, which preserved SIU jobs.

APL Maritime added the containership *APL Balboa* to its American-flag fleet.

Crowley christened the ATBs *Integrity* and *Courage*.

Built at Aker Philadelphia Shipyard, the OSG tankers *Overseas Texas City* and *Overseas New York* were delivered.

Construction on additional tankers in the Veteran-class series continued at the yard.

SIU-contracted Sealift, Inc. was awarded



Maersk Line, Limited brought in new tonnage including the *Maersk Michigan* (above).

ed a contract to operate the *HSV Swift*, a repositioning ship. Seafarers first sailed aboard the vessel late last year.

U.S. Shipping took delivery of the new ATBs *Galveston* and *Brownsville*.

American Roll-On/Roll-Off Carrier christened the *Independence II*, a car carrier.

G&H Towing began operating the new Z-drive tugboat *Wesley A* for Bay-Houston Towing.

Mariners aboard Hawaii Superferry's new boat *Alakai* voted for SIU representation and approved a four-year contract. After a challenging start, the ferry steadily gained in popularity with customers and received strongly favorable reviews.

The union also retained jobs on the eight Watson-class LMSRs, as Seafarers-contracted Ocean Ships, Inc. won the bid to operate those ships.

President-Elect Backs Industry

From coast to coast, Seafarers vigorously mobilized as part of an unprecedented get-out-the-vote campaign supporting the labor-backed team of Sen. Barack Obama and Sen. Joe Biden.

Early in the presidential campaign, SIU President Michael Sacco reminded members that the union traditionally does not take party affiliation into consideration when deciding whether to endorse a candidate. As he put it, "We've always had friends on both sides of the aisle, and we've always lived by the principle that we support those who support maritime."

On that score, Sen. Obama couldn't have spoken out more strongly in favor of the U.S. Merchant Marine. The senator sent a personal letter to President Sacco in which he expressed unreserved, detailed backing of American mariners and the programs that help keep the U.S.-flag fleet viable.

On a larger scale, both Sen. Obama and Sen. Biden possess solid records of supporting America's working families, which made them a clear choice for endorsement by the AFL-CIO.

Without question, the federation and its member unions (including the SIU) delivered on Election Day. Post-election polling clearly showed that union voters delivered a critical bloc of support in swing states that helped propel Obama and other working-family candidates to victory.

Contracts Approved

Despite the nation's economic woes, the union secured contracts in 2008 that consistently increased wages and maintained benefits without sacrificing jobs. For example,

three-year pacts were ratified at NY Waterway, Intrepid Personnel & Provisioning, Penn Maritime, Overseas Shipholding Group (inland), Petty's Island and Starlight Marine. Additionally, Crowley boatmen approved a four-year contract while Matson crews gave the thumbs-up to a new five-year agreement.

Rescues, Recognition

Seafarers upheld the proud tradition of the "Brotherhood of the Sea" by handling several rescues. SIU members from the *USNS Seay*, *USNS Sacagawea*, *Liberty Star*, *USNS Kanawha*, *Freedom Ferry* and two NY Waterway ferries were among those who helped save lives. Also, crew members from the *Chemical Trader* prevented a catastrophe by responding quickly and efficiently to a shipboard fire which occurred during a major offload in Tampa, Fla.

The *USNS Grasp* helped recover two downed Air Force jets, while the hospital ship *USNS Mercy* completed a four-month humanitarian mission overseas.

Seafarers and a number of SIU-contracted companies also received recognition for various safety efforts and rescues that had taken place in 2008 and 2007. The *Horizon Falcon* in particular was honored several times, including once by the International Maritime Organization for a 2007 rescue.

Progress at School

The Paul Hall Center for the first time began offering online "distance learning" courses, and the feedback from students was quite positive.

The Piney Point, Md.-based school earned "gold star" recognition from its county for superior compliance to food safety standards. It also opened the Keystone Conference Center, housed in the Paul Hall Memorial Library.

The American Council on Education approved 26 Paul Hall Center courses for college credits, including 11 that either are new or previously hadn't been submitted to ACE.

Military Support

Seafarers continued sailing aboard military support ships wherever and whenever needed. They transported important materiel including MRAPs, and also participated in various military exercises. Three SIU-crewed ships assisted the Navy in intercepting and shooting down a satellite in the Pacific. CIVMARS from the *USS Mount Whitney* helped deliver aid to Georgia.



Seafarers energetically supported Sen. Obama's candidacy, including during this pre-election rally in Detroit.



SIU President Michael Sacco (right) is pictured with AFL-CIO Secretary-Treasurer Rich Trumka during last year's MTD executive board meetings in San Diego. Both men went on to play important roles in helping mobilize the union vote for the Obama-Biden ticket.

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