

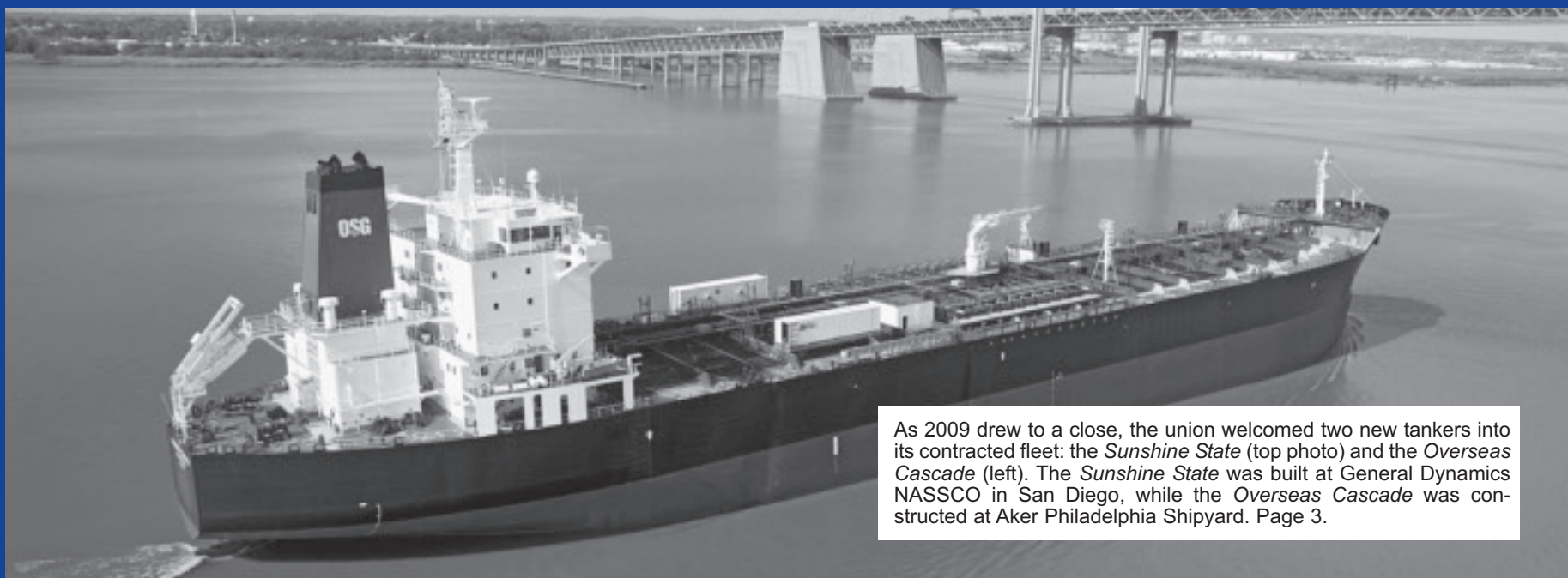


The

Seafarers Log

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

New Tankers Sunshine State, Overseas Cascade Delivered



As 2009 drew to a close, the union welcomed two new tankers into its contracted fleet: the *Sunshine State* (top photo) and the *Overseas Cascade* (left). The *Sunshine State* was built at General Dynamics NASSCO in San Diego, while the *Overseas Cascade* was constructed at Aker Philadelphia Shipyard. Page 3.

SIU Members, Officials Celebrate Move to New Hall in Jacksonville



The union in late November finished moving its Jacksonville, Fla., operations to a new facility located at 5100 Belfort Rd. A ceremonial opening and celebration took place Dec. 10 at the new hall. At left, SIU President Michael Sacco (left) and QMED Lamont Robinson cut the ceremonial ribbon. Looking on are (back row, from left) SIU Executive Vice President Augie Tellez, Vice President Contracts George Tricker and Secretary-Treasurer David Heindel. Page 4.



Paul Hall Center Publishes Guide, 2010 Course Dates

The Seafarers-affiliated Paul Hall Center for Maritime Training and Education has released course dates for the first few months of 2010. Those dates are part of a yearly eight-page feature in this edition which also includes brief descriptions of many Paul Hall Center classes. Some of the courses utilize the full-mission bridge simulator, pictured above. Pages 9-16.

President's Report

Union Earns Success in 2009

Looking back on 2009, the tough economy may have dominated national headlines, but in the SIU we maintained job stability and job security. That's what first comes to mind for me when thinking about the past year.

Another important story from 2009 – and moving forward as we kick off 2010 – is the fact that we're still training Seafarers, including entry-level mariners, at the SIU-affiliated schools in Piney Point, Md., and Hawaii. We're able to offer those training opportunities because of job stability.

We have a lot to be thankful for these days. Our contracted companies are growing, and we're growing with them. That's why we're constantly reporting on new ships and tugs entering our SIU-crewed fleet. Those accomplishments don't happen by accident.

Additionally, we're fine-tuning a new computer system in all the ports which is designed to benefit rank-and-file members by helping provide better, faster service. Like anything involving computers, this setup has included some speed bumps. But, it's a big improvement over the old arrangement and it should become even better with some additional refinements.

Last month, I got a firsthand look at another improvement: the new SIU hall in Jacksonville. It's a beautiful building and another example of how we don't rest on past achievements. We're consistently working to get better in all areas.

I also want to acknowledge the staff at the school in Piney Point. They've done a fantastic job this past year working with upgraders and trainees. I spend a lot of time at the school, and it's easy to see we haven't lost our edge there. And I'm sure our members know that the courses themselves remain vitally important for those who want a career at sea. Take advantage of those classes, brothers and sisters.

Something that's less obvious but also essential to our success is political action – an arena we've been involved in since our founding in 1938. We were politically active in 2009, and to cite just one example of why that's important, we helped save hundreds of SIU jobs on the Great Lakes by tackling an environmental issue which unnecessarily threatened American-flag shipping. Without a strong political presence, those jobs and those ships would have been wiped out. And again, that's just one example.

On that note, I credit the membership for your support of SPAD, the union's voluntary political action fund, and for your grassroots efforts on behalf of pro-maritime, pro-worker candidates and representatives. That's what keeps us alive. That's what keeps the U.S. flag flying in the maritime industry.

Those are just some of the highlights for us from 2009. There were other gains and there are plenty of ongoing challenges, too. A more detailed recap appears elsewhere in this issue of the *LOG*, and I encourage you to check it out.

Overall, I'm proud of where we are today compared to where we were a year ago, and I'm looking forward to 2010. I expect it to be a good year, in no small part because we're able to put well-trained, responsible, productive personnel aboard all types of ships. Our bottom line is jobs, and the key to that bottom line is the great work performed by Seafarers. None of our contracted companies would invest in new tonnage if they weren't certain they could call on reliable shipboard personnel to protect those investments.

Knowing the unity we enjoy, and the respect we have for one another, I'm sure we'll continue getting the job done – together – in 2010 and for many years to follow.



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

Notice to CIVMARS

CMPI 610 Negotiations and Wage Parity Discussions

The SIU/NMU, MEBA, MM&P and MSC have agreed to resume negotiations for Civil Marine Personnel Instruction (CMPI) 610 – Hours of Work and Premium Pay.

As many CIVMARS may know from previous union communications, over the past years the parties have attempted to negotiate this Instruction using traditional negotiation techniques. In traditional negotiations each party negotiates only from its own interests. During the last round of negotiations in 2007, the discussions resulted in impasse.

This time the parties have agreed to use an interest-based bargaining process to negotiate CMPI 610. This is a different type of negotiation process than the parties have used before. It is a partnership-based negotiation process where the parties develop a set of joint interests. Once the interests are identified, the parties craft proposals together to meet these interests.

There are many advantages to this type of negotiation process including a more productive, fair and transparent negotiation process. Depending on the issues, the negotiations may be completed more quickly and without the need for third-party intervention which might take several years to complete.

Prior to beginning negotiations MSC, MSFSC and union representatives received two full days of training from mediators at the Federal Mediation and Conciliation Service in Washington, D.C. The training took place December 8 and 9. A majority of the SIU/NMU Government Services Division representatives received the training along with a majority of the labor relations representatives from MSFSC and MSC HQ.

MSC and the unions have agreed that all previous proposals and counter-proposals pertaining to CMPI 610 will be discarded. Negotiations will begin with a new set of ground rules.

Unlicensed CIVMARS will be asked to participate in the negotiations in a number of ways, including in-person participation at the negotiating sessions. More information regarding CIVMAR participation will be provided to CIVMARS via e-mail, ship postings, CSU meetings and in the *LOG*.

While CMPI 610 is being negotiated the union will also be discussing wage parity with MSC HQ representatives. As CIVMARS are aware, the

union has been seeking wage parity between the CIVMAR East and West coast bargaining units for many years. The union has sought parity through requests to MSC HQ representatives.

The development of CIVMAR wages involves a yearly submission to MSC HQ. Each year the union submits information which is legally required to establish wages for MSC CIVMARS. The information submitted is based upon private-sector maritime contracts. This requirement is established by federal law.

MSC HQ N13 representatives review this information and process the union's submission and additional information based upon other require-

ments. A package of information is then submitted to the Department of Defense Wage Fixing Authority (DODWFA). Although MSC has made requests to DODWFA to implement wage parity between the East and West coast units, DODWFA has denied these requests.

MSC and union representatives have now agreed to

pursue the wage parity review process together. CIVMAR wage structures are extremely complex and varied. Generally, West Coast CIVMARS earn a larger base pay wage than East Coast CIVMARS. However, East Coast CIVMARS earn premium and overtime pay at a much higher rate.

The union's goal is to ensure that the DODWFA review process does not have an adverse impact on CIVMAR wages or premium pay in any review process conducted by DODWFA. The union is concerned about unintended consequences that may result because of significant DOD budget deficits or other factors beyond the control of MSC and the union. The union intends to proceed cautiously and carefully on this initiative.

The union will be sending out CIVMAR "E-Gramps," shipboard notices and *LOG* articles on a regular basis as the CMPI 610 negotiations and wage parity discussions move forward. Notices will also be posted on the SIU web site. There will also be shipboard and CSU meetings to ensure we reach as many CIVMARS as possible with updates.

Please contact your union representative with any questions you may have. You may also send your thoughts, comments and questions to civmar-support@seafarers.org.



Pictured above are individuals who completed "interest-based bargaining training" Dec. 8-9 in Washington, D.C., including representatives from the SIU, MEBA, MM&P, MSC and MSFSC.

CIVMAR News

Administration Issues Exec. Order Covering Federal Employees

President Obama on Dec. 9 issued an executive order titled "Creating Labor-Management Forums To Improve Delivery of Government Services."

This order creates agency-level labor-management forums and promotes partnership efforts between labor and management in the executive branch. The union is reviewing the order and will

be discussing its provisions with the Military Sealift Command to determine the next steps.

MSC and the union have already accomplished a portion of what the executive order requires, as noted in a separate article on this page.

The full text of the executive order is available on the White House web site at www.whitehouse.gov. From the home page, check under "Briefing Room," then click on the "Executive Orders" link on the left side of the page.

Protecting Environment Nothing New For Company That Prints Seafarers LOG

"Going green" seems to be a catchphrase for the 21st century. While many pay lip service to the concept of environmental friendliness, the union-contracted company that prints the *Seafarers LOG*, Mosaic, puts its money where the green is.

The Maryland-based company that has been printing the SIU's flagship publication for decades is an EPA "Green Power Partner" because of voluntary, extensive efforts to reduce its carbon footprint in its manufacturing processes. In fact, Mosaic is considered carbon neutral.

Located in Cheverly, the company has a stake in wind farm technology – in which for every watt of power it uses, it replaces the power to the nation's electrical grid 100 percent. Also, in 2005, Mosaic was certified by the Forest Stewardship Council for promoting use of paper products that come from responsibly managed forests. Each year, the company recycles more than 1,200 tons of paper, plastic and aluminum.

Such efforts are not new. In 1994, Mosaic was among the first to invest in waterless printing – an environmentally-conscious move that also enhanced quality.



The *Sunshine State* took two years to build, but was delivered ahead of schedule and under budget.

2 More SIU-Contracted Tankers Delivered

New-Build Programs Continue at NASSCO, Aker Philadelphia Shipyard

The final month of 2009 proved fruitful for the Seafarers-contracted fleet, as the new double-hulled Jones Act tankers *Sunshine State* and *Overseas Cascade* were delivered.

Built at General Dynamics NASSCO in San Diego, the *Sunshine State* on Dec. 3 was delivered to Crowley Maritime Corporation. Crowley is managing the *Sunshine State* and the other tankers in the series for American Petroleum Tankers LLC. Those vessels include the *Golden State* and *Pelican State* (both delivered earlier in 2009) along with the *Evergreen State* and *Empire State* (scheduled for delivery in 2010).

Eight days after the *Sunshine State* delivery, Aker Philadelphia Shipyard delivered the *Overseas Cascade* to a subsidiary of Overseas Shipholding Group (OSG). The ship is slated to have shuttle-tanker features installed for use in the Gulf of Mexico. (Shuttle tankers transport crude oil from deepwater areas where pipelines aren't available.)



In mid-November, NASSCO laid the keel for the tanker *Evergreen State* (above).

"These new tankers represent ongoing job security for SIU members," said SIU Vice President Contracts George Tricker, who pointed out that both NASSCO and Aker Philadelphia Shipyard employ union workers. "The ships are state-of-the-art and I'm confident in the work performed by our crews aboard them, now and in the future."

Like its sister ships, the *Sunshine State* is slightly longer than 600 feet and has a beam of 106 feet. It can carry 331,300 barrels of product. The vessel has a single-screw, slow-speed diesel plant propulsion system with speeds of 15 knots.

"Completed 11 months ahead of our original schedule and under budget, the *Sunshine State* is the third product carrier NASSCO has delivered this year and reflects greatly upon the skilled shipbuilders in San Diego," said Fred Harris, president of General Dynamics NASSCO. "Overall, 2009 has been an outstanding year for the NASSCO shipbuilding team and our partners, with three product carriers now in the U.S. commercial fleet and two dry cargo-ammunition ships delivered to the U.S. Navy this year."

He added that the keel for the fifth tanker, the *Evergreen State*, was laid in mid-November.

Meanwhile, the *Overseas Cascade* is the eighth veteran-class tanker delivered by Aker Philadelphia. Though part of a completely separate new-build program, those vessels are similar in some ways to the ones being constructed on the West Coast. The OSG tankers are diesel-powered and are approximately 600 feet long, with beams of roughly 105 feet. They can carry 332,000 barrels apiece and can sail at greater than 14 knots.

Preceding the *Overseas Cascade* were the *Overseas Houston*, *Overseas Long Beach*, *Overseas Los Angeles*, *Overseas New York*, *Overseas Texas City*, *Overseas Boston* and *Overseas Nikiski*.

Jim Miller, president and CEO of Aker Philadelphia Shipyard, said, "I am proud to be part of the extraordinary team that constructed this product tanker (*Overseas Cascade*). Our passion for safety, strong shipbuilding



A double-hulled tanker, the *Overseas Cascade* is the eighth such vessel delivered by Aker Philadelphia Shipyard to OSG.

know-how, and seamless teamwork were evident in every hour used to build this vessel. This product tanker will serve OSG and its customer well."

Aker Philadelphia has four other vessels currently under construction. All are scheduled to be delivered through spring 2011.



With Seafarers Aboard the Horizon Navigator

In mid-December, SIU Executive VP Augie Tellez (fifth from right) and SIU VP Contracts George Tricker (second from right) met with Seafarers aboard the *Horizon Navigator* in Jacksonville, Fla. Among other topics, they discussed the importance of the Jones Act – a law which stipulates that vessels directly traveling from one U.S. port to another must be crewed, flagged, built and owned American.



Chief Cooks Sedell Mitchell and Shirley Bellamy, SIU VP Gulf Coast Dean Corgey, SIU Asst. VP Archie Ware, Chief Cook Rhonda Jenkins, SREC Willie Massaline



SIU President Mike Sacco, BREC Tommie Benton, SIU Exec. VP Augie Tellez



SIU Sec.-Treasurer David Heindel

Jacksonville Move Complete

Ceremonial Opening Signals More Progress for SIU

In late November, the SIU completed its move to a new union hall in Jacksonville, Fla.

The new facility has received universal praise from local rank-and-file members, who've said that the hall on Belfort Road is an improvement in practically every imaginable way – from the location to the surroundings to the building itself.

A ceremonial opening and celebration took place Dec. 10, following the monthly membership meeting. SIU headquarters officials and regional officials joined Seafarers, their families, company representatives, local politicians and other guests for the event.

The photos on this page were taken during the ceremonial opening.



Chief Cook Jorge Bernardez



Members and guests (photo above and at right)



GUDE Aaron Thomas



Crowley Crewing Administrator Jackie Smith, Pres. Sacco



State Sen. Hill, Exec. VP Tellez, SREC Michael Amador



SA Paul Williams, Chief Cook Bellamy, Recertified Steward Massaline, Chief Cook Jenkins



QMED Sheldon Greenberg



Pres. Sacco, QMED David Terry



Safety Director Ashley Nelson, Patrolman Brian Guiry



SIU VP Contracts George Tricker, BREC George Perry



Pres. Sacco, Fla. State Sen. Tony Hill

Agency Reports Improvements to ALJ System

SIU headquarters officials in late November met with U.S. Coast Guard officers in Washington, D.C., to discuss numerous enhancements in the agency's Administrative Law Judge (ALJ) system.

SIU Executive Vice President Augie Tellez and Secretary-Treasurer David Heindel (along with officials from other maritime unions) were updated on various improvements which have been implemented during the past two years and on some ongoing efforts to further upgrade the system.

The Coast Guard cited accomplishments including increasing public availability of decisions (on the agency's "homeport" web site); aligning the chief ALJ's supervisory functions with the best practices used at other agencies; establishing a mariner call center for improved

access to the ALJ system; staff training enhancements; streamlining processes, and more. Several other upgrades are in the works.

In 2008, Congress ordered its agency review arm, the Government Accountability Office, to check the Coast Guard's investigative and legal processes and to recommend if improvements were needed. Congress regularly tasks the GAO to review government agency programs, effectiveness, efficiencies, and best practices and to ensure that Office of Personnel Management guidelines are being followed. Of particular congressional interest was whether the Coast Guard's legal processes and case loads were manageable, if staff received sufficient training and if the Coast Guard's ALJ program was structured to ensure

fairness to mariners going before administrative review. The Coast Guard welcomed the review and participated in earnest, according to the GAO.

In June 2009, the GAO released its report about its review of 1,675 cases of suspension and revocation of credentials opened and closed by the Coast Guard from Nov. 10, 2005 through Sept. 30, 2008. The report showed that 62 percent of suspension and revocation cases were disposed of through settlements between the Coast Guard and mariners. It also showed that only three percent of cases were heard by Administrative Law Judges and those resulted in 51 percent with sanctions less severe than revocation, including 13 percent with no sanction at all.

Of the 1,035 cases that ended in set-

tlements, 68 percent ended in agreements called "stayed revocation," which allows mariners to regain their credentials but can also result in permanent revocation if mariners fail to meet agreed conditions. In essence, the GAO founds most cases are resolved between the Coast Guard and mariners though agreements outside of the Administrative Law Judge program.

The GAO further reported that it found the ALJ system provides judges protection from agency coercion or influence and that all persons related to a case are adequately informed in a fair manner. Regulations governing complaints filed against mariners were being followed. The GAO also said the program's appeal process is properly designed to protect mariners' interests.



SIU President Michael Sacco (standing) addresses the group. Also among those pictured are Executive VP Augie Tellez (second from left) and VP Contracts George Tricker (third from right).

Safety Directors Meet

SIU Safety Directors from seven ports recently traveled to Maryland for various training and updates, including in-depth, hands-on sessions utilizing the new Seafarers Management Information System (SMIS). The safety directors' stops in late November included the union-affiliated Paul Hall Center in Piney Point, Md., SIU headquarters (Camp Springs, Md.) and the AFL-CIO's Maritime Trades Department (Washington, D.C.).

Taking part in the training and meetings were SIU Safety Directors Abdul Al-

Omari, Monte Burgett, Brian Kinard, Ashley Nelson, Ryan Palmer, Sam Spain and Mark Von Siegel.

"The entire experience was worthwhile, but it was particularly interesting and a pleasure to visit AFL-CIO and MTD headquarters," said Burgett. "That was an excellent part of the trip."

"It was a great experience," said Spain. "It was eye-opening, especially what we learned about some of the current political events. We received a lot of good, useful information, including what we learned at the school."



Safety directors meet at the MTD office (photo above) with MTD Executive Secretary-Treasurer Frank Pecquex (facing away from camera) and Executive Director Daniel Duncan (left). The AFL-CIO headquarters building, which includes the Maritime Trades Department office, is located close to the White House, where the SIU contingent gathered for a group photo. Pictured from left to right are Mark Von Siegel (Port of New York), Ashley Nelson (Jacksonville, Fla.), Monte Burgett (Algonac, Mich.), Sam Spain (Norfolk, Va.), Abdul Al-Omari (Wilmington, Calif.), Brian Kinard (Houston) and Ryan Palmer (Tacoma, Wash).

Bob Magee, Highly Respected Philanthropist and Shipping Executive, Passes Away at 61

Robert P. "Bob" Magee Jr., a highly respected philanthropist who headed the American Shipping Group, passed away Nov. 30 at his home in Tacoma, Wash., following a courageous three-year battle with cancer. He was 61.

Reactions to the news reflected deep, genuine appreciation for Magee's contributions both to the American maritime industry and the community.

"He was a unique individual," said SIU President Mike Sacco, who worked with Magee for many years. "He was very perceptive and his word was his bond. He was very good with charities.... He was a great guy to work with, a great individual."

SIU Executive Vice President Augie Tellez, who also knew Magee for a long time, said the word that best describes him is "honorable. Bob's word and handshake were more trusted than most written contracts. Our industry really suffered a great loss, and it's also a personal loss to me."

Tellez added that Magee wouldn't hesitate to go out of his way to help others, never expecting anything in return.

James L. Henry, chairman and president of the Transportation Institute, said Magee "was a true leader in our industry and in civic affairs. He was a visionary and he certainly will be missed."

A former mariner, Magee – among many other endeavors – at various times chaired the Tacoma-Pierce County (Wash.) Chamber and the University of Washington Tacoma Milgard School of Business advisory committee. He served as campaign chairman for the United Way of Pierce County and was a longtime member of the Thea Foss Waterway Development Authority board of directors. He was a member of the board of directors of the Transportation Institute, an organization dedicated to U.S. security and American-flag interests.

A Philadelphia native, Magee earned numerous maritime and civic honors, including the Admiral of the Ocean Sea award in 2004. He was known for his generosity, insight and effectiveness.

Not to be overlooked, according to those who knew him, is that Magee also was a very dedicated family man. He and his wife were married in 1972, and they raised two daughters. Those



Bob Magee delivers remarks at a 2001 ceremony in Piney Point, Md.

three family members are among his survivors.

On Nov. 30, American Shipping Group parent company Saltchuk Resources, Inc. released a statement crediting Magee for having "played a major role in building and defining us. He began working for Totem Ocean Trailer Express in May 1986 as vice president marine operations. Bob went on to become president and chief operating officer of Totem Ocean Trailer Express, later chairman of Sea Star Line LLC, and then chairman and chief operating officer of American Shipping Group.

"Bob was instrumental in conceiving and overseeing the successful construction and delivery of the Alaska ORCA ships and was also the champion on the creation of Sea Star," the statement continued. "Bob will be missed by all of us – those who work in our family of companies, our customers, labor partners, vendors, public policy representatives, members of our industry and the communities in which we serve."

Memorial services took place in New Jersey and in Washington State.

Donations in Bob Magee's memory may be made to:

Seattle Cancer Care Alliance
P.O. Box 19023
Seattle, WA 98109

Please include Bob's name, and list Marie Magee as the next-of-kin so that she will be informed of the donation.

Stewards Dish Out Best For 'Iron Chef' Contest

Editor's note: Chief Steward Karl Meyer submitted the following story and accompanying photos.

On October 16, 2009 the United Seamen's Service in Diego Garcia hosted a squadron-wide "Iron Chef" competition sponsored by Capt. Anthony Martin, commander of Maritime Prepositioning Squadron Two.

The stewards arrived ashore on the 1 p.m. launch and quickly settled in, taking over the kitchen facility of the seamen's club. They each brought an assistant from their respective ships and all the ingredients to prepare one soup and one entrée for 30 people.

Soon every inch of counter space was taken as each entrant got started, as they had just three hours to prep, cook and serve each dish in a random

blind test. Halfway through the prep time, each team was given the sequence of who would serve first. The intensity among the stewards grew instantly.

At 5 p.m., the first soup was rolled out of the kitchen by the club's staff to the five waiting judges. The stewards had to remain in the kitchen until the final entrée was served. Each dish was judged in three separate categories: presentation, creativity and flavor.

After the judges concluded their tasting and scoring the USS director retreated to his office to tally the scores. In the meantime, a large crowd had gathered in anticipation of tasting each Iron Chef's soup and entrée.

The stewards were brought out to the buffet line with their dishes and began feeding a hungry crowd. At 7 p.m., Commander Martin took the stage with the Iron Chefs to thank them for a job well done not only in the competition but also for adding to the camaraderie of the ships of MPS2 and the island. He then stated that despite a complicated scoring system with a possible 100 points available, there was a tie for third place, Chief Steward **George Creekmore**, sailing out of Norfolk on the *USNS Button* served seafood ginger soup with stuffed BBQ chicken while Chief Steward **Oscar Gomez**, out of Wilmington and on the *MV Bennett*, served fresh clam chowder with magret of duckling breast.

Chief Steward **Karl Meyer** out of the Port of Oakland and sailing on board the *USNS Gianella* took second-place honors with a chilled gazpacho soup with a garnish of poached shrimp and avocado; the entrée was a seared ahi tuna filet on a bed of jicama slaw and topped with papaya/mango salsa. Honorable mention went to **Stephan Osovitz** on the *MV Page* out of the Port of New York (arroz con pollo) and Alice Kwasnjuk (Port of Joliet) on



Pictured from left to right are Chief Stewards Karl Meyer, Dana Washington and Oscar Gomez.

the *MV Carter* (beef tenderloin).

"Iron Chef Diego Garcia 2009" was awarded to Chief Steward **Dana Washington**, also out of Oakland, sailing aboard the *USNS Kocak*. Dana dazzled the judges with his Thai-themed cuisine. He served tom kai gai, a coconut chicken soup and a Pad Thai-inspired dish of shrimp and pan-fried noodles with a cold cucumber salad garnished with chili peppers, cilantro and roasted chopped peanuts. Dana, who was surprised to win Iron Chef, lives in rural Thailand in a very traditional setting, and credits his grasp of Thai cooking to his mother-in-law, who is a cook as well and a great teacher and supervisor when they let him in the kitchen.

All in all it was a great event bringing the ships together and all the participants had a fantastic time and are looking forward to the chili cook-off in May.



Chief Steward George Creekmore



Chief Cook Mario Fernandez

NMC Offers Application Status Notices by Email

In early December, the National Maritime Center (NMC) launched a new service that will automatically send an email notification to mariners informing them of the status of their credential application as it is being processed by the Coast Guard. Mariners who provide an email address with their credential application will receive an email when their application passes through the following states of processing:

- Sent from an REC to the NMC
- Awaiting Medical Evaluation
- Being Evaluated by Medical
- Awaiting Professional Evaluation
- Being Evaluated for Professional Qualifications
- Awaiting Information
- Approved to Test
- Approved to Print
- Issued
- Confirmation of delivery and request for feedback

Additionally, there will be reminder emails while in "Awaiting Information" or "Approved to Test" status.

According to the NMC, "The information sent by email will be as close to real time as possible. In fact, due to the timing of data updates, it will likely be a day ahead of information currently found on the on line Application Status Checker."

When the NMC announced this new service, the agency noted, "Due to security and privacy concerns, emails regarding Awaiting Information and Approval to Test will not contain all of the information that will be in the hardcopy letter sent to the mariner via the postal service but will refer to the Application Status Checker and/or the hardcopy letter.

"In order to receive our emails you need to be sure that the following email address is not blocked or routed to 'Junk' or 'Spam': donotreply_MMLD_NOTIFICATION@uscg.mil.

"Please note that free email services are available from numerous providers.

"The NMC will continue to upgrade this service as we undertake other system improvements and we look forward to your feedback."

More information is available at homeport.uscg.mil. From that page, click on the "Merchant Mariners" link (it's on the left), and that will bring up the link for the application status checker.

Seafarers Health & Benefits Plan Offers Up to \$132,000 in Scholarships for 2010

Eight union scholarships totaling \$132,000 are available to Seafarers, their spouses and dependent children for the 2010 school year.

Designed to alleviate some of the financial burdens associated with continuing one's education, the awards are being made available through the Seafarers Health and Benefits Plan (SHBP). Three of the scholarships are specifically for SIU members. One is for \$20,000 and is targeted for a student who plans on studying at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. The remaining five endowments—each in the

amount of \$20,000—will be awarded to the spouses and dependent children of Seafarers.

To be considered for any of these funding opportunities, interested individuals should request a copy of the 2010 SHBP Scholarship Program booklet by filling out the form (at right/left/below) and returning it to the address provided. Once the scholarship booklet has been received, applicants should check the eligibility information. If eligible, applicants should collect required paperwork, complete the packages and mail them back to the SHBP Scholarship Program Office by April 15, 2010.

Previous applicants (including prior winners) may apply.

Please send me the 2010 SHBP Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name

Mariner's Social Security Number

Street Address

City, State, Zip Code

Telephone Number().....

This application is for: Self Dependent

Mail this completed form to:

Scholarship Program
Seafarers Health and Benefits Plan
5201 Auth Way, Camp Springs, MD 20746



U.S. Rep. Jackie Speier (D-Calif.) is greeted by SIU VP West Coast Nick Marrone (second from left), Asst. VP Nick Celona (right) and AMO Nat'l Exec. Board Member Daniel Shea.



U.S. Rep. Jerry McNerney (D-Calif.), SIU VP Nick Marrone



Anne Taylor, district director for U.S. Rep. Barbara Lee (D-Calif.), presents a certificate to the union, accepted by SIU officials Nick Marrone (left) and Nick Celona. The certificate cites the annual Thanksgiving event and the union's "invaluable service to the community."

Oakland Hall Hosts Traditional Feast

Hundreds Attend Pre-Thanksgiving Event at 7th Street

In the Oakland, Calif., area, the annual pre-Thanksgiving feast hosted by the SIU is one of the first signs that the holidays are near.

The year 2009 was no exception, as friends, family members and other guests on Nov. 24 converged on the union hall at 1121 7th Street. Overall, more than 300 people attended the 19th annual event, which featured plenty of good food and fellowship.

As in years past, attendees included not only Seafarers, SIU retirees and their families, but also members and officials from other labor organizations, political representatives and local officials, company reps and others. No fewer than a dozen unions were represented at the hall.

Also in keeping with tradition, SIU Assistant Vice President Nick Celona worked closely with the commit-

tee that organized the celebration – an endeavor he described as "a total team effort and a labor of love."

Celona stated, "We had a great turnout and as usual we couldn't have done it without the outstanding support from rank-and-file members who volunteered for the occasion. It has been quite an experience over the years to see this event grow and become more and more popular."

He added that Alioto's Restaurant on Fishermen's Wharf once again generously stepped forward to help ensure lots of scrumptious fare was available throughout the day. Union caterer Beli Deli also pitched in and did a great job, the SIU official noted.

SIU Bosun **George Pino** carried the U.S. Merchant Marine flag as he joined the color guard from the International Association of Fire Fighters.



San Francisco Fire Chief Joanne Hayes-White, Sheet Metal Workers Local 104 Sec.-Treasurer Joe Maraccini



Pictured from left to right are Richmond Sanitary Service VP Leonard Stefanelli, IBEW Local 6 Business Manager John O'Rourke, Carpenters Local 2236 President Ruben Lopez, Carpenters Local 2236 Retiree Angelo Balestrini, SIU Asst. VP Nick Celona and Carpenters Local 2236 Sec.-Treasurer Dan Huff. In front is Administrative Asst. Diana Marrone.



SIU Asst. VP Bryan Powell (right), Dispatcher Nick Marrone Jr.



Standing left to right are Mike Hardeman, business representative, Sign Display & Allied Crafts Local Union 510; Leonard Stefanelli, VP, Richmond Sanitary Service; Larry Mazzola, business manager, Plumbers Local 38; Steve Jennings, VP, Plumbers Local 38; John O'Rourke, business manager, IBEW Local 6; and San Francisco Deputy Fire Chief Patrick Gardner.



IAFF Local 798 President John Hanley (second from left) and Secretary/Capt. James Vannucchi (right) are pictured with members of the color guard.



SIU officials Nick Marrone and Nick Celona are joined by officials from the IBEW and Laborers.



U.S. Coast Guard Lt. Commander Darrell Wesley gives the invocation.



Bosun George Pino (center) carries the U.S. Merchant Marine flag.



Laborers Local 261 Business Mgr. Ramon Hernandez



Calif. Labor Federation Executive Sec.-Treasurer Art Pulaski



U.S. Coast Guard Rear Adm. Joseph Castillo (left), commander, 11th District, and SUP President Gunnar Lundberg were among the attendees.

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services

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(301) 994-0010

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(954) 522-7984

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Santurce, PR 00907
(787) 721-4033

ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116
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TACOMA

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

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



Inquiring Seafarer

Editor's note: This month's Inquiring Seafarer question was asked of bosuns who recently attended bosun recertification training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Question: What was your first ship and what do you remember about it?

Anton Sulic
Recertified Bosun

My first vessel was the *Liberty Sea*. The experience of sailing on that vessel was great. I got to go to Israel and also Estonia; it was all great. All of my shipmates were great people. We all got along and worked extremely well together.



Bill Barrett
Recertified Bosun

My first job was aboard a tug-boat out of Louisiana. It was definitely an eye-opening experience for me... it was a lot of fun being a Yankee on a southern boat. But really, all of the guys aboard the vessel treated me



really well. Every day was a learning experience

William Rios
Recertified Bosun

My first vessel was the *LNG Aries*. This whole experience was unbelievable. I learned a lot from the old-timers. I learned a lot about seamanship from them and I had a lot of fun being the party animal that I am.



Mark Fleming
Recertified Bosun

My first vessel was the *Cove Explorer*. I sailed on it in 1979. I was very impressed by my shipmates and I was very excited about being in the union. At that time I was very grateful to be on that ship because sailing was something that I had aspired to do for a long time. It was hard to get in the union back in those days, but I made it and now would highly recommend the union to anyone.



Shannon Smith
Recertified Bosun

My first ship was actually a



Navy vessel, but my first SIU ship was the *Franklin Phillips* in Diego Garcia. I guess what I really learned

there was how to be a good fisherman. I did not go anywhere, but was able to hone and sharpen my skills. We did a lot of work on and around the deck.

Albert Mensah Jr.
Recertified Bosun

My first SIU ship was the Crowley-operated *American Falcon*. My experience on that vessel was very positive and a great learning experience for me. I joined the SIU in 1995 and I have never regretted my decision because the union has been very good to me and my family...they have always been there for us.

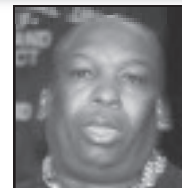


Wayne Ricard
Recertified Bosun

My first ship was with the NMU. It was the old boom ship *Charlotte Lykes* operated by Lykes Brothers Steamship Co., out of New Orleans. That was back in 1979 and I was sailing as an ordinary seaman. I sailed along the

coast from New Orleans to Houston and then over to Southeast Africa and the west coast of South America back to back.

My trip lasted for eight months but it was a tremendous learning experience for me. I had a lot of fun and enjoyed the trip.



James Orlanda
Recertified Bosun

My first ship was the *USNS Silas Bent*. It was a great voyage because I had the opportunity to sail with professional mariners—SIU old-timers or iron men—on a wooden ship. We spent 20-30 days at sea in the Pacific where we surveyed around the Hawaiian Islands. Back then, we would spend half of our day on the back deck learning how to splice lines and tie knots. At the same time we enjoyed the view of the islands. We told stories and some of us had musical instruments that we had made from old pipe and jugs. We worked very hard on the ship and learned a lot, but we also knew how to have fun and enjoy ourselves.



Pics-From-The-Past

These photos were taken in January 1975, before and during the second general membership meeting conducted at the then-new union hall on Liberty Street in Jacksonville, Fla. Prior to the meeting, Seafarers (photo at right, from left) QMED David Goosby, AB George Costango and AB Tom Barlow engaged in a friendly game of Rummy. In the photo below, Seafarers hear reports on the latest union and maritime news. Turn to page 4 for an update on the union's new facilities in Jacksonville.



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



www.seafarers.org

The Seafarers Log

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

Paul Hall Center School Supplement

This handy version of the Paul Hall Center's catalog is printed in the *Seafarers LOG* as a convenience to SIU members. Please keep it for reference. NOTE: Prerequisites for all upgrading courses in the SHLSS catalog include being at least 18 years old, holding a U.S. Merchant Marine Credential/Document and TWIC, passing a physical exam, and English language proficiency.

Paul Hall Center Course Guide for 2010

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), or a merchant mariner credential, a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in *italic*.

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

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

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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 supervision of the master or a qualified officer.

Continued on next page



Course Guide

Continued from Page 10

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 AII/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, sat-

isfy 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 require-

ments 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

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Vessel Security Officer

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

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

Prerequisites: No additional prerequisites

Visual Communications (Flashing Light)

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 TWIC, U.S. Merchant Mariner Credential/Document or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5; Fundamentals of Navigation 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 TWIC, U.S. Merchant Mariner Credential/Document or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5; Fundamentals of Navigation, valid Radar Observer Unlimited certificate; Able Seaman endorsement (any)

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 for Emergency Procedures at the Operational Level.

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

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

Basic Cargo Handling and Stowage (Operational Level)

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 current TWIC, U.S. Merchant Mariner Credential/Document; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 13.125; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling USCG approved sea time requirements, completion of Basic Stability course

Basic Shiphandling and Steering Control Systems

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 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, a current TWIC, U.S. Merchant Mariner Credential/Document

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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; a current TWIC, U.S. Merchant Mariner Credential/Document or USCG license; read, speak and understand the English language at a level sufficient to perform job duties; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-7

Watchkeeping (Operational Level)

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; successful completion of the entry-level sea voyage and auxiliary plant familiarization sea project; total USCG approved

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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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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



ONLINE/DISTANCE LEARNING

Seafarers now have educational opportunities through the Internet.

Eligible members of the SIU may now take courses online by registering with the Paul Hall Center Admissions Department as they would for classes on the Paul Hall Center campus. Once Seafarers have been accepted by Admissions, they will be directed to Dale Rausch in the Academic Department. Dale is the administrator of Seafarers Blackboard, the distance learning component for the Paul Hall Center for Maritime Training and Education.

Online Courses Available

The following formal online courses are available:

- DOD Level 1 Antiterrorism Awareness Training
- MSC Environmental Awareness
- First Aid Preparation
- Global Maritime Distress and Safety System
- Hazardous Material Control and Management
- Hearing Conservation
- Heat Stress Management
- Bloodborne Pathogens
- Shipboard Pest Management
- Respiratory Protection
- Back Safety
- Fixed Fire Fighting Systems
- Shipboard Firefighting
- Portable Fire Extinguishers
- Fire Fighting Equipment
- Shipboard Water Sanitation
- Crew Endurance Management

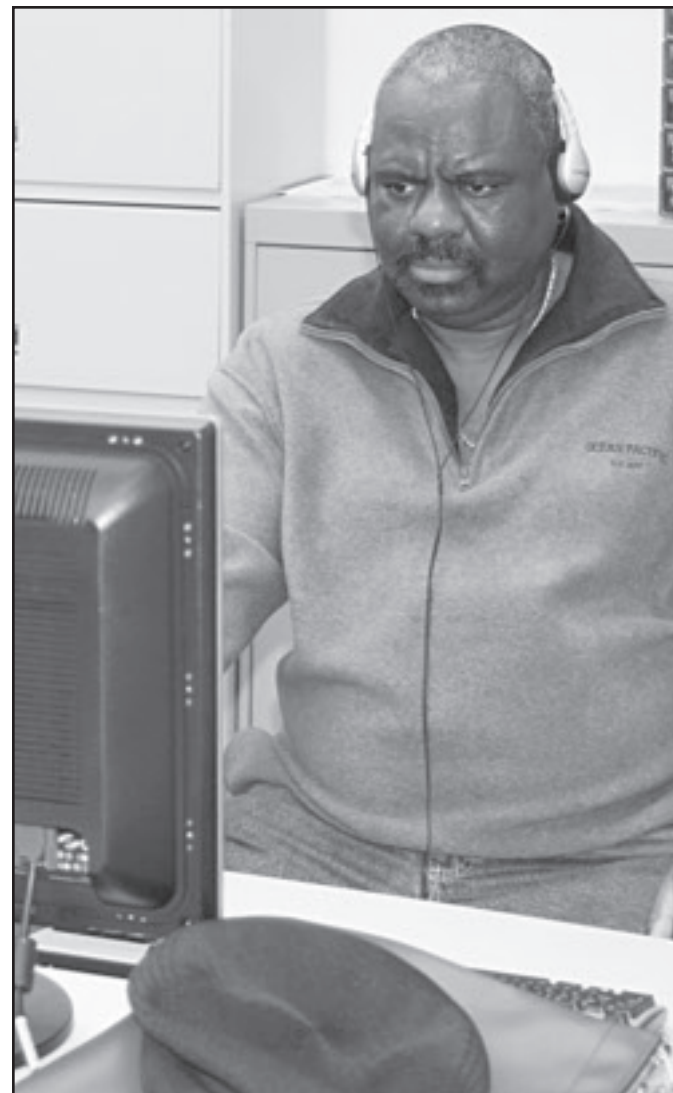
Eligible SIU members also have the opportunity to enroll in preparatory and refresher training online prior to coming to the Paul Hall Center. These programs allow students to brush up on their math skills and vocational vocabulary before enrolling in the more challenging resident upgrading classes. Two of these programs, Basic Culinary Skills and Chief Cook Preparation, will be very useful to Galley Ops and Chief Cook students as they study for final exams in their respective resident courses.

The following prep training is available:

- Basic Math Refresher
- Intermediate Math Refresher
- Marine Engineering Mathematics Preparation
- Introduction to Navigational Math
- Basic Culinary Skills

■ Chief Cook Preparation Course

Students who are currently enrolled in resident classes at the Paul Hall Center are encouraged to enroll in Seafarers Blackboard courses. Residential students should notify the Admissions Department of their interest in Seafarers Blackboard and confirm their eligibility.



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 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 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.

The course is designed to help students

Continued on next page

Course Guide

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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 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 months of 2010. 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 Department Upgrading Courses

Title of Course	Start Date	Date of Completion
Able Seaman	January 4 March 1 April 26 June 21	January 29 March 26 May 21 July 16
ARPA	April 19	April 23
Bosun Recertification	October 18	November 8
Celestial Navigation	January 4 May 24	January 29 June 18
Fast Rescue Boat	May 3 June 21	May 7 June 25
Government Vessels	January 25 February 1 March 22 March 29 May 17	January 29 February 5 March 26 April 2 May 21
Lifeboatman	June 7	June 18
Radar Observer (Unlimited)	April 5	April 16
Radar Recertification	April 26	April 26
Specially Trained Ordinary Seaman	January 11 February 15 March 8	January 22 February 26 March 19
Spill Response (15 students max)	May 10	May 14
Tank PIC Barge DL	December 28 February 15	January 1 February 19

Engine Department Upgrading Courses

Advanced Container Maintenance	April 26	May 21
Basic Auxiliary Plant Operations	February 1 March 29 May 24	February 26 April 23 June 18
FOWT	January 4 March 1	January 29 March 26
Junior Engineer	January 4	February 26
Marine Electrician	January 4	February 26
Marine Refrigeration Technician	March 8	April 16
Machinist	February 22	March 12
Pumpman	March 15	March 26
Welding	January 4 February 1 March 8	January 22 February 19 March 26

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 _____

Title of Course	Start Date	Date of Completion
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Safety Upgrading Courses

Basic & Advanced Firefighting	March 8 April 5 May 31	March 19 April 16 June 11
BST/Basic Firefighting	February 8 March 8 April 5 May 3 May 31 June 28	February 12 March 12 April 9 May 7 June 4 July 2
Medical Care Provider	January 25 March 22	January 29 March 26

Steward Department Upgrading Courses

Steward Recertification	April 12	May 3
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 Dec. 28.	

Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.

Online Distance Learning Courses

“Distance learning” (DL) courses are available to students who plan to enroll in classes at the union-affiliated Paul Hall Center for Maritime Training and Education. The online courses are not mandatory, but they are structured to benefit students who eventually attend other classes at the Paul Hall Center, which is located in Piney Point, Md.

The online courses are: DOD Level 1 Antiterrorism Awareness Training, MSC Environmental Awareness, First Aid Preparation, Global Maritime Distress and Safety System, Hazardous Material Control and Management, Hearing Conservation, Heat Stress Management, Bloodborne Pathogens, Shipboard Pest Management, Respiratory Protection, Back Safety, Fixed Fire Fighting Systems, Shipboard Firefighting, Portable Fire Extinguishers, Fire Fighting Equipment, Shipboard Water Sanitation, Crew Endurance Management, Basic Math Refresher, Intermediate Math Refresher, Marine Engineering Mathematics Preparation, Introduction to Navigational Math, Basic Culinary Skills, and Chief Cook Preparation.

Students MUST have access to the internet and an e-mail address in order to take the aforementioned classes. Each course must be taken online, not at the Paul Hall Center. E-mail addresses should be provided on applications (printed neatly) when applying. Applicants should include the letters DL when listing any online course on the upgrading application form below.

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently

retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

JABER ALI

Brother Jaber Ali, 70, joined the Marine Cooks & Stewards in 1969. He initially sailed on the *Elizabeth*. Brother Ali was born in Yemen and shipped in the steward department. He frequently visited the Paul Hall Center in Piney Point, Md., to upgrade his skills. Brother Ali's final ship was the *Lurline*. He resides in San Francisco.

GRANT ARMSTEAD

Brother Grant Armstead, 69, became an SIU member in 1991 while in the port of New Orleans. His first ship was the *Lt. Col. Calvin P. Titus*; his last the *Liberty Glory*. Brother Armstead attended classes on numerous occasions at the Seafarers-affiliated school in Piney Point, Md. The steward department member was born in Louisiana and now lives in Texas.



CONRAD BURKE

Brother Conrad Burke, 71, joined the union in 1994. He is a native of Barbados. Brother Burke sailed in the deck department on vessels such as the *Maersk Vermont* and the *Maersk Iowa*. He upgraded on two occasions at the maritime training center in Piney Point, Md. Brother Burke makes his home in Brooklyn, N.Y.

HARRY CHAMPAGNE

Brother Harry Champagne, 65, started sailing with the SIU in 1989. His first voyage was aboard the *Lawrence Gianella*. Brother Champagne, who sailed in the deck department, was born in Louisiana. He



often took advantage of educational opportunities at the union-affiliated school on Piney Point, Md. Brother Champagne was last employed on the *Lt. Col. Calvin P. Titus*. He is a resident of Pensacola, Fla.

ERNEST CHEATHAM

Brother Ernest Cheatham, 67, donned the SIU colors in 1993. He originally shipped aboard the



Lykes Explorer. In 2007, Brother Cheatham enhanced his seafaring abilities at the Piney Point school. He was a member of the steward department. Brother Cheatham most recently sailed on the *Harriette*. He calls San Antonio, Texas, home.

MARK FREEMAN

Brother Mark Freeman, 58, signed on with the Seafarers in 1976 while in Piney Point, Md. He upgraded on numerous occasions at the Paul Hall Center. Brother Freeman initially worked aboard the *Monticello* as a member of the engine department. He was born in Arizona. Brother Freeman's last ship was the *Pride of America*. He resides in Panama City, Fla.

FABEL GHALEB

Brother Fabel Ghaleb, 65, joined the SIU ranks in 1970 while in the port of Philadelphia. His first vessel was the *Cantigny*. In 2000 and 2002, Brother Ghaleb attended classes at the maritime training facility in Piney Point, Md. He was born in Yemen and sailed in the engine department. Brother Ghaleb's final voyage was on the *Maersk Arizona*. He calls New York home.



RONALD GORDAN

Brother Ronald Gordan, 55, was born in Alabama. He became a union member while in Piney Point, Md. Brother Gordan shipped mostly aboard vessels operated by Alaska Tanker Company. He worked in the engine department. Brother Gordan continues to make his home in Mobile, Ala.



MIGUEL PADON

Brother Miguel Padon, 66, began sailing with the SIU in 1969 in the port of New York. He was originally employed aboard the *Trans Western*. Brother Padon was a frequent upgrader at the Piney Point school. His final trip was on the *Maj. Stephen W. Pless*. Brother Padon sailed in the steward department and lives in Orlando, Fla.



MICHAEL WILKERSON

Brother Michael Wilkerson, 65, donned the SIU colors in 1989 while in the port of Wilmington, Calif. He initially shipped aboard the *USNS Wyman* as a member of the engine department. Brother Wilkerson often upgraded at the Paul Hall Center. His most recent voyage was on the *Alaskan Navigator*. Brother Wilkerson continues to reside in his native state of California.



INLAND

RONALD CLOUGH

Brother Ronald Clough, 65, joined the union in 1974. His earliest trip to sea was aboard an Allied Transportation Company vessel. Brother Clough was born in Virginia. He was last employed with Crowley Towing & Transportation of Jacksonville. Brother Clough settled in Newport News, Va.



MICHAEL EFFORD

Brother Michael Efford, 62, signed on with the SIU in 1965 while in the port of Baltimore. He first sailed with Moran Towing of Maryland. Brother Efford was born in Maryland. His final boat was operated by McAllister Towing of Baltimore. Brother Efford is a resident of Pasadena, Md.



THOMAS GOLDY

Brother Thomas Goldy, 62, started sailing with the union in 1996 from the port of Philadelphia. He primarily worked with Crowley Liner Services. Brother Goldy was born in Camden, N.J., and shipped in the deck department. He calls Myrtle beach, S.C., home.



JACKIE NIXON

Brother Jackie Nixon, 61, became a Seafarer in 1965 while



in the port of Baltimore. He initially sailed with R.K. Davis Transportation Inc. Brother Nixon was born in North Carolina. He last worked an Allied Transportation Company vessel. He makes his home in Belhaven, N.C.

IVAN RAKYTA

Brother Ivan Rakyta, 62, was born in Illinois. He began shipping with the SIU in 1972. Brother Rakyta mostly sailed aboard vessels operated by Mariner Towing Inc. He settled in Hillsboro, Ohio.

MICHAEL RESTIVO

Brother Michael Restivo, 57, joined the union in 1973 while in Piney Point, Md. The deck department member first shipped on the *Over Rose*. Brother Restivo most recently worked with Crowley Towing & Transportation of Jacksonville. He resides in Carlsbad, Calif.



This Month In SIU History

Reprinted from past issues of the Seafarers LOG

1943

The Recruiting and Manning Organization, a division of the War Shipping Administration, guaranteed the SIU that all steamship companies having contracts with the SIU have been directed to secure all personnel through the hiring halls of the union. Craig S. Swenson, regional representative of the organization, told the SIU by letter that they would call the union halls for unlicensed personnel and he assured the SIU that his organization would not try to go around the union hall but would do everything they could to assist the union in recruitment of manpower.

1950

The SIU Atlantic and Gulf District became the first seamen's union to negotiate a company-financed welfare plan for its members. This was established in an agreement signed with nine contracted steamship companies. Although the companies will make all the contributions to the welfare fund, the agreement provides for joint administration by a committee representing the union and the steamship companies. Under the terms of the contract, each company will contribute into a common fund the sum of 25 cents per day for each man employed aboard its vessels.

1952

The first of three projected upgrading schools

for Seafarers is now operating at Headquarters with the opening of a class for the deck department. The purpose of the new program is the qualification of men for their AB certificates and other deck ratings. Plans are also being made for the starting of both steward department and engine department classes in the near future. Instructors are being drawn from the ranks of experienced Seafarers with a thorough familiarity of the subject matter for the courses.

1957

Harry Lundeberg, the founder of the SIU and the leading figure in maritime for over two decades, died of a heart attack on Monday, January 28. It was Lundeberg who led the revival of maritime unions in the U.S., beginning with the bitter 1934 strike. From there he pressed ahead relentlessly, battling shipowners, the government and the maritime section of the Communist Party on behalf of the men he represented. Paying tribute to Lundeberg on behalf of the SIU, Atlantic and Gulf District, Secretary-Treasurer Paul Hall characterized his contribution to maritime unionism in these words: "Andrew Furuseth's great contribution to seamen was the 1915 Seamen's Act. Lundeberg's was his leadership in winning the greatest economic benefits seamen have enjoyed anywhere and anytime. Under Lundeberg the union set the pace for the entire industry."



Final Departures



DEEP SEA

EDWIN CRADDOCK

Pensioner Edwin Craddock, 81, passed away June 13. Brother Craddock became a Seafarer in 1947 while in the port of Mobile, Ala. He originally worked aboard a Sprague Steamship Company vessel as a member of the deck department. Brother Craddock was born in Livingston, Ala. Prior to his retirement in 1976, he sailed with Michigan Tankers. Brother Craddock settled in Mesa, Ariz.



RICHARD HEFFLEY

Pensioner Richard Heffley, 83, died June 30. Brother Heffley started sailing with the union in 1943 while in Philadelphia. He was born in Pennsylvania. Brother Heffley's earliest trip was with Cabin Tanker Company. He shipped in the deck department. Brother Heffley most recently worked aboard the *Adonis*. He retired in 1984 and lived in New Jersey.



VALENTIN MARTINEZ

Pensioner Valentin Martinez, 68, passed away June 20. Brother Martinez signed on with the SIU in 1968. He initially shipped on a Waterman Steamship Corporation vessel. Brother Martinez's final voyage was aboard the *Horizon Discovery*. He was a member of the engine department. Brother Martinez was born in Matanzas, Cuba, and made his home in Philadelphia.



WILLIAM ROBLES

Pensioner William Robles, 73, died Oct. 12. Brother Robles, a member of the steward department, began sailing with the Seafarers in 1970. His first trip was on the *Van Horizon* and



his last was aboard the *Quality*. Brother Robles was born in New York. He became a pensioner in 1998. Brother Robles was a resident of Hollywood, Fla.

HOON WONG

Pensioner Hoon Wong, 93, passed away June 22. Brother Wong joined the Marine Cooks & Stewards in the port of San Francisco. He was born in Hawaii and sailed in the steward department. Brother Wong went on pension in 1969 and called San Francisco home.

INLAND

ABELE NICOLICH

Pensioner Abele Nicolich, 74, died July 14. Brother Nicolich started shipping with the union in 1960. His earliest trip to sea was on the *R Semmes*. Before retiring in 1996, Brother Nicolich sailed with Baltimore & Ohio Railroad. He resided in Astoria, N.Y.



HOMER RABIDEAU

Pensioner Homer Rabideau, 70, passed away April 2. Brother Rabideau joined the union in 1980. He was employed with Delaware River Barge and OSG Ship Management at various times during his career. Brother Rabideau sailed in both the deck and steward departments. He retired in 2002. Brother Rabideau was born in Plattsburgh, N.Y., and called Lakeland, Fla., home.



GREAT LAKES

GEORGE BASLEY

Pensioner George Basley, 90, died June 22. Brother Basley was born in Wisconsin. He became a Seafarer in 1961 while in Detroit. Brother Basley initially worked aboard vessels operated by Zenith Dredge Company. The engine department member also sailed aboard



the *Kinsman Independent*. Brother Basley was a resident of Ashland, Wisc., and started collecting his retirement compensation in 1983.

NATIONAL MARITIME UNION

ALFREDO GUEVARRA

Pensioner Alfredo Guevarra, 94, died June 14. Brother Guevarra was born in the Philippines. He started collecting his retirement pay in 1998. Brother Guevarra lived in Santa Maria, Calif.



WILLIAM JOHNSON

Pensioner William Johnson, 95, passed away April 30. The Virginia native went on pension in 1968. Brother Johnson called New York home.



FERNANDO MANDRI

Pensioner Fernando Mandri, 95, died July 26. Brother Mandri was a native of Puerto Rico. He began receiving his retirement pay in 1970. Brother Mandri continued to reside in Puerto Rico.



GERALD MCCARTNEY

Pensioner Gerald McCartney, 86, passed away July 22. The California-born mariner became a pensioner in 1984. Brother McCartney made his home in Sacramento, Calif.



BOOKER OLIVER

Pensioner Booker Oliver, 83, died June 27. Brother Oliver was born in Alabama. He started receiving his pension in 2002. Brother Oliver was a resident of Mobile, Ala.



MANUEL ORTEGA

Pensioner Manuel Ortega, 91, passed away May 6. Brother Ortega was a native of Guayaquil, Ecuador. He went on pension in 1974. Brother Ortega lived in Flushing, N.Y.



LUIS PELLON

Pensioner Luis Pellon, 81, died July 24. Brother Pellon was born in Spain. He retired in 1987. Brother Pellon called Tampa, Fla., home.



JOAQUIM REIS

Pensioner Joaquim Reis, 88, passed away June 9. Brother Reis was born in Alvor, Portugal. Brother Reis became a pensioner in 1983. He continued to live in Portugal.



WALTER SAMUEL JR.

Pensioner Walter Samuel Jr., 73, died March 26. The Louisiana-born mariner retired in 1998. Brother Samuel resided in Vallejo, Calif.



MOISES SERRANO

Pensioner Moises Serrano, 86, passed away July 3. Brother Serrano was a native of Puerto Rico. He began receiving his pension in 1988. Brother Serrano continued to live in Puerto Rico.



OTIS SHAW

Pensioner Otis Shaw, 69, died July 12. Brother Shaw was a native of Clarkston, Fla. He started collecting his



retirement compensation in 2007. Brother Shaw made his home in New York.

LUTGARDO SILVA

Pensioner Lutgardo Silva, 96, passed away June 29. Brother Silva was born in Cuba. He started shipping with the NMU in the 1930s, primarily on Lykes Brothers vessels. Brother Silva was a member of the engine department. He became a pensioner in 1972. Brother Silva was a resident of Mandeville, La.



CHARLES "CHARLIE" SLICK

Pensioner Charles Slick, 79, died Sept. 6. Brother Slick, a native of Pennsylvania began sailing in 1945. He called King George, Va. home. Brother Slick retired in 1995.



JOHN TRENT

Pensioner John Trent, 80, passed away July 21. The Florida-born mariner went on pension in 1972. Brother Trent made his home in Zebulon, N.C.



BANARD TRUITT

Pensioner Banard Truitt, 83, passed away July 25. Brother Truitt was born in Key, Texas. He became a pensioner in 1966 and settled in La Mesa, Texas.



JAMES WAHNON

Pensioner James Wahnon, 94, died Aug. 2. Brother Wahnon was a native of Cape Verde Islands. He retired in 1980. Brother Wahnon lived in New Bedford, Mass.



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.

APL PEARL (APL Maritime), November 8 – Chairman **Edward Almodovar**, Secretary **Denis Burke**, Educational Director **Vincente Ordenez**, Deck Delegate **Morris Foster**, Engine Delegate **Ashley Carmichael**, Steward Delegate **Efrain Moreira**. It was reported that elevator has been repaired and parts have arrived for dryer. Still awaiting parts for ovens and grill. Chairman thanked crew for excellent, safe, accident-free voyage. He credited steward department for outstanding work. Secretary thanked crew for keeping house in order. He reminded everyone to have their rooms straight for new arriving crew. Vote of thanks was given to SA Moreira for hard work. Educational director reminded crew to keep all shipping documents current and upgrade skills at union-affiliated Paul Hall Center for Maritime Training and Education. Treasurer reported some money from ship's fund spent on DVDs in Dubai; \$246 remains in fund. No beefs or disputed OT reported. Crew discussed Seafarers Money Purchase Pension Plan and Seafarers 401(k) Plan. Crew asked for clarification on reimbursement for luggage. Next port: Charleston, S.C.

Charleston (U.S. Shipping), November 4 – Chairman **Nathaniel Leary**, Secretary **Charles Roldan**, Deck Delegate **Eddie Major**, Engine Delegate **Humberto Lopez**. Chairman encouraged fellow mariners to keep going to Piney Point to upgrade. Crew discussed use of ship's fund. No disputed OT. Crew voiced concern about quantity of stores. They discussed job calls and the hiring halls.

Horizon Reliance (Horizon Lines), November 16 – Chairman **Frank Sena**, Secretary **Joseph Laureta**, Educational Director **Daniel Borden**, Deck Delegate **Julius Udan**, Engine Delegate **Cirico Geonanga**, Steward Delegate **Paul Sullivan**. Chairman read president's report from *Seafarers LOG*. Secretary thanked crew for keeping vessel clean. Educational director advised members to upgrade at Paul Hall Center and keep documents up-to-date. Ship's fund contains \$413. Deck delegate reported beef. No other beefs or disputed OT reported. Crew asked for clarifications concerning time off after 126 days of sea time. Crew reported need for new mattresses. Steward department was thanked for "special food every day." Recertified Chief Steward Laureta was thanked for exotic menus. Next ports: Long Beach, Calif., and Honolulu, Hawaii.

Liberty Eagle (Liberty Maritime), November 15 – Chairman **Ronald Charles**, Secretary **Randy Stephens**, Educational Director **Forrest McGee**, Steward Delegate **Wilfred Lambey**. Chairman announced upcoming payoff and Coast Guard inspection. Secretary reminded mariners to check expiration dates on documents and renew on time. Educational director encouraged all members to upgrade. No beefs or disputed OT reported. Crew reported need for new washer and dryer. Vote of thanks given to all departments for good work.

Liberty Glory (Liberty Maritime), November 7 – Chairman **Samuel Duah**, Secretary **Michael Watts**, Educational Director **Charles Sneed**, Deck Delegate **German Guevarra**, Steward Delegate **Julio Guity**. Chairman thanked everyone for great trip. He talked about importance of keeping seafaring documents up-to-date and keeping dues current. He also thanked steward department for great meals. Secretary thanked everyone for keeping ship clean. Educational director urged Seafarers to keep documents current and visit Paul Hall Center for Maritime Training and Education in Piney Point, Md., to upgrade skills. No beefs or disputed OT reported, but deck delegate requested clarification on one aspect of pay. Chairman noted importance of reading *Seafarers LOG* and in particular the president's report. New washers and dryers are working well. Crew suggested decreasing the retirement days and increasing vacation days in next contract.

Liberty Spirit (Liberty Maritime), November 15 – Chairman **Rudy Santos**, Secretary **Joseph Birke**, Educational Director **Therman Ames**, Deck Delegate **Benigno Gonzalez**, Engine Delegate **Febian Jefferson**, Steward Delegate **Sharon Baham**. Chairman thanked all crew members for working together and thanked steward department for job well done. "The ship is clean and the food was outstanding." He announced payoff upon arrival in Houston. Secretary thanked crew for helping keep ship clean. He reminded mariners to leave cabins neat and clean for the next crew members. Educational director advised fellow members to take advantage of upgrading opportunities in Piney Point. No beefs or disputed OT reported. Next port: Houston.

Maersk Kentucky (Maersk Line, Limited), November 8 – Chairman **William Richards**, Secretary **Basil Waldron**, Educational Director **Adam Noor**. Chairman reminded crew to work safely and read the *LOG* for updates on the union and industry. He encouraged members to contribute to SPAD. Educational director advised members to upgrade, which can lead to better opportunities and advancement. Steward delegate reported OT-related beef; no beefs or disputed OT reported by deck or engine delegates. Crew requested microwave for crew mess. Also requested new mattresses and blankets. Crew discussed Seafarers Health and Benefits Plan and out-of-pocket costs.

Maersk Ohio (Maersk Line, Limited), November 15 – Chairman **Domingo Leon**, Secretary **Fidelis Oliveira**, Deck Delegate **Dudley James**, Engine Delegate **Salah Saleh**, Steward Delegate **Martin Krins**. Chairman extended vote of thanks to all crew members for safe voyage and dedication to their duties. Secretary also offered vote of thanks "for having such outstanding professionals on board and making it a safe and wonderful trip." Educational director suggested crew take advantage of upgrading opportunities at Paul Hall Center. No beefs or disputed

NOTICE
Seafarers Pension Plan
Seafarers Money Purchase Pension Plan

January 2010

In recent years, Congress has passed a significant amount of legislation which affects all pension plans. These legislative initiatives required plans to implement certain changes to comply with these new provisions. Although both the Seafarers Pension Plan and the Seafarers Money Purchase Pension Plan have been amended to comply with these provisions, the Internal Revenue Service, as a formality, is requiring all plans to apply for requalification. Therefore, the Seafarers Pension Plan and the Seafarers Money Purchase Pension Plan are submitting applications to the Internal Revenue Service for an advance determination on their continued qualification. As a Plan participant, you are entitled to receive a formal written notice of this action.

Notice To Interested Parties

1. Notice to: All Participants of the Seafarers Pension Plan; and All Participants of the Seafarers Money Purchase Pension Plan ("the Funds"). Applications are to be made to the Internal Revenue Service for an advance determination on the qualification of the following employee pension benefit plans:
2. Seafarers Pension Plan and Seafarers Money Purchase Pension Plan
3. Seafarers Pension Plan # 001 and Seafarers Pension Money Purchase Pension Plan #001
4. Board of Trustees, Seafarers Pension Plan, Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746.
5. Seafarers Pension Plan EIN: 13-6100329 and Seafarers Money Purchase Pension Plan EIN: 52-1994914
6. Margaret Bowen, Administrator, Seafarers Pension Plan, Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746.
7. The applications will be filed for an advance determination as to whether the Plans meet the qualification requirements of §401(a) of the Internal Revenue Code of 1986, with respect to the Plans' qualification. The applications are expected to be filed on January 25, 2010 and will be filed with: EP Determinations, Internal Revenue Service, P.O. Box 192, Covington, KY 41012-0192.
8. The employees eligible to participate under the Plans are all employees working in job classifications for which contributions are required to be made to the Funds pursuant to a collective bargaining agreement.
9. The Internal Revenue Service has previously issued a determination letter with respect to the qualification of these Plans.

Rights Of Interested Parties

10. You have the right to submit to EP Determinations, at the above address, either individually or jointly with other interested parties, your comments as to whether these Plans meet the qualification requirements of the Internal Revenue Code. You may instead, individually or jointly with other interested parties, request the Department of Labor to submit, on your behalf, comments to EP Determinations regarding qualification of the Plans. If the Department declines to comment on all or some of the matters you raise, you may, individually, or jointly if your request was made to the Department jointly, submit your comments on these matters directly to EP Determinations.

Requests For Comments By The Department Of Labor

11. The Department of Labor may not comment on behalf of interested parties unless requested to do so by the lesser of 10 employees or 10 percent of the employees who qualify as interested parties. The number of persons needed for the Department to comment with respect to these plans is 10 employees. If you request the Department to comment, your request must be in writing and must specify the matters upon which comments are requested, and must also include:
 - the information contained in items 2 through 5 of this Notice; and
 - the number of persons needed for the Department to comment.
 A request to the Department to comment should be addressed as follows: Deputy Assistant Secretary, Employee Benefits Security Administration, Attn: 3001 Comment Request, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Comments To The Internal Revenue Service

12. Comments submitted by you to EP Determinations must be in writing and received by March 13, 2010 (no later than 45 days from the date the IRS receives the application). However, if there are matters that you request the Department of Labor to comment upon on your behalf, and the Department declines, you may submit comments on these matters to EP Determinations to be received by them within 15 days from the time the Department notifies you that it will not comment on a particular matter, or by March 13, 2010 (45 days after the IRS receives the application), whichever is later, but not after March 28, 2010 (60-days following receipt of application by the IRS). A request to the Department to comment on your behalf must be received by February 21, 2010 if you wish to preserve your right to comment on a matter upon which the Department declines to comment, or by February 11, 2010 if you wish to waive that right.

Additional Information

13. Detailed instructions regarding the requirements for notification of interested parties may be found in sections 17 and 18 of Rev. Proc. 2004-6. Additional information concerning these applications (including, where applicable, an updated copy of the Plan and related trust; the applications for determination; any additional documents dealing with the applications that have been submitted to the Service; and copies of section 17 of Rev. Proc. 2004-6 are available at the Fund Office during the hours of 8 a.m. to 4 p.m. for inspection and copying. (There is a nominal charge for copying and/or mailing.) Please call to ensure the Office is open or to make an appointment to meet with the Administrator.

OT reported. Crew submitted suggestions for next contract. They discussed transformers (how they're ordered and who supplies them). Crew gave vote of thanks to galley gang. They noted carpet cleaner received, but it doesn't work properly.

Pride of America (NCL America), November 13 – Chairman **Renato Govico**, Secretary **Marie Acosta**, Educational Director **Joseph Garnett**, Deck Delegate **Gary Hunt**, Engine Delegate **James Crosby**. Crew discussed contract that recently was ratified. Chairman reminded crew aboard passenger ship to "meet, greet and repeat" and always wear a smile. He reported on retroactive pay and reminded departing crew members to leave cabins clean for new arrivals. Secretary encouraged mariners to sign up for

Seafarers 401(k) Plan. Educational director urged members to upgrade during off time. He pointed out course dates are available in the union newspaper and on the web site. No beefs or disputed OT reported.

SBX-1 (InterOcean American Shipping), November 8 – Chairman **W.J. Heblich Jr.**, Secretary **Larry D. Pugh**, Educational Director **Randy Clark**, Deck Delegate **Christopher Sahagon**, Engine Delegate **Jesse Tornabene**. Chairman reminded crew to keep all documents and dues current. He reviewed the basics of SPAD, the union's voluntary political action fund. He touched on the International Safety Management Code (ISM) protocol in place aboard the ship. He discussed some of the procedures associated

with union shops or vessels. Secretary reviewed highlights of October *LOG* and urged members to register at the hall as soon as possible and update beneficiary cards as needed. Educational director reminded members about expiration dates. He discussed the structural integrity of the engine department and the value of upgrading at Piney Point. He said petty complaints are embarrassing and with the high rate of unemployment, fellow members should be happy they have a job. No beefs or disputed OT reported. Crew discussed adopting a charity for the needy and less fortunate. Crew discussed merchant mariner third-party authorization and also the scholarships available through the Seafarers Health and Benefits Plan. Chairman reported upgrades to TV channels and videogames on board. Next port: Honolulu.

Annual Funding Notice For SIU Pacific District Pension Plan

Introduction

This notice includes important funding information about your pension plan (“the Plan”). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning August 1, 2008 and ending July 31, 2009 (referred to hereafter as “Plan Year”). This notice is mandated by federal law.

Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan’s assets by its liabilities on the valuation date for the Plan Year. In general, the higher the percentage, the better funded the plan. The Plan’s funded percentage for the Plan Year and two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan’s assets and liabilities for the same period.

Fair Market Value of Assets

	2008	2007	2006
Valuation Date	August 1, 2008	August 1, 2007	August 1, 2006
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$124,217,557	\$124,861,276	\$113,217,684
Value of Liabilities	\$97,449,733	\$91,309,225	\$89,630,943

Asset values in the chart above are actuarial values, not market values. Market values tend to show a clearer picture of a plan’s funded status as of a given point in time. However, because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values for funding purposes. While actuarial values fluctuate less than market values, they are estimates. As of July 31, 2009 (the end of the 2008 Plan Year), the fair market value of the Plan’s assets was \$115,030,558. As of July 31, 2008, the fair market value of the Plan’s assets was \$122,240,712. As of July 31, 2007, the fair market value of the Plan’s assets was \$130,306,177. Please note that these market values are calculated at the end of each Plan Year, while the actuarial values in the chart above are calculated at the beginning of each Plan Year. The value of the Plan assets shown as of July 31, 2009 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan’s assets will be reported on the Plan’s 2008 annual report filed with the Department of Labor in May, 2010.

Participant Information

The total number of participants in the Plan as of the Plan’s valuation date was 3,277. Of this number, 1,233 were active participants, 1,724 were retired or separated from service and receiving benefits, and 320 were retired or separated from service and entitled to future benefits.

Funding and Investment Policies

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

Once money is contributed to the Plan, the money is invested by Plan officials called fiduciaries. Specific investments are made in accordance with the Plan’s investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions. The investment policy of the Plan is to maintain a diversified portfolio of investments. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan’s investments, seeking to achieve positive investment results over the long term.

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

Asset Allocations	Percentage
■ Interest-bearing cash.....	4.70%
■ U.S. Government securities.....	36.28%
■ Corporate debt instruments.....	37.86%
■ Corporate stocks.....	17.72%
■ Other.....	3.44%

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in “endangered” status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in “critical” status if the per-

centage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

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

Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. The Plan’s 2006 and 2007 annual reports are available now. The Plan’s 2008 annual report will be available after it is filed with the US Department of Labor in May, 2010. Copies of the annual report are available from the US Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan’s annual report by making a written request to Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, 730 Harrison Street, Suite 400, San Francisco, CA, 94107. There will be a charge for the annual report to cover copying costs.

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

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

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan’s available financial resources. If such resources are not enough to pay benefits at a level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan’s financial condition improves.

A plan that becomes insolvent must provide prompt notification of the insolvency to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected as a result of the insolvency, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only vested benefits are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan’s monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC’s maximum guarantee, therefore, is \$35.75 per month times a participant’s years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant’s years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant’s guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

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

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person’s monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan’s termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001 and the plan sponsor’s employer identification number or “EIN” is 94-6061923. For more information about the PBGC and benefit guarantees, go to PBGC’s website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

DONATION — SPAD.

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

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

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

Corrections

In the December 2009 edition, Brother David Gray’s obituary (page 18) should have indicated that he sailed in the deck department.

Also in the December issue, in the QMED “Q&A” (page 10), the list of required endorsements for QMED-Any Rating should have included Deck Engine Mechanic.

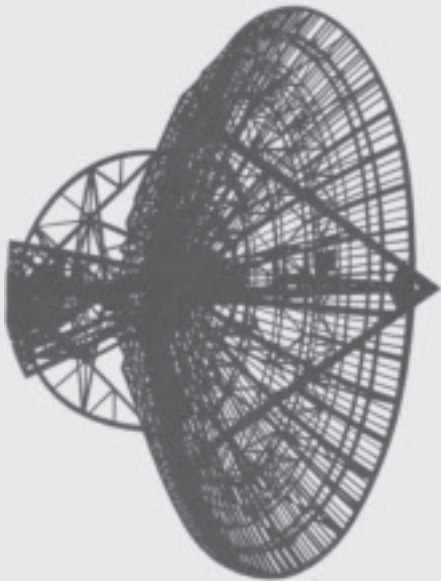
February & March
2010 Membership Meetings

Piney Point.....	Monday: February 8, March 8
Algonac	Friday: February 12, March 12
Baltimore.....	Thursday: February 11, March 11
Guam.....	Thursday: February 25, March 25
Honolulu	Friday: February 19, March 19
Houston.....	Tuesday: February 16*, Monday: March 15
Jacksonville.....	Thursday: February 11, March 11
Joliet.....	Thursday: February 18, March 18
Mobile.....	Wednesday: February 17, March 17
New Orleans.....	Tuesday: February 16, March 16
New York.....	Tuesday: February 9, March 9
Norfolk.....	Thursday: February 11, March 11
Oakland.....	Thursday: February 18, March 18
Philadelphia.....	Wednesday: February 10, March 10
Port Everglades.....	Thursday: February 18, March 18
San Juan.....	Thursday: February 11, March 11
St. Louis.....	Friday: February 19, March 19
Tacoma.....	Friday: February 26, March 26
Wilmington.....	Monday: February 22, March 22

(*Houston change created by Presidents’ Day Holiday)

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

ATTENTION: SEAFARERS



Keep Us On Your
Radar Screen

Contribute to the
Seafarers Political
Action Donation
(SPAD)

Dispatchers’ Report for Deep Sea

November 16, 2009 – December 15, 2009

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	17	10	2	10	8	0	3	16	10	5
Anchorage	0	1	2	0	2	0	0	0	3	2
Baltimore	5	8	3	5	7	3	4	7	9	1
Fort Lauderdale	20	19	5	9	12	0	14	22	29	11
Guam	0	3	0	3	3	0	0	3	4	0
Honolulu	8	3	0	4	2	0	1	19	16	0
Houston	62	26	2	41	38	3	36	91	50	7
Jacksonville	27	23	4	24	15	2	14	54	43	6
Joliet	3	5	3	2	3	1	0	3	6	3
Mobile	13	9	1	10	5	0	2	25	12	4
New Orleans	12	9	1	10	6	0	4	17	12	6
New York	54	34	8	29	18	1	21	81	42	14
Norfolk	21	24	2	12	16	4	6	27	39	8
Oakland	31	11	1	24	11	0	14	51	29	3
Philadelphia	7	7	1	5	5	0	2	8	10	2
Piney Point	1	6	1	0	5	0	1	2	5	3
Puerto Rico	10	10	0	3	9	0	5	14	12	1
Seattle	42	19	3	37	14	1	18	61	51	7
St. Louis	4	4	0	1	3	0	0	6	10	1
Wilmington	25	25	4	25	16	2	20	59	43	9
TOTALS	362	256	43	254	198	17	165	566	435	93
Engine Department										
Algonac	3	5	0	3	2	1	0	4	5	0
Anchorage	0	3	0	1	2	0	0	0	4	0
Baltimore	9	3	0	4	7	0	2	10	3	1
Fort Lauderdale	10	4	0	11	5	0	2	14	8	2
Guam	1	1	0	1	1	0	1	1	4	0
Honolulu	8	4	0	2	4	0	1	14	6	0
Houston	17	12	1	8	16	2	7	37	34	2
Jacksonville	22	17	1	15	9	0	12	36	32	3
Joliet	1	1	0	1	0	0	1	2	1	0
Mobile	10	2	0	5	3	0	3	17	5	0
New Orleans	5	1	0	8	2	0	3	6	3	0
New York	19	9	4	9	9	0	3	39	14	6
Norfolk	13	22	0	8	13	1	5	23	35	0
Oakland	11	11	0	12	10	1	11	22	14	4
Philadelphia	2	4	0	3	4	0	3	2	0	0
Piney Point	3	5	0	1	0	0	1	6	8	0
Puerto Rico	6	2	0	3	4	0	7	6	11	0
Seattle	12	10	0	13	8	0	6	23	21	1
St. Louis	0	1	2	0	5	0	1	0	4	2
Wilmington	15	14	0	8	10	0	8	31	25	5
TOTALS	167	131	8	116	114	5	77	293	237	26
Steward Department										
Algonac	3	2	1	1	2	0	1	3	4	2
Anchorage	0	0	0	0	1	0	0	0	1	0
Baltimore	4	3	1	5	4	1	3	4	1	1
Fort Lauderdale	5	9	1	8	4	0	5	5	13	2
Guam	3	5	0	1	2	0	0	4	6	0
Honolulu	11	4	1	7	3	0	6	19	5	1
Houston	23	5	0	14	9	0	9	34	13	0
Jacksonville	14	4	2	10	5	0	10	26	10	2
Joliet	0	2	0	0	0	0	0	1	2	0
Mobile	10	1	0	3	3	0	2	11	4	0
New Orleans	6	2	0	4	1	0	1	9	5	0
New York	25	10	0	15	5	0	8	49	12	0
Norfolk	8	13	4	9	3	2	7	17	20	6
Oakland	24	2	0	11	2	0	7	36	11	0
Philadelphia	4	0	0	4	0	0	0	3	0	0
Piney Point	4	2	0	2	1	0	1	6	3	0
Puerto Rico	3	1	0	3	2	0	2	3	3	0
Seattle	18	5	0	19	7	1	12	22	7	0
St. Louis	3	0	1	1	1	0	1	2	0	1
Wilmington	21	3	1	18	5	0	13	51	8	6
TOTALS	189	73	12	135	60	4	88	305	128	21
Entry Department										
Algonac	1	9	3	0	7	3	2	3	16	6
Anchorage	0	0	1	0	0	0	0	0	1	2
Baltimore	1	3	2	0	1	2	0	2	8	2
Fort Lauderdale	0	13	5	0	9	3	2	0	15	9
Guam	0	2	0	0	0	0	0	0	3	0
Honolulu	2	8	2	1	1	0	0	5	16	5
Houston	10	20	3	4	14	3	3	13	50	13
Jacksonville	4	21	7	0	12	5	3	6	38	19
Joliet	0	3	0	1	1	0	0	0	3	2
Mobile	0	5	1	0	4	0	0	3	17	6
New Orleans	0	2	3	0	3	0	1	0	4	7
New York	5	26	9	4	18	2	3	10	62	15
Norfolk	0	17	9	1	7	0	1	0	26	18
Oakland	5	24	9	4	10	2	3	13	45	19
Philadelphia	0	0	0	0	1	0	0	0	0	1
Piney Point	0	12	23	0	11	22	1	0	3	4
Puerto Rico	0	3	0	0	1	0	0	1	3	0
Seattle	8	20	3	6	8	0	3	11	39	6
St. Louis	0	1	0	0	0	0	0	0	2	0
Wilmington	7	13	8	2	8	3	1	9	45	17
TOTALS	43	202	88	23	116	45	23	76	396	151
GRAND TOTALS:	761	662	151	528	488	71	353	1,240	1,196	291

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 724 - Thirteen unlicensed apprentices on Sept. 4 completed this 60-hour water survival course. Those graduating (above, in alphabetical order) were: Daryl Ballance, Brandon Blue, Ramon Campbell, Curtis Church, Derrick Dozier II, Paul Elia, Thomas Hely, Matthew Jones, Marvin Kirby, Kenneth Lynch, Lourdes Macias, Eric Noetzel and Buck Sampson. (Note: Not all are pictured.)



Welding - Nine upgraders completed training in this 103-hour course on Nov. 20. Those graduating (above, in alphabetical order) were: Alex Amarra, Reynante Augulo, James Corpew, Mohammed Elazzouzi, Kenyattra McNeel, Christian Oding, Tim Sexton, Jason Young and Robert Young. Their instructor, Buzzy Andrews, is standing in back row at left.



ARPA - Four individuals completed this course Nov. 20. Graduating (above, in alphabetical order) were: Robert Bell, Timothy Huth, Whitney Sheridan and Martin Simmons. Their instructor, Stacey McNeely, is at left.



Radar Observer - The following individuals (above, in alphabetical order) completed this course Nov. 13: Robert Bell, Timothy Huth, Robert Morrison, Charles Mull Jr., Whitney Sheridan and Martin Simmons. Stacey McNeely, their instructor, is at left.



Able Seaman - Nineteen upgraders completed this course Nov. 6. Those graduating (above, in alphabetical order) were: Wayne Bell, Reginald Berkes, David Brady, Nicolas Byers, Richard Gonzalez, Ian Hardingm, Bryan Howell, Matthew Martel, Thomas Parisi, James Petite, Chaneaua Rodriguez, Michael Ringwood II, Robert Rothwell, Ignacio Santos Aponte, Aaron Sills, Michael Spirit, Jesse Sunga, Ternillia Thomas Sr., and Mark Ward Sr. Their instructor, Bernabe Pelingon, is at right. (Note: Not all are pictured.)



Government Vessels (Phase III) -The following Phase III apprentices (above, in alphabetical order) completed this course Nov. 20: Ezallah Ali, Anthony Aviles, Timothy DeWine, Devarian Durant, John Edwards, Daniel Etchevers-Vargas, Joseph Gibbens, Chad Gregory, Russell Macomber, Sunnol Motley, Juan Negron-Miro, Tyrell Perry, Luis Ramos-Rosa, Joel Shelton, Nathan Shuford, Dean Trott, Adrian Wilson and Shatina Wright. Tom Truitt, their instructor, is second from left in the back row.

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



Tankship Familiarization DL (Phase III) – Two classes of Phase III apprentices on Sept. 4 finished their requirements for this 63-hour class. Graduating (above, in alphabetical order) were: Andrew Beach, Samuel Blacard, Matthew Bryant, Timothy Byrant, Jose Burgos, Victor Cortes-Maldonado, Carlos Davila, Julian Davila, John Eastman, Todd Favaza, Kelly Forbis, William Fountain III, Kevin Fussell Jr., Mayra Gines-Otero, Joshua Harris, Christopher Hickey, Andrew Hufana, Thomas Huminski, Johnny Hunter, Jordache Hunter, Louis Hutchins, James Johner, Sharon Joyner, Kevin Kelly, Michael Kelly, Patrick Kirkland, Patricia Lamb, Patrick Lindauer, Sean Mannix, John McElhaney, Forrest Melvin, Matthew Mike, Ali Mohamed, Noorudin Nagi Muthala, Jomark Newman, Maurice Oubre, Jessie Peed, Guiomar Rancel-Mercado, Patricia Ricks, Jonathan Rivera-Rodriguez, Curtis Royal, Santiago Saldivar, David Santiago-Arroyo, Cedric Short, Kenneth Stearns, Elijah Stewart-Eastman, Marcus Toby, William Waldmann, Lisa Williams, James Williamson and Jerald Young.



FOWT – The following upgraders (above, in alphabetical order) graduated from this course Nov. 6: Walid Ahmed, Edgardo Barrios, Jeremy Birchfield, Jonathyn Bland, Michael Brannon, Tony Brinkley, Ernest Bullock, Christopher Coombs, Daniel Cortez, Wilshire Cortez, Peter Crane, Michael Cruz, Van Dixon, Yuri Hernandez, Nathan Jenkins, Nakesha Miller, Lazaro Rivera Rodriguez, Mohamed Salim, James Short Jr., Jamal Taleb, Timothy Van Pelt II, Enoch Winrod, and Lee Wright. Their instructor, Tim Achorn, is at right.



Government Vessels – Eighteen upgraders graduated from the course Nov. 20. Those completing the training (above, in alphabetical order) were: Alphonzo Berry, Juan Castillo, Vladimir Chpatchev, Kerry Coleman, Michael DeCaire, Alexander Glebov, Ivan Marikovsky, Marian McCrae, Rodolfo Opinaldo, Thomas Parisi, LaShawn Rivera, Mark Rivers, Mohamed Salim, Aaron Sils, Kimberly Strate, Aaron Velunta, Bernadette Yancy and Mary Young. Stan Beck, their instructor, is at left.



Tankship Familiarization – Two classes of Phase III apprentices on Oct. 30 completed training in this 63-hour course. Graduating (left, in alphabetical order) were: Ezaliah Ali, Anthony Aviles, Joseph Brewer, Darrin Cobb, John Cooper, Timothy Denney, Timothy DeWine, Devarian Durant, John Edwards, Daniel Etchevers-Vargas, Jeremy Farlow, Amber Fisher, Lamond Fulton, Joseph Gibbens, Devin Gordon, Lamont Green, Chad Gregory, Miran Harris, James Honaker, Bryant Hunter, Kelvin Jennings, Michael Knight, Russell Macomber, Josue Marin, Sunnil Motley, Juan Negron-Miro, Valentine Okei, Tyrell Perry, Luis Ramos-Rosa, Omar Rodgers, Michael Sheehan, Joel Shelton, Nathan Shuford, Dean Trott, Adrian Wilson and Shatina Wright.



BST (Hawaii) – The following individuals (above, in no particular order) on Nov. 7 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center: James Richmond, David Wheeler, David Hurd, Joseph Barth, Kimberly Brindle, Ian Galloway, Stephanie King, Leah Philmon, Rebecca Pollard, Adam Simon, Jillian Martinez, Mostafa Mohamed, Joshua Hale, Angela Krall and Derrick Lambert.



BST (Hawaii) – The following individuals (above, in no particular order) on Nov. 21 completed this course at the Seafarers Training Center in Hawaii: Kevin Mason, Miles Morley, Wendy Ramirez, Eben Gulick, Salter Hutchinson, Larry Fingerhut, Jennifer Shepard, Rance Rizzutto, Deanna Moffitt, Michael Kosinski, Piero Praccaccini, Reed Nelson, Joshua Frueh, Marcia McMurray, Walter Garcia Cotto, Jose Tirado Cruz and Robert Sayles.



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SHBP Scholarship Reminder - Page 6



The *Overseas Boston*, shown early last year at Aker Philadelphia Shipyard, is part of a series of new double-hulled tankers.



Seafarers and SIU officials in Houston celebrate the addition of the *Ocean Charger*, a heavy lift vessel that joined the union-contracted fleet last summer.

Year's Top Stories: Progress, Piracy, Hudson 'Miracle'

In the year 2009, some of the noteworthy stories for the SIU also made headlines around the world.

From the "Miracle on the Hudson" to the early-April pirate attack on the *Maersk Alabama*, Seafarers were in the news – and were heralded for their heroic actions.

Thankfully, not all of the significant events involved life-threatening drama. Despite the lousy economy, the union continued welcoming new tonnage into its contracted fleet. Shipping inevitably slowed due to the recession, but members still had plenty of opportunities to go to sea.

Additionally, and among other enhancements, the SIU-affiliated school in Piney Point, Md., added a new training vessel that promises to boost many of its curriculums.

The following is a brief recap of these and other notable stories from 2009.

Elections, NY Waterway, Piracy

The year began with a committee of rank-and-file Seafarers confirming results of voting for national officers of the Atlantic, Gulf, Lakes and Inland Waters District/NMU (which ended on the final day of 2008). Among those elected or re-elected to four-year terms were President Mike Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Vice President Atlantic Coast Joseph Soresi, Vice President Gulf Coast Dean Corgey, Vice President West Coast Nick Marrone, Vice President Great Lakes Tom Orzechowski and Vice President Government Services Kermet Mangram.

Elsewhere, Seafarers were in the ranks of the nearly 300-person ensemble from America's labor unions who on Jan. 20 formally participated in the inaugural parade for Barack Obama, the nation's 44th president and a strong ally of the U.S. Merchant Marine.

Members sailing aboard SIU-contracted NY Waterway ferries on Jan. 15 rescued the vast majority of the 155 passengers and crew from a US Airways jet that crash-landed in the Hudson River. (The other dozen individuals also were rescued.) The incident quickly became known as the Miracle on the Hudson, as no lives were lost and almost no significant injuries were reported.

Seafarers who took part in the rescue said their training paid off – including safety classes they completed at the Paul Hall Center. Later, they were recognized with various public service awards.

The Obama administration immediately backed up its commitment to working families, as the president signed several pro-worker executive orders. He also announced a new "Task Force on Middle Class Working

Families," chaired by Vice President Joe Biden.

On April 8, pirates attacked the Maersk-owned, Waterman-operated *Maersk Alabama* hundreds of miles from Somalia's northern coast. The crew of SIU, MEBA and MM&P members never lost control of the ship, but the vessel's master, Capt. Richard Phillips, was taken hostage aboard a lifeboat, where he remained for several days. U.S. Navy snipers eventually eliminated Phillips' captors and freed the captain.

As the story unfolded, the plague of Somalia piracy finally received the attention long called for by the international maritime community. Legislative initiatives and other anti-piracy efforts followed, and they continue to unfold into 2010.

Other SIU ships were attacked during the year, including the *Liberty Sun*, *USNS Lewis and Clark*, *MV Harriette* and – almost certainly by coincidence – the *Maersk Alabama* again, in November. In each case, the mariners aboard the U.S.-flag ships emerged safe, notwithstanding harrowing moments.

New Tonnage

The SIU throughout the year welcomed all sorts of new vessels into its contracted fleet.

On the West Coast, the successful T-AKE program continued. Members of the union's Government Services Division saw three more dry cargo/ammunition ships enter service: the *USNS Carl Brashear*, *USNS Matthew Perry* and *USNS Wally Schirra*. All of the vessels in that series are being built at union-contracted NASSCO.

NASSCO also continues constructing

commercial tankers including three that were delivered in 2009: the SIU-crewed *Pelican State*, *Golden State* and *Sunshine State*. Those ships are being managed by Crowley, a move that preserves SIU jobs.

The other current new tanker program, based at union-contracted Aker Philadelphia Shipyard, also forged ahead. Joining the Overseas Shipholding Group fleet last year were the *Overseas Boston*, *Overseas Nikiski* and *Overseas Cascade*.

APL added four U.S.-flag vessels: the *Pearl*, *Cyprine*, *Agate* and *Japan*. Those ships sail on a "Suez Express" run, delivering cargo to the Middle East and ports in New York, South Carolina, Virginia and Georgia.

Maersk Line, Limited completed a fleet upgrade which saw the company reflag nine modern vessels under the Stars and Stripes. Those ships replaced nine older, smaller ones.

Crowley Maritime pushed forward with its series of new articulated tug-barge units. The company christened the ATBs *Commitment/650-6* and *Pride/650-7*. More are on the way.

New tonnage arrived in the form of the heavy lift ship *Ocean Charger*, flagged in under the American flag and operated by Pacific-Gulf Marine for Intermarine LLC.

The car carrier *Liberty Pride* also hoisted the Stars and Stripes and joined Liberty Maritime's fleet.

U.S. Shipping christened the ATB *Corpus Christi/Petrochem Supplier*.

Sealift Inc. acquired the *Rio Bogota*, reflagged it American and renamed it the *Mohegan*. Sealift also won separate contracts for the charter of the *MV Bernard Fisher* and

the operation of the *MV John Chapman*, signaling job retention for Seafarers.

SIU jobs also were maintained when 3PSC was awarded a contract to operate six oceanographic ships.

Additionally, the union gained new z-drive tugs (*Lexie M* and *Hunter M*) operated by G&H Towing for Bay Houston Towing.

School Days, TWIC and More

The Paul Hall Center added the *G-Force*, a state-of-the-art tug that will be utilized starting in 2010. The school also expanded its "distance learning" offerings, and earned a county award for food safety standards.

In mid-April, the deadline arrived for the Transportation Worker Identification Credential (TWIC) program. At the same time, the Coast Guard began issuing the new merchant mariner qualification credential (MMC), which through a five-year phase-in period will replace the old merchant mariner document/z-card.

Seafarers continued their strong support of our troops by delivering MRAPs and other vital materiel wherever and whenever needed. They also participated in important military exercises including JLOTS and Cobra Gold.

The union in late November completed a welcome move to a new hall in Jacksonville, Fla.

The SIU joined other labor organizations and supporters in pushing for enactment of the Employee Free Choice Act and health insurance reform.

Contracts were ratified at Great Lakes Dredge & Dock, Moran Towing of Texas, Seabulk Towing, NCL America, Brusco Tug and Barge, Laken Shipping, Erie Sand and Gravel, and G&H Towing.

Michael Sacco was re-elected president of the AFL-CIO Maritime Trades Department. During MTD meetings in February and September, key representatives from the government, military and industry pledged their ongoing support for the U.S. Merchant Marine.

Longtime SIU backer Rich Trumka was elected president of the AFL-CIO. He succeeded John Sweeney, another friend of the Seafarers, who retired.

The Seafarers Health and Benefits Plan awarded \$132,000 in scholarships to SIU members and their dependents.

SIU-contracted companies including Maersk Line, Limited, Crowley and Alaska Tanker Company reached safety milestones.

SIU halls added new, electronic shipping boards and began the changeover to a state-of-the-art upgrade to the shipping and registration system – one that includes new scanners, computers and faster network connections. The new system is known as SMIS (Seafarers Management Information System).



SIU President Mike Sacco (right) introduces SIU Capt. Vincent Lombardi to delegates and guests at the MTD meeting in late February 2009 in Miami. A month earlier, Lombardi's NY Waterway ferry was first on the scene after a US Airways jet crash-landed in the Hudson River.