

The Seafarers Log

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

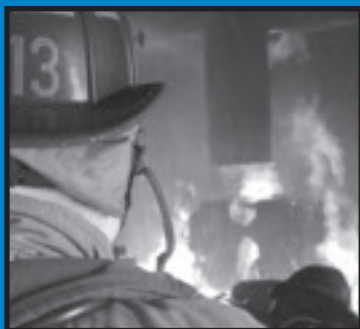
Keystone Lands DOD Contract To Operate 3 Prepositioning Ships

SIU Retains Jobs Aboard Kocak, Pless, Obregon

The U.S. Department of Defense in late November announced that Keystone Prepositioning Services has been awarded operating contracts for the prepositioning vessels *USNS Sgt. Matej Kocak* (photo at top right), *USNS Pfc. Eugene A. Obregon* (below), and *USNS Maj. Stephen W. Pless* (below right). The award means job retention for Seafarers. Page 3. (*USNS Sgt. Matej Kocak* Photo by Thoralf Doehring)



School Announces Course Dates



This month's edition includes the annual course guide for the SIU-affiliated Paul Hall Center and its Seafarers Harry Lundeberg School of Seamanship. Pages 9-16 feature course dates for the first several months of the year as well as descriptions of many of the classes available at the Piney Point, Md., facility. Hands-on training remains a staple of most classes, as shown in photos at left and below.



Oakland Hall Hosts Holiday Gathering

The annual Thanksgiving feast at the SIU hall in Oakland, Calif., lived up to its sterling tradition as hundreds of Seafarers, their families and guests gathered there on the Tuesday before the holiday. Some of the attendees are pictured in the photos above and at right. Page 7.



President's Report

SIU Successful in 2011

Looking back on another productive year, I'm proud to say that the SIU was very successful in 2011 when it came to our top priority: the jobs and job security of this membership.

Our union welcomed three new heavy-lift ships, three tankers and three T-AKE vessels, along with two new ATBs and a new Z-drive tug. We also celebrated the christening of the Navy's first new high-speed vessel (part of a 10-ship program), as well as an order for a new car carrier that's supposed to be delivered this year. And, we retained jobs on 10 prepositioning ships and the SBX-1 as the Defense Department issued operating agreements to three SIU-contracted companies.



Michael Sacco

I focus a lot on "jobs, jobs, jobs" because that's really our bottom line. It's your bottom line. Good jobs are the lifeblood of any union and any family. As I've said in recent years since the economy went south, not every Seafarer may be able to pick and choose the exact ship or run they want, but there is no doubt you can get a job. We continue to maintain full employment despite the worst overall economic conditions in decades.

We also continue delivering good contracts. Last year, more than a dozen new SIU agreements were approved, and while nobody involved in collective bargaining ever gets everything they want, our contracts should be sources of pride. Wage increases and maintaining benefits are the norm. That's not something every union can say, and while I take no pleasure whatsoever in seeing the problems faced by our brothers and sisters elsewhere in the labor movement, I'd be wrong not to point out that we've more than held our own during this difficult stretch. With the strong support of the rank-and-file membership, we've also been able to extend agreements and remain optimistic for a better bargaining climate for ourselves and our industry.

We made other gains in 2011, some of which are recapped elsewhere in this edition. But as we head into a Congressional and White House election year, I wanted to mention two other stories that already are carrying over into 2012. One is the attacks on public-sector workers, and the other involves attempts to weaken or eliminate cargo preference and the Jones Act.

The details of those stories are vitally important, but for purposes of this discussion, what's most important of all is how they're influenced by politics. The fights over collective bargaining in the public sector are being decided by politicians. The budget battles involving cargo preference are being waged by politicians. And the regular attempts to go after the Jones Act either are initiated or decided by politicians, if not both.

Fortunately, we have the power to elect – or dump – those politicians. And in an election year like this one, we have to fully engage in educating not only fellow union members but also the general public about the issues most important to working families. Then, we have to help get out the vote all across the country. Our livelihoods are at stake, and so is the future of our country.

If that sounds too dramatic, remember the anti-worker, anti-union pushes in Wisconsin, Florida, New Hampshire and elsewhere in 2011. Remember the potentially devastating cuts to cargo preference that would have gotten through if it hadn't been for the SIU and our allies.

Most of all, remember the power of grassroots political action. We showed what we can do more than once in 2011, but perhaps most prominently in Ohio, where our movement united to repeal anti-worker legislation. We need that kind of showing again this year for pro-worker candidates and initiatives throughout the United States.

When we deliver, we'll be on the path to celebrating a brighter future, and recapping more success stories in the years ahead.



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

Celebrating New Tanker



Officials from Maersk Line, Limited (MLL) last month presented a painting of the newly reflagged tanker *Maersk Peary* to SIU officials at the union's headquarters building in Camp Springs, Md. The artwork (shown in more detail at right) depicts the vessel and its namesake, the late Rear Adm. Robert E. Peary, who was famous for his excursions to the North Pole. Pictured from left to right are MLL VP Labor Relations Ed Hanley, SIU President Michael Sacco, SIU Secretary-Treasurer David Heindel, SIU VP Contracts George Tricker and MLL President and CEO John Reinhart. The ship was christened Sept. 30.



Seafarers-Contracted Companies Garner Environmental Awards

Safe Operations Recognized at Annual CSA Event

SIU-contracted companies once again were honored by the Chamber of Shipping of America (CSA) during the association's most recent annual environmental awards ceremony.

As was the case the previous year, more than 20 Seafarers-contracted organizations won safety awards that were presented Nov. 17 in Washington, D.C. They were recognized for prolonged operations (at least two years) without having a mariner involved in a lost-time injury. (The average number of years operating without incident for vessels honored is nearly seven, according to the CSA.)

U.S. Coast Guard Vice Admiral Brian Salerno, the agency's deputy commandant for operations, award ceremony and congratulated honorees for the great work performed by the industry. Michael Bohlman, Horizon Lines company security officer and chairman of CSA, said, "The great record evidenced by the ships and vessels is due to the dedication of the seafar-

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

According to the CSA, the awards are open to all owners and operators of vessels that operate on oceans or inland waterways.

Among the companies honored in November were Alaska Tanker Company, Crowley Liner Services, Crowley Marine Services, Crowley Maritime Corporation, Crowley Petroleum Services, Crowley Puerto Rico Services, Crowley Technical

Management, E.N. Bisso & Son, Farrell Lines, American Overseas Marine, Horizon Lines and Inter-ocean American Shipping. Also earning safety awards were Keystone Shipping, Maersk Line, Limited, Marine Transport Lines, Moran Towing, Ocean Shipholdings, OSG Ship Management, Pasha Shipping Group, Sea Star Line, Seabulk Tankers, Totem Ocean Trailer Express, and USS Vessel Management.

The Chamber of Shipping of America represents 36 U.S.-based companies "that either own, operate or charter oceangoing tankers, container ships, dry bulk vessels engaged in both the domestic and international trades and companies that maintain a commercial interest in the operation of such oceangoing vessels."

In its mission statement, the CSA says it exists in part to help "provide the voice of the U.S. maritime industry in promoting sound public policy through legislative and regulatory initiatives that include marine safety, maritime security and environmentally protective operating principles."



CSA President Joseph Cox says the maritime industry collectively "takes our stewardship of the marine environment very seriously."



CSA Chairman Michael Bohlman, also an executive with Horizon Lines, credits mariners and shore-side personnel for safe operations.



U.S. Coast Guard Vice Admiral Brian Salerno helps recognize the honorees. (Photos by Barry Champagne Photography)



Prepositioning ships like the *USNS Kocak* are an important part of America's defense capabilities.



The *USNS Pless* takes part in a military exercise in Florida. (Photo courtesy MSC)

SIU Jobs Secure with Final Prepo Award

Keystone to Operate USNS Kocak, USNS Obregon, USNS Pless

A bidding process that began in 2009 ended with more good news for SIU members in late November 2011, as the Defense Department announced the award of operating contracts to Keystone Prepositioning Services for the prepositioning vessels *USNS Sgt. Matej Kocak*, *USNS Pfc. Eugene A. Obregon* and *USNS Maj. Stephen W. Pless*.

Combined with separate awards announced earlier in 2011 – decisions that followed protests of 10 of the original awards in 2010 – the upshot for Seafarers is that the SIU retained jobs on all of the prepositioning ships that were up for bid. In addition to the *Kocak*, *Obregon* and *Pless*, that group includes the following ships, all operated by Maersk Line, Limited: *USNS 2nd Lt. John P. Bobo*, *USNS Sgt. William R. Button*, *USNS 1st Lt. Bal-*

domero Lopez, *USNS 1st Lt. Jack Lummus*, *USNS Pfc. Dewayne T. Williams*, *USNS LCPL Roy M. Wheat* and *USNS GYSGT Fred W. Stockham*. It also includes the *USNS 1st Lt. Harry L. Martin*, operated by Patriot Contract Services.

The Keystone agreement has options that would extend its overall length to five years, ending in 2016.

SIU Vice President Contracts George Tricker stated, "As was pointed out when the other awards were announced, the Keystone contract definitely isn't something that should be taken for granted. The Military Sealift Command (MSC) received more than 50 proposals to operate these ships; the fact that they're remaining with the SIU is a big win for Seafarers."

All three vessels are classified as container and roll-on/roll-off ships. Their

basic specs are identical: 821 feet long, a beam of about 106 feet, and a speed of 20 knots.

MSC describes its prepositioning program as "an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies aboard ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency.... These ships give U.S. war fighters, who are flown into a theater of operations, the assurance that they will have what they need to quickly respond in a crisis – anywhere, any time."

Overall, the agency has 30 prepositioning ships supporting the U.S. Army, Navy, Air Force, Marine Corps and Defense Logistics Agency. As further noted by MSC, the vessels – most of them crewed

by SIU members – "have been powerful first-responders, playing a series of decisive roles in support to the nation's combat forces. These ships delivered the first sizable amounts of armored equipment to deployed U.S. forces during both the Persian Gulf War in the early 1990s and Operation Restore Hope in Somalia from 1992 to 1993. Later, the ships demonstrated their value again as they provided extensive support for Operation Enduring Freedom beginning in 2001 and Operation Iraqi Freedom beginning in 2003. In 2010, MSC prepositioning ships were among the first vessels to arrive off the coast of Port-au-Prince, Haiti, carrying humanitarian supplies for the international earthquake relief effort. Today, afloat prepositioning continues to give deployed U.S. war fighters an edge, ensuring fast delivery ashore of the earliest arriving equipment and supplies."

Ocean Freedom Reflags U.S.

The heavy-lift ship *M/V Ocean Freedom* joined the SIU-contracted fleet when it reflagged under the Stars and Stripes in October. The ship, operated by Crowley for Intermarine, is an outright addition to the union.



USNS Cesar Chavez, Final T-AKE Ship, Scheduled for 4th-Quarter 2012 Delivery

The last new-build in the U.S. Navy's Lewis and Clark-class of vessels – the *USNS Cesar Chavez* – is scheduled for delivery in the fourth quarter of this year, according to the Military Sealift Command (MSC).

Abbreviated as T-AKE 14, the *Chavez* is being built at the General Dynamics NASSCO shipyard in San Diego (a union-contracted facility). Like the others in its class, the dry cargo/ammunition ship will be crewed in the unlicensed positions by members of the SIU Government Services Division. It is named in memory of American labor leader Cesar Chavez, who co-founded the National Farm Workers Association, which later became the United Farm Workers. Chavez served in the Navy from 1944-1946.

The *USNS Cesar Chavez* is scheduled to support combat logistics force missions, assisting the Navy in maintaining a worldwide forward presence by delivering ammunition, food, fuel and other dry cargo to U.S. and allied ships at sea.

Each ship in the class is 689 feet long, has a beam of 105 feet and can sail at 20 knots. Besides the *Chavez*, the class consists of the *USNS Lewis and Clark*, *USNS Sacagawea*, *USNS*

Alan Shepard, *USNS Richard E. Byrd*, *USNS Robert E. Peary*, *USNS Amelia Earhart*, *USNS Carl Brashear*, *USNS Wally Schirra*, *USNS Matthew Perry*, *USNS Charles Drew*, *USNS Washington Chambers*, *USNS William Mclean* and *USNS Medgar Evers*.



The 500-ton bow section of the *USNS Cesar Chavez* is hoisted in late October 2011. (Photo courtesy NASSCO)

House Approves Pro-Maritime Bills

The U.S. House of Representatives late last year passed two pieces of legislation that would affect the American maritime industry. At press time, both bills still were awaiting Senate action.

First, the House approved Coast Guard authorization legislation viewed as a win for maritime labor, on several fronts. The bill includes segments covering the merchant mariner medical program, piracy and the Jones Act.

The Jones Act language, as previously reported, would establish procedures requiring the Maritime Administration to give a fair opportunity to Jones Act-qualified vessels to meet shipping requirements before issuing any waivers of the law.

U.S. Reps. Elijah Cummings (D-Md.) and Jeff Landry (R-La.) proposed the Jones Act content.

"In this time of economic turmoil, we owe it to the

people we represent to make full use of American maritime capabilities by adhering firmly to the Jones Act," Cummings stated. "Every single ship that can carry cargo under the Jones Act should be full and every American mariner should be able to work a fair day's work for a fair paycheck."

A few weeks later, in early December, the House approved H.R. 2360, the Providing for Our Workforce and Energy Resources Act (POWER Act). Introduced by Rep. Landry, the legislation clarifies that offshore wind farms must comply with the same laws as offshore oil and gas production.

"The POWER Act makes an important clarification to ensure wind energy follows the same playbook that has made U.S. offshore oil and gas production such a nationally important, job-creating field," Landry said. "The

POWER Act provides important certainty so investors can confidently support offshore renewable projects and create new jobs for American offshore workers. I applaud all who joined me in voting for final passage of the bill."

Matthew Paxton, president of the Shipbuilders Council of America, said that if the bill is signed into law, "American workers will have the opportunity to build and operate a new generation of American vessels and offshore renewable energy installations, putting people to work at a time when our economy needs it the most."

The Congressional Information Bureau noted, "As the offshore wind and solar industry continues to grow, so too will the need for qualified mariners to operate the vessels needed to install, service and maintain the wind turbines and other equipment. If signed into law, the POWER Act will help ensure that those jobs go to American workers."

Bills Aim to Ease TWIC Renewal

TSA Announces Some Cards are Improperly Encoded

Numerous issues involving the Transportation Worker Identification Credential (TWIC) have caught the attention of maritime labor this winter, including Congressional bills, federal regulations that eventually may be implemented, and problems with several thousand TWIC cards that may present potential difficulties for Seafarers.

U.S. Sen. Kelly Ayotte (R-N.H.) introduced a bill that aims to streamline the process for transportation workers, including mariners, who are looking to enroll, activate or renew their TWICs. The bill (S. 1966) attempts to address the expense in both time and money that goes towards visiting designated enrollment centers more than once.

"It is the sense of Congress that to avoid further imposing unnecessary and costly regulatory burdens on United States workers and businesses, it is urgent that the TWIC application process be reformed before the end of 2012, when many of the more than 1 million current TWIC holders will be required to renew their Transportation Worker Identification Credential," stated the bill's text.

A similar bill was introduced in the House of Representatives by Rep. Steve Scalise (R-La.). H.R. 3173, too, called for the Department of Homeland Security (DHS) to eliminate the need for transportation workers to make more than one trip to a TWIC-issuing facility.

These bills are just the latest in a string of legislation that has been introduced to try and make sure that this year's mass renewal of TWIC cards runs more smoothly than many anticipate. For instance, a bill introduced in the House of Representatives early last year is getting renewed interest by its Congressional sponsors and by the maritime community.

H.R. 1105, or the Transitioning With an Improved Credential (TWIC) Program Act, introduced by longtime maritime industry friend Rep. Bennie Thompson (D-Miss.), aims to push back the anticipated 2012 deadline for the renewal of TWIC cards. Thompson and his co-sponsors argue that because of the lack of biometric readers at most ports, the requirement for renewal beginning this year is im-

practical and unfair.

"Hard-working transportation workers shouldn't have to go through the time and expense of renewing their TWICs if the DHS doesn't even have a finalized plan for deployment of the readers," said Thompson in a statement. "My bill will address this unique problem by delaying the necessary renewal of these expensive cards until DHS issues the final reader rule or December 31, 2014, whichever is earlier. I look forward to working with DHS to ensure that the TWIC readers are deployed as soon as possible."

In other TWIC news, Seafarers should be aware of a recent problem that affects an estimated 26,000 TWIC card holders. According to the Transportation Security Administration (TSA), due to a computer error, some TWICs have a shortened and invalid code that cannot be read by the biometric readers at some ports.

The agency will issue no-cost replacement cards, and the credentials with the truncated codes still are valid. According to the TSA, "The TWICs that have this problem can be identified by the eight-digit Agency Serial Number (ASN) that is printed on the back of the TWIC. The ASN is on the bottom left side of the back of the card.... If you currently do not use your TWIC with a card reader, then you *do not* need to get a replacement right away—you will be able to get one later. If you currently need to use your TWIC with a card reader and you are experiencing problems, you should get a replacement TWIC as soon as possible."

Detailed information on this issue is available on the TWIC home page at www.tsa.gov/twic.

Finally, the U.S. Coast Guard's Advance Notice of Proposed Rulemaking (ANPRM) on revisions to TWIC requirements has cleared a regulatory review by the Office of Management and Budget (OMB). The proposal eventually may eliminate the requirement for American mariners to have a TWIC if they only work on ships that don't have a Vessel Security Plan pursuant to the Maritime Transportation Security Act of 2002.

Machinists Ink Four-Year Labor Agreement with Boeing

The International Association of Machinists and Aerospace Workers (IAM) is celebrating a victory for its members after signing a four-year agreement with aerospace manufacturing company Boeing. In addition, both the union and the National Labor Relations Board (NLRB) have agreed to drop a complaint against the company.

The issue at hand was alleged retaliatory practices by Boeing against the IAM and its members in Washington State. Earlier this year, Boeing announced that it would be building a new plant and constructing its state-of-the-art 787 Dreamliner plane in so-called "right-to-work" South Carolina. While the company claimed that it was simply moving operations to save money and create jobs, the IAM alleged that it was an effort to bust the union and punish its members for standing up for fair wages, benefits, and job security. The union alleges that Boeing chose South Carolina specifically because union workers in Washington State had organized strikes and work stoppages in the past to protest poor working conditions and labor violations. The NLRB, a body charged with solving labor disputes, ultimately filed a lawsuit against

Boeing, agreeing with the IAM's claims that the company violated labor laws and moved operations in an act of retribution.

The dispute led to a standoff, with the union and the company both turning to the media to argue their respective cases. Members of Congress and even President Obama voiced their opinions on the matter and both the union and the company were preparing for a protracted battle.

However, long and difficult negotiations led to a breakthrough that has both the company and the union satisfied. The arrangement, reached in early December, has resulted in Boeing agreeing to manufacture its newest plane, the 737 MAX, in Washington State in an IAM shop. The deal, which will pump hundreds of millions of dollars into the state economy, also called for the IAM to withdraw its complaint against the company. In addition, the union also recommended that the NLRB recall its suit against Boeing. The agreement leaves the Dreamliner plant at its originally proposed location.

While the long-term agreement is seen by the labor

movement as a victory in itself, the actions taken by the NLRB are considered to be a major step in the right direction for America's workers, according to union officials. IAM Vice President Rich Michalski congratulated the board for its courage in standing up to the powerful interests of Boeing.

"Despite an unprecedented level of harassment, intimidation, and partisan political pressure, the NLRB and its officers measured up to the highest standard of grace under pressure," said Michalski. "They deserve the thanks and admiration of every law-abiding American."

He added, "I'm confident we've turned an important corner in the 76-year relationship between Boeing and the IAM. Both sides are committed to maintaining the high levels of communication and cooperation that produced this agreement."

In a statement from Boeing headquarters officials, the company said that the agreement "reflects a new era of working together between the company and its IAM-represented employees."

With Boatmen on the West Coast



SIU VP Contracts George Tricker (center) and Wilmington Port Agent Jeff Turkus (behind the camera) recently visited with SIU boatmen from Brusco Tug & Barge in Port Hueneme, Calif. Pictured from left are Deckhand George Gonzales, Tricker and Deckhand Alvaro Lopez. Members at Brusco approved a new, five-year contract in August. The company has employed SIU boatmen since the late 1980s.

Great Lakes Shipyards Welcome Busy Winter

The Lake Carriers' Association (LCA) in mid-December reported that major American-flag operators on the Great Lakes will invest more than \$75 million combined in their respective vessels during layup "so the fleet will be ready to replenish stockpiles of iron ore, coal, cement, salt and limestone when shipping resumes next March."

The LCA represents 17 companies that operate 56 U.S.-flag vessels, many of them crewed by SIU members.

In announcing a wide range of scheduled shipyard modifications, the association pointed out that more than 1,200 boilermakers, welders, electricians and other skilled craftsmen will handle the work as freighters lay up between late December and mid-January.

"The work scheduled for this winter is as varied as the cargos the fleet carries," the LCA said in a news release.

The major shipyards on the Lakes are located in Sturgeon Bay and Superior, Wis.; Erie, Pa.; and Toledo, Ohio. Smaller repair operations are located in Cleveland, Buffalo and several cities in Michigan. According to the LCA, it is estimated that a vessel generates \$800,000 in economic activity in the community in which it spends the winter.

U.S.-Flag Industry Secures Two Key Wins

MSP, Food-for-Peace Programs Receive Funding

The SIU and other U.S. maritime unions helped secure a major victory in mid-November when both the House of Representatives and the Senate approved, and President Obama signed, legislation that includes Fiscal Year 2012 funding for two bedrock programs of the American-flag maritime industry: the Maritime Security Program (MSP), and the PL-480 Food for Peace program.

For the MSP, the full amount of \$174 million requested by the Obama administration was provided for in the legislation. That \$174 million will be combined with \$12 million in MSP funds leftover from prior years, ensuring that the program is funded at the fully authorized level of \$186 million next fiscal year.

Congress also approved \$1.46 billion for the food-aid program, which is roughly 50 percent more than the amount originally

proposed by the House of Representatives. Even with the increase from the original proposal, it is still significantly less funding than in prior years. As previously reported, the SIU and the rest of maritime labor have been fighting efforts to end the program, divert funds to other foreign aid programs, and drastically reduce the funding.

Efforts to protect the program succeeded, and the funding will be applied to ship agricultural commodities overseas on American-flag commercial ships, many of them crewed by SIU members.

As noted in a report presented at all of the SIU's December membership meetings, given the pressure on the federal government to reduce spending in all areas, these victories would not have been possible without political action by the SIU and other unions, including support from

rank-and-file members.

Food Aid programs like PL-480 that support the maritime industry are tied directly to merchant mariners and American-flag shipping through cargo preference laws. Cargo preference is a key federal support mechanism for the maritime industry, ensuring that government cargo is moved on American ships with American crews. It's also vital to U.S. economic and national security, in part because it helps ensure that American ships have the cargo they need to support American jobs in peacetime. The various cargo preference laws have created and maintained thousands of middle-class jobs for American workers for more than 100 years.

The PL-480 program is one of the oldest and most widely supported foreign aid programs. Since 1954, it has provided needed food to millions of starving people in Africa and across the globe. Commodi-

ties are purchased from American farmers and sent overseas on U.S.-flag ships with American crews, where the grain is distributed to needy people. In short, PL-480 provides jobs at home and goodwill abroad.

The MSP helps maintain up to 60 civilian-crewed, American-flag ships that are available to the U.S. armed forces whenever needed. The companies participating in the program offer not only their respective ships but also their logistics management services, terminal facilities and other related infrastructure.

Signed into law in 1996, the MSP consistently has proven its worth, including during the conflicts in Afghanistan and Iraq. The program has gotten praise from the military and Congress; more than one military leader has stated it would cost the country billions of dollars to replicate the MSP's capabilities.

School Comments on Proposed Inspections of Towing Vessels

The SIU-affiliated Paul Hall Center for Maritime Training and Education and its Seafarers Harry Lundeberg School of Seamanship last month submitted comments on a U.S. Coast Guard notice of proposed rulemaking (NPRM) pertaining to the inland maritime sector.

The NPRM itself is titled "Inspection of Towing Vessels," and it was published several months ago. The comment period ended December 9.

In the NPRM, the agency "proposes to establish safety regulations governing the inspection of, and standards and safety management systems for, towing vessels. The proposal includes provisions covering specific electrical and machinery requirements for new and existing towing vessels, the use and approval of third-party auditors and surveyors, and procedures for obtaining Certificates of Inspection."

According to the Coast Guard, the purpose of the proposed rulemaking "is to promote safer work practices and reduce casualties on towing vessels by requiring that towing vessels adhere to prescribed safety standards and safety management systems or to an alternative, annual Coast Guard inspection regime."

The NPRM went on to point out that although the Coast Guard didn't make a specific proposal, the agency also is seeking input "on potential requirements for hours of service or crew endurance management for mariners aboard towing vessels. The Coast Guard would later request public comment on specific hours of service or crew endurance management regulatory text if it seeks to implement such requirements."

The Paul Hall Center commented on four aspects of the proposal. First, the school indicated its backing for the development of a towing vessel inspection program based upon a safety management system.

"The wording should permit the U.S. Coast Guard to inves-

tigate, develop and prescribe an inspection regime for towing vessels that is unique to towing vessels and within a safety management system," the school noted. "An inspection system based on a safety management system would or should more easily permit existing vessels to become compliant. Many of our companies have implemented safety management systems (SMS) covering training, operations, and engineering that are tailored to their particular service. These SMS programs have worked for a long time, and the USCG should entertain a grandfathering provision to these programs. We support compliance with a safety management system inspection regime for all towing vessels."

Additionally, the Paul Hall Center said it supports the concept of additional training for increased safety on towing vessels, in part because the NPRM would establish regulations covering such training and drills.

Next, the school said that crew endurance management (CEMS) systems training as well as understanding the minimum work and rest hours would benefit mariners. "STCW 2010 amendments limited work periods and increased periods of rest for seafarers working on board seagoing ships," the school pointed out. "Applying the same standards to towing vessels may be a challenge because of the watch system and number of crew available to stand watches. Nevertheless, [the school] supports additional training for crew members in the area of crew member fatigue and work and rest periods. We support the notion that programs could be put in place aboard all types of towing vessels that would improve operational safety. We regret that this statute does not apply to the offshore oil industry."

Finally, the school urged the agency to clarify the terms "redundant" and "independent" in regard to engineering systems aboard towing vessels.

Getting Out the Vote in Houston



Houston-area Seafarers volunteered to help get out the vote on Election Day 2011, Nov. 11. As SIU VP Gulf Coast Dean Corgey noted, "In off-year elections the labor vote is pivotal, and the efforts of our rank-and-file volunteers is invaluable. Many thanks to the membership for making it happen!" Pictured from left in the larger group photo above are AB Joe Zavala, Safety Director Brian Kinard, Houston Mayor Annise Parker, Corgey, QEP Edwin Feliciano, Port Agent Mike Russo and QMED Juan Castillo. The other photo at left includes (from left) SA Edward Baker, SA Diana House and Chief Cook Alfrancis Bauzon, who backed winning city council candidate Ellen Cohen.



Revamped UA Application Available on SIU Website

A freshly updated version of the application for the Paul Hall Center's unlicensed apprentice program is available on the SIU website, www.seafarers.org

The application – which only is available online – has been updated and expanded in part to reflect the Manila amendments to the STCW Convention. Both the application and detailed information and instructions (appearing on a separate page) may be accessed via the "Jobs" and "Paul Hall Center" tabs on the site. Similarly, a brief description of the program ("Entry Program") is available in both sections.

The unlicensed apprentice (UA) program is a main feature of the Paul Hall Center and its Seafarers Harry Lundeberg School of Seamanship. It begins with 12 weeks at the school in Piney Point, Md., and is followed by 90 days aboard a U.S.-flag vessel, during which the student rotates through each of the three shipboard departments. Additional

training then takes place back in Piney Point. Visit the website for more information.



The UA application is exclusively available online at www.seafarers.org.



Some SIU-crewed ships sail through potentially dangerous waters to deliver cargo, while others – like the *USNS Laramie* (right) – help combat piracy by assisting military vessels. In this mid-November photo taken in the Arabian Sea, the *Laramie* conducts an underway replenishment with the guided-missile destroyer *USS Truxtun*, which is deployed to a multi-national counter-piracy operation. (U.S. Navy photo by Mass Communication Specialist 2nd Class Tony D. Curtis)



UN Security Council members adopt a resolution extending authorizations to “use all necessary means” to combat piracy off the coast of Somalia.

Security Council Calls for Global Response to Piracy

The United Nations Security Council recently adopted a resolution calling for a thorough international response to piracy and armed robbery off the coast of Somalia. Among other things, the council, meeting in New York in late November, declared that flag states must assume responsibility in this fight. It also extended for at least 12 months its prior authorizations granting to member states and regional organizations cooperating with the government of Somalia to “use all necessary means” to combat piracy off the coast of that country.

In a unanimously adopted resolution, the council recognized the need to investigate and prosecute not only suspects arrested at sea, but all those who facilitate piracy, including key figures of criminal networks involved in organizing, financing and benefiting from piracy.

The council renewed its calls on states and regional organizations that have the capacity to take part in the fight against piracy to do so, in accordance with the resolution and international law. Additionally, the UN urged deployment of naval ships, arms and military aircraft, and seizures of boats, vessels and any other equipment used to carry out acts of maritime piracy, “or for which there is reasonable ground to suspect that they will be put to such use.”

The 15-member United Nations body encouraged member states to continue to cooperate with Somalia’s Transitional Federal Government (TFG) in the fight against piracy, and took note of the TFG’s primary role in combating piracy.

The council also extended for another year the authorization under which member states and regional organizations coop-

erating with the TFG may enter Somalia’s territorial waters to suppress piracy and use all necessary means to stop the crime.

It urged member states to assist Somalia, at the request of the TFG and with notification to the UN secretary-general, to strengthen its capacity to bring to justice those using the country to plan, facilitate, or engage in acts of piracy and armed robbery at sea, stressing that any such measures must be consistent with international human rights law.

Moreover, the council reiterated its decision to continue considering the establishment of specialized anti-piracy courts in Somalia and other states in the region with international participation and support. States should also criminalize piracy under their domestic law and consider the prosecution of suspects, the imprisonment

of convicted pirates or facilitators and financiers of acts of piracy, the council stated in its resolution.

The council urged all States “to take appropriate actions under their existing domestic law to prevent the illicit financing of acts of piracy and the laundering of its proceeds.”

Finally, the resolution also calls upon States, in cooperation with the international police organization Interpol, and the European law enforcement agency Europol, to further investigate international criminal networks involved in piracy off the coast of Somalia, including those responsible for illicit financing and facilitation.

Editor’s note: See the November 28 entry in the News section of www.seafarers.org for a related press release and a link to the full resolution.

USNS Safeguard Assists in Japan

SIU CIVMARS Help Welcome Locals Aboard for Tours

Members of the SIU Government Services Division along with fellow crew members and U.S. Navy Sailors aboard the *USNS Safeguard* recently departed Onagawa after spending a few days in the tsunami-stricken Japanese city.

In response to an invitation from city officials, the *Safeguard* became the first U.S. ship to visit the area since the conclusion of Operation Tomodachi, a relief mission. While in port, the vessel welcomed almost 400 local schoolchildren aboard for tours, and also delivered donated clothing and blankets to a local school, the U.S. Military Sealift Command reported.

Crew members said they were honored by the invitation and enjoyed interacting with the local populace, according to the agency.

“What got me were the smiles on the children’s

faces,” said AB **Frank Watkins**. “Seeing them so excited about the ship makes you feel good inside. They’ve been through a lot this past year. I hope they enjoyed the visit.”

Onagawa was greatly impacted by an earthquake last March that triggered a massive tsunami which devastated the local area. In part because the city is still struggling to recover, the crew wanted the children’s visit to be special.

While on board, guests had the opportunity to see diving and shipboard firefighting displays, take a tour through the salvage ship, and enjoy a barbecue on the pier.

The *Safeguard* previously spent time in Hachinohe, Japan, earlier last year, and in the days immediately following the tsunami, helped clear its harbor for ship travel.



Visitors to the Seafarers-crewed *USNS Safeguard* check out a demonstration involving shipboard firefighting gear. (U.S. Navy photo by Senior Chief Mass Communication Specialist Daniel Sanford)

Steward Promotes Fitness, Nutrition



Fellow members of the galley gang aboard the prepositioning ship *USNS Fred Stockham* recently commended the efforts of Chief Steward Emmanuel Zephyr,

who’s gone out of his way to promote good health, fitness and nutrition. Chief Cook Esper Jordan, SA Walter Barnes, GVA Jesus Sanchez and “Big Al” said in a note to the *LOG* that (among other steps) Zephyr maintains a large bulletin board in the passageway next to the galley featuring various articles and other resources. Several Seafarers say they have followed tips gleaned from the board and are seeing positive results. Pictured in front of the bulletin board are QMED Alan Nelson (photo at right) and Jordan (left) and Sanchez (photo above).





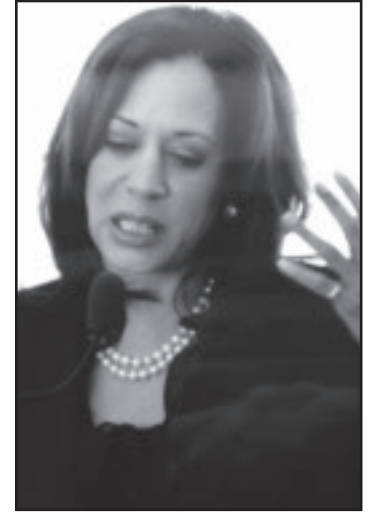
U.S. Rep. John Garamendi (D-Calif.), SIU VP West Coast Nick Marrone, SIU Asst. VP Nick Celona



U.S. Rep. George Miller (D-Calif.)



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



Kamala Harris
Calif. Attorney General

Oakland Hall Hosts Traditional Gathering

Seafarers, Guests Assemble for 21st Annual Thanksgiving Feast

In Oakland, Calif., the SIU's yearly Thanksgiving gathering has become the kickoff to the holiday season, and the 2011 event didn't disappoint. Taking place in its usual time slot – the Tuesday before the actual holiday – the most recent assembly at the SIU hall on Seventh Street attracted 300 or so guests, none of whom left hungry.

This was the twenty-first annual SIU Thanksgiving feast in the Oakland-San Francisco region. As has become the norm, guests included an array of members of Congress, state and local politicians, shipping company representatives, members and officials from other unions – and, of course, Seafarers and their families. SIU Assistant Vice President Nick Celona said the union particularly was pleased to welcome the U.S. Coast Guard Dis-

trict 11 Color Guard as well as members from the California Army National Guard.

"I probably say this every year, but our event honestly does get better and better each year," said Celona, who once again worked closely with the committee that organized the gathering, which featured a traditional Thanksgiving menu. "The positive feedback from everyone is just tremendous, and it goes without saying that this kind of event simply wouldn't be possible without the people who volunteer to help run it, first and foremost our rank-and-file members."

He added that Alioto's Restaurant on Fisherman's Wharf once again helped make the event successful, as did union caterer Beli Deli.

Special thanks to Charles Faruggio for providing the photos on this page.



VP Nick Marrone, San Francisco Fire Chief Joanne Hayes-White, Asst. VP Nick Celona



SIU officials flank U.S. Rep. Jerry McNerney (D-Calif.)



UA Asst. Business Manager Larry Mazzola Jr., UA Business Agent R.J. Ferrari, Superior Court Judge Ernest Goldsmith



John O'Rourke
IBEW Local 6 Business Manager



MEBA Patrolman Patrick Anderson, United Labor Bank VP Ricka Lucia, MEBA Exec. VP Dave Nolan, Retired Chief Steward Pete Ciddio, Carpenters Local 2236 Sec.-Treas. Ruben Lopez, VP Nick Marrone, Sheet Metal Workers Local 104 Sec.-Treas. Joe Maraccini, Asst. VP Nick Celona, retired Carpenters Local 2236 Sec.-Treas. Dan Huff, United Labor Bank VP Terry Curley



Army Corps of Engineers Contract Chief-South Pacific Division James Bartha, Army National Guard SGT Mark Palabrica, Army National Guard SGT William Orecchia



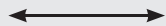
SF Fire Fighters Local 798 Pres. Tom O'Connor, Stagehands Local 16 Bus. Agent F.X. Crowley



Bosun Jimmy Taranto (far right in photo at right) carries the U.S. Merchant Marine flag as the U.S. Coast Guard 11th District Color Guard presents the colors.

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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 Santurce, PR 00907
 (787) 721-4033

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by the most recent class of recertified bosuns at the SIU-affiliated Paul Hall Center, located in Piney Point, Md.

Question: Why did you enter the maritime industry, and why have you stayed with it?

Jeffery Eckhart

Recertified Bosun

I started in the late 1970s, when the economy was bad, and I've stayed with it ever since. It's been very good for my family and me. The job security is great along with the benefits.



Mickey Earhart

Recertified Bosun



Both of my brothers were sailing with SIU and said, "Come on, brother. Come and sail with

us." I did, and I stayed with it because I fell in love with the sea – once I got that salt air in my blood, it was all over. The places I've been are great.... Where else can you get paid what we get paid and see all the things that we see? The SIU has been very good to my family.

Greg Cudal

Recertified Bosun

At the time, I was dreaming of travelling, seeing different places and meeting different people. Those dreams came true when I joined the merchant marine. I travelled everywhere, and other things hold me to stay sailing: decent pay, good benefits, and working on different ships where I've learned a lot. And of course, straight two months' time off – you just can't beat that.



Hanapiah Ismail

Recertified Bosun

To see the world. Working on a ship gives you a chance to visit places that many people only dream about or talk



about, like beautiful tropical islands and some of the world's greatest tourist destinations. The union has been important in my life because of the great benefits my family and I have received.

Rafael Franco

Recertified Bosun

After leaving the U.S. Navy in 1988, I went back to Puerto Rico. Looking for a regular job on shore, it was very hard. Somebody talked to me about the SIU, and after learning all about it and all of the programs they provide, I joined. It was the best decision I have ever made, and as you can see, I'm still here.



Randell Porter

Recertified Bosun

My father and uncles all went to sea. I saw a great way to see the world and have



steady employment. I've been in this union for 21 years; the SIU has been good to me and my family. I stayed with the union this long so I could reach my goal of being a recertified bosun, provide for my family and one day retire from the SIU a proud Seafarer.

Anecito Limbo

Recertified Bosun

When I was a kid, I wanted to be a merchant mariner because I wanted to travel and see the world for free, while making money. I joined the SIU in 1993 in Houston because I had a friend named Bill Gray who was also an SIU member. I've stayed in this industry because I love the work and I make good money. They money allows me to support all of my family's needs.



Pic-From-The-Past



Our latest foray into the LOG photo files uncovered this image from October 1954. Here's the caption that ran with it: "Operation Potatoes" was what the skipper logged this unscheduled activity aboard the *Steel Fabricator* (Isthmian) as she returned recently from a Far East run. Here (l-r) SIU crewmen "Red" Windell, Leo Loony and Carl Jarvis prepare to toss the spuds, which were rotten, overboard. The potatoes had been transferred to the *Fabricator* from the *Steel Surveyor*, which picked them up in Egypt for delivery to Colombo. Seafarer Lars Nielsen snapped the photo and sent it to the LOG.

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

Paul Hall Center School Supplement

This course guide for the Paul Hall Center and its Seafarers Harry Lundeberg School of Seamanship is intended as a convenience to SIU members. Please keep it for reference. Prerequisites for all upgrading courses at the Paul Hall Center include being at least 18 years old, holding a valid U.S. Merchant Mariner Credential/Document and TWIC, passing a physical exam, and English language proficiency.

Introduction

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

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

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

ditionally, more than 22,700 men and women from every state in the U.S., Puerto Rico and several U.S. territories have graduated from the trainee program for those just beginning their maritime careers.

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

The Paul Hall Center—which includes, among other components, the Seafarers Harry Lundeberg School of Seamanship and the Joseph Sacco Fire Fighting and Safety School—offers more than 70 U.S. Coast Guard-approved classes, many of which emphasize hands-on training. 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 website www.seafarers.org, in the

Paul Hall Center section.

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

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

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

Paul Hall Center Course Guide for 2012

Deck Department

Advanced Meteorology (SHLSOS-18)

This 40-hour Advanced Meteorology course will satisfy the Advanced Meteorology training requirements for a certificate as a Master or Chief Mate of 500 GT or more. This course addresses the following assessments; M-6-1A, M-6-1B from Table A-II/2 of STCW Code.

Prerequisite: Meet eligibility requirements for Management level license

Advanced Navigation (SHLSOS-19)

The 80-hour Advanced Navigation course is intended for mariners sailing or wishing to sail aboard U.S. flagged ships under contract to Seafarers International Union and who meet all of the requirements to enroll in the course. It meets the mandatory minimum requirements for knowledge, understanding, and proficiency

in Table A-II/2 of STCW 1995 for the function, "Navigation at the Management Level." This functional element provides detailed knowledge to support the training outcomes related to the Navigation at the Management Level. This course supports training in the following Management Level control sheets: M-1-1A; M-1-1B; M-1-2G; M-1-2H; M-1-2; M-1-3A; M-1-4A; M-2-1; M-2-1B; M-2-1C; M-2-1D; M-1-2E; and M-2-1F.

Prerequisite: Meet eligibility requirements for Management level license

Advanced Shiphandling (SHLSOS-22)

The 80-hour Advanced Shiphandling course meets the requirements from the STCW Code Table A-II/2 for the training of Masters and Chief Officers in reference to maintaining safety and security of the crew and passengers and the operational condition of safety equipment. The objective is for students to have a

practical understanding of shiphandling. Students will apply lecture material to practical simulator exercises designed to meet the assessment standard of this course. This functional element provides detailed knowledge to support the training outcomes related to the Navigation at the Management Level. This course specifically addresses the following Advanced Shiphandling (Management Level) assessments: M-7-1A, M-7-2A, M-7-3A, M-7-3B, M-7-4A, M-7-5A, M-8-1A, M-8-2A, M-8-3A, M-8-4A, M-8-5A, M-8-6A, M-8-6B, M-8-7A, M-8-8A, M-8-9A.

Prerequisite: Meet eligibility requirements for Management level license

Advanced Watchkeeping (SHLSOS-27)

The 40-hour Advanced Watchkeeping course will satisfy the Watchkeeping and Advanced COLREG training requirements for an STCW certificate as a Master or Chief Mate

of 500 GT or more. This course addresses the following assessments: M-4-1A, M-4-1B, M-4-1C, M-4-2A 1B from Table A-II/2 of STCW Code.

Prerequisite: Meet eligibility requirements for Management level license

Apprentice Mate (Steersman) (SHLSOS-31) (NST 249)

The Paul Hall Center's 103-hour Apprentice Mate (Steersman), Near Coastal course is a self-certifying course for mariners who are employed, or maybe employed, on uninspected towing vessels sailing under U.S. flag or registered/documented under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.205(i) [proposed 11.201(j)] for original issuance or 46 CFR 10. 209(c)(iii) [proposed 10.227 (i)] 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) [proposed 11.201(j)] for original issuance or 46 CFR 10. 209(c)(iii) [proposed 10.227 (i)] 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 46CFR 10.464(h) [proposed 11.464] are also met. After obtaining the requisite sea service and fulfilling other U.S. Coast Guard (USCG) requirements pertaining to this license, successful students will be able to take responsibility for the safety of an inspected towing vessel; be aware of obligations under Coast Guard regulations concerning safety and protection of passengers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations. Successful students will be issued a certificate of completion for an Apprentice Mate (Steersman), Near Coastal course.

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

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

Applicants completing our 32-hour Automatic Radar Plotting Aids (ARPA) course, including successful demonstration of all practical assessments, satisfy the ARPA training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC) and of 46 CFR 10.205(m)(1) [proposed 15.816]. 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: Valid Radar Observer

Basic Meteorology (SHLSOS-62) (NST 239)

Any applicant who has successfully completed our 40-hour Meteorology (Operational Level) course will satisfy the Meteorology training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments conducted in this course will be accepted as the equivalent of OICNW-1-7A; OICNW-1-7B; and OICNW-1-7C from the National Assessment Guidelines for Table A-II/1 of the STCW Code.

Prerequisite: AB with one year of sea service

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

The 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. 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. Students 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. Students will also have a basic knowledge of the piping and pumping arrangements of oil tankers. They will understand safety precautions used prior to entering enclosed or potentially contaminated spaces. This course specifically addresses the requirements for Cargo Handling and Stowage at the Operational Level found in Table A-II/1 of the STCW Code, amended 1995. This is accomplished through classroom lecture and practical exercises.

Prerequisite: AB with one year of sea service

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

Any applicant who has successfully completed the 40-hour Basic Shiphandling and

Steering Control Systems (Operational Level) course will satisfy the Basic Shiphandling and Steering Control Systems training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in this class will be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-6A; OICNW-1-6B; OICNW-5-1A; OICNW-5-1B; and OICNW-5-1C.

Prerequisite: AB with one year of sea service

Bridge Resource Management (SHLSOS-75)

Applicants completing our 30-hour Bridge Resource Management course satisfy the requirements of 46 CFR 10.205(o) [proposed 11.407(a)(2)] 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 BVIII/2 and 46 CFR 10.25 and 10.209 [proposed 11.407(a)(2)].

Prerequisites: Radar Unlimited, ARPA, AB with 1 year seetime seeking an original third mate or limited license

Bridge Resource Management (1600 Tons or less) (SHLSOS-77)

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. This class is geared toward the smaller crew sizes of ATB and ITB vessels. Applicants completing our 26-hour Bridge Resource Management (1600 Tons) course satisfy the requirements of 46 CFR 10.205(o) [proposed 11.407(a)(2)] 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

Celestial Navigation (SHLSOS-103)

Applicants completing our 126-hour Celestial Navigation course with a passing grade of at least 80 percent satisfy the Celestial Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-1A; OICNW-1-1B; OICNW-1-1C; OICNW-1-1D; OICNW-1-1E and OICNW-1-1F. The course covers the areas of celestial navigation required for licensing as a second or third mate unlimited and for all limited licenses. Students are instructed in latitude observations by sun and



Polaris, running fixes by sun, stars, and planets, compass error by amplitude and azimuth, star identification, and care and use of the sextant.

Prerequisites: ARPA, Radar Observer

Crisis Management & Human Behavior (SHLSOS-138)

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

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

Prerequisites: No additional prerequisites

Crowd Management (SHLSOS-142)

Applicants completing our 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 lifesaving devices.

Prerequisites: No additional prerequisites

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

Applicants completing our 35-hour Electronic Chart Display Information Systems (ECDIS) course are considered to have successfully demonstrated the competencies of Table A-II/1, Table A-II/2 and Section B-I paragraph 36-66 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: Valid Radar, ARPA; and Terrestrial and Coastal Navigation OR valid USCG issued license (any level)

Electronic Navigation (SHLSOS-181) (NST 246)

Any applicant who has successfully completed our 40-hour Electronic Navigation course will satisfy the Electronic Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in this course will

be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-4A; OICNW-1-4B; OICNW-1-4C; and OICNW-1-4D.

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

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

This 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 meets the requirements in Table A-II/1 of the STCW Code. This course covers contingency planning and emergency procedures in the event of a grounding, collision, fire/explosion, abandon ship; safety of passengers and crew; emergency steering arrangements, towing and rescue of persons, assisting vessels in distress; as well as emergencies in port.

Prerequisite: AB with one year of sea service

Fast Rescue Boat (SHLSOS-193)

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

Prerequisites: Basic Safety Training, Survival Craft and Rescue Boats other than fast rescue boats (Lifeboatman).

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

Applicants completing our 70-hour Global Maritime Distress & Safety System (GMDSS) course with a passing grade of at least 75% satisfy the GMDSS training requirements of 46 CFR 10.205(n) [proposed 15.817] and Table A-IV/2 of the STCW Code. 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. There is an FCC cost associated with this course.

Prerequisites: One year experience as a Rating Forming Part of Navigational Watch on the bridge of a near coastal or ocean vessel OR QMED-Electrician

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

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

Prerequisite: AB with one year of sea service



Master 100 Tons (Near Coastal) (SHLSOS-281)

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/documenting under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.206(i) [proposed 11.428] for original license, 46 CFR 10.209(c)(iii) [proposed 10.227(e)(iii)] for renewal, and 46 CFR 10.209(f) [proposed 10.227 (i)(1)] for reissue. Students who present our certificate of training at a regional exam center within one year of the completion of training will satisfy the exam requirements of 46 CFR 10.205(i) [proposed 11.201(j)] 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.

Prerequisite: meet all General requirements for Officers as set specified in 46 CFR 11.201; basic understanding of navigation, valid Radar Observer certificate; Able Seaman endorsement (Limited or Unlimited)

Oil Spill Prevention & Containment

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

Prerequisites: No additional prerequisites

Personal Safety & Social Responsibilities (SHLSOS-359)

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

Prerequisites: No additional prerequisites

Personal Survival Techniques (SHLSOS-363)

Applicants completing our 12-hour Personal Survival Techniques course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(1) [proposed 11.301 & 12.601].

Prerequisites: No additional prerequisites

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

Applicants completing our 37-hour Proficiency in Survival Craft/Personal Survival Techniques course will satisfy: the Survival Craft training requirements for Lifeboatman: Table A-VI/2-1 of the STCW Code;—AND— the Personal Survival Techniques training requirements of Basic Safety Training: Table AVI/1-1 of the STCW Code, —AND—the training requirements of 46 CFR 12.10-3(a) (6) [proposed 12.407(b)(4-5)] for an endorsement as Lifeboatman, PROVIDED that sea service requirements are also met as indicated in 12.407(b)(2)(ii);—AND—the written and practical examination requirements of 46 CFR 12.10-5 [proposed 12.407(b)(4-5)] for a Lifeboatman endorsement and the written examination requirements for service on vessels not equipped with lifeboats (Lifeboatman-Limited) [proposed 12.409(b)(4-5)], if presented WITHIN 1 YEAR of the completion of training

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: 12 months of sea service in any department or 180 days of sea time within an approved program

Radar Observer (Unlimited) (SHLSOS-399)

Applicants completing our 10-day Radar Observer (Unlimited) course, including successful demonstration of all practical assessments, satisfy the requirements of 46 CFR 10.480 [proposed 11.480] 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 they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels.

Prerequisites: AB with one year of sea service

Radar Observer Recertification (SHLSOS-402)

Applicants completing our 8-hour Radar Observer Recertification course satisfy the requirements of 46 CFR 10.480(d) [proposed 11.480(f)] 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: Valid Radar Observer Unlimited or within 12 months after expiration date

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

Applicants completing our 4-week 144-hour 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) [proposed 12.605] and Section A-II/4 of the STCW Code, Mandatory Minimum Requirements for Certification of Ratings Forming Part of a Navigational Watch (RFPNW);—AND—

(2) the written AND the practical (knot tying) examination requirements of 46 CFR 12.05 [proposed 12.405] for any Able Seaman endorsement PROVIDED that all other requirements of 46 CFR Subpart 12.05 [proposed 12.405], including sea service, are also met and presented WITHIN 1 YEAR of the completion of training.

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

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

AB Special: 12 months' service on deck, 2 months' sea service under the supervision of the Master, the OICNW, or qualified STCW ratings

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

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

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

Any applicant who has successfully com-

pleted our 16-hour Search & Rescue (Operational Level) course will satisfy the Search & Rescue training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC) as outlined in Table A-II/1 and A-II/2 of STCW Code.

Prerequisite: AB with one year of sea service

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

The Paul Hall Center's 40-hour Ship Construction at the Operational Level course is intended to provide training at the basic level for mariners who are employed, or may be employed, on U.S.-flag vessels whose responsibilities include maintaining the seaworthiness of the ship. 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. 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.

Prerequisite: AB with one year of sea service

Ship Management (SHLSOS-451)

This 70-hour course will satisfy the Ship Management training requirement for an STCW certificate as Master or Chief Mate of 500 GT or more. Assessment M-3-1A from table A-II/2 of STCW Code will allow the student to control the operation of the ship and care for persons onboard and maintain the safety and security of the crew and passengers at the Management Level.

Prerequisite: Meet eligibility requirements for Management level license

Specially Trained Ordinary Seaman (STOS) (SHLSOS-467)

Applicants completing our 70-hour Specially Trained Ordinary Seaman course and presenting our Certificate of Training at a Regional Exam Center, satisfy:

(1) the training requirements for service as a Specially Trained Ordinary Seaman AND

(2) 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) [proposed 12.605] PROVIDED they also present evidence of at least six months' sea-going service performing navigational watchkeeping functions under the supervision of the Master or OICNW.

If the applicant does not present evidence of six months of this service, he or she satisfies the training and assessment requirements for certification as Rating Forming Part of a Navigational Watch RESTRICTED to lookout duties only. This certification is valid for one year and may not be renewed. This course is designed for deck trainees who need a fast track to Ratings Forming Part of the Navigational Watch. It meets the requirements of 46 CFR 12.05.3(c) [proposed 12.605] and STCW Table A-II/4. Topics covered in the course include: anchoring, mooring, knot-tying, gyro and magnetic compass, wheel watch, error chain analysis and pilot interactions, helm control, rules of the road, IALA buoy systems, shipboard communication, helm watch relief and lookout watch.

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

Tank Barge Dangerous Liquids (SHLSOS-491)

Applicants completing our 38-hour Tank Barge Dangerous Liquids Course and presenting our Certificate of Training at a Regional Exam Center, satisfy the training requirements of 46 CFR 13.309 [proposed 13.301(c)(4)] for an endorsement as Tankerman-PIC (Barge).

Prerequisites: Basic Fire Fighting within 5 years



Tank Ship Dangerous Liquids (SHLSOS-501)

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 [proposed 13.201, 13.301, 13.401, 13.501] for any dangerous liquids tankerman endorsement. This course provides training for masters, chief engineers, and officers with immediate responsibility for the loading, discharging and care in transit or handling of cargo on large ocean going vessels. 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 (DL) course covering STCW Code Section A-V/1-1-1; a Fire fighting course in accordance with topics of 46 CFR 13.121 Table 13.121(g) OR USCG-approved STCW Basic Safety Training course.

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

Applicants completing our 53-hour Tank Ship Dangerous Liquids (Simulator) course satisfy the training requirements of 46 CFR 13.113(d)(1)(ii)(A), 13.115(b)(1), 13.209, 13.309, 13.409 or 13.509 [proposed 13.201, 13.301, 13.401, 13.501] 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 as specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

Prerequisites: 3 months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (DL) course covering STCW Code Section A-V/1-1-1; a Fire fighting course in accordance with topics of 46 CFR 13.121 Table 13.121(g) OR USCG-approved STCW Basic Safety Training course.

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

Applicants completing our 63-hour Tank Ship Familiarization (Dangerous Liquids) course satisfy the training requirements of 46

CFR 13.409 [proposed 13.401(e)] 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: Basic Fire Fighting within 5 years

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

Applicants completing our 30-hour Tank Ship Familiarization (Liquefied Gases) course satisfies the training requirements of 46 CFR 13.409 [proposed 13.401(e) and 13.403(a)(2)] for an original endorsement as Tankerman-Assistant (LG), the tanker familiarization training requirements of Table A-V/1-2-1 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: Basic Fire Fighting within 5 years

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

Any applicant who has successfully completed our 80-hour Terrestrial & Coastal Navigation course will satisfy the Terrestrial Navigation and Coastal Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments conducted in this course will be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table A-II/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.

Prerequisite: AB with one year of sea service, basic and intermediate navigational math skills

Vessel Security Officer (SHLSOS-573)

This 12-hour course provides knowledge to those wishing to perform the duties and responsibilities of a Vessel Security Officer (VSO) as defined in section A/2.1.6 (and section A/12.1)

of the ISPS Code with respect to the security of a ship, for implementing and maintaining a Ship Security Plan, and for liaising with the Company Security Officer (CSO) and Port Facility Security Officers (PFSOs). Successful students will be able to undertake the duties and responsibilities as Vessel Security Officer as defined in section A/12.2 of the ISPS Code.

Prerequisites: No additional prerequisites

Visual Communications (Flashing Light) (SHLSOS-542)

Applicants completing our 1-day Visual Communications course with a minimum score of 80 percent will: (1) Satisfy the practical signaling examination requirements (flashing light) of 46 CFR 10.401(h) [proposed 11.401(i)] IF presented WITHIN 1 YEAR of the completion of training;—AND—(2) Be considered to have successfully demonstrated the competence "Transmit and Receive In formation by Visual Signaling" of Table A-II/1 of the STCW Code.

Prerequisites: Proof of approval for 500GT or more NC/Oceans license

Water Survival (Lifeboatman) (SHLSOS-549)

The Water Survival course delivers 60 hours of training to those who are seeking a MMD endorsement for Lifeboatman as required by 46 CFR [proposed 12.407]. The course also incorporates the personal survival training requirements as outlined in STCW 1995 Table A-VI/2. The course provides the student with the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, the student will understand the procedures necessary to take charge of and maintain survival craft and protect embarked personnel.

Prerequisites: 12 months of sea time or part of UA program

Watchkeeping (Operational Level) (SHLSOS-548) (NST 248)

Any applicant who has successfully completed our 80-hour Watchkeeping (Operational Level) course will satisfy the Watchkeeping training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC); AND the Bridge Resource Management training requirements of 46 CFR 10.205(o) [proposed 11.407(a)(2)] and the requirements of Section B-VIII/2, Part 4 of the STCW Code. The practical assessments conducted in this course are 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.

Prerequisite: AB with one year of sea service

Engine Department

Many engine department courses have prerequisites. For example, to be accepted for Advanced Refrigerated Container Maintenance, students must have successfully completed Basic Marine Electrician and Marine Refrigeration Technician.

Advanced Refrigerated Container 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 develop a systematic approach to troubleshooting and maintenance procedures.

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

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

Basic Auxiliary Plant Operations (SHLSOS-51)

Applicants completing our 140-hour Basic Auxiliary Plant Operations course and who present our Certificate of Training at a Regional Exam Center WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 [proposed 12.502(c)] 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.

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

Basic Electricity (SHLSOS-52)

This is a 70-hour course is part of the Junior Engineer program and designed for students who have completed the Ratings Forming Part of an Engineering Watch program or rated engine department personnel desiring to upgrade their skills. The course is designed for those seeking qualification as a QMED and Junior Engineer endorsement. The course provides



the mariner electrical skills required of a rated member of the engine department. Topics covered include the fundamentals of electricity, electrical safety, batteries, direct current circuits, alternating current theory, D.C. machines, A.C. machines, motor controllers, distribution systems, propulsion systems and communication systems. Detailed learning objectives are identified in Section II.

Prerequisites: Tank Ship Familiarization Dangerous Liquids (DL) course, Basic Auxiliary Plant Operations course, Fireman Oiler Watertender (FOWT) program or hold FOWT endorsement, 6 months' equivalent sea service in the engine room

Basic Motor Plant Operations (SHLSOS-63)

This 63-hour course is part of the FWT program for rated Oilers as prescribed in table A-III/4 of the STCW Code, and 46 CFR 12.15-7, and 12.15-9 [proposed 12.503 and 12.505]. The course provides skills required of rated engine department watchstanders. Steam and water cycle and steam thermodynamics and components are covered as well as steam plant simulator operations, casualty control procedures, maintenance, watchkeeping, and conducting machinery space rounds.

Prerequisites: Successful completion of the Paul Hall Center Unlicensed Apprentice Training Program, the Auxiliary Plant Operations course, basic safety training, 6 months' or equivalent sea service in the engine room

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

This 10-day (70-hour) course is for students who have completed the Ratings Forming Part of an Engineering Watch program or rated engine department personnel desiring to upgrade their skills. The course is a stand-alone course within the Qualified Member of the Engine Department (QMED) program and is designed for those seeking qualification as a QMED and Junior Engineer endorsement. The course provides the mariner the cognitive and practical mechanical skills required of rated engine department personnel in the area of Basic Refrigeration and HVAC as they sail in the capacity of Junior Engineer during voyages on U.S.-flagged vessels. This objective is accomplished through classroom lectures and practical exercises. Proficiency and competency assessments are conducted through knowledge-based written tests and practical demonstrations of skills. Areas covered are electrical and refrigeration safety, refrigeration theory, an introduction to the refrigeration cycle and systems, troubleshooting, and an introduction to HVAC systems.

Prerequisites: Tank Ship Familiarization Dangerous Liquids (DL) course, Basic Auxiliary Plant Operations course, Fireman Oiler Watertender (FOWT) program or hold FOWT endorsement, 6 months' equivalent sea service in the engine room

Basic Steam Plant Operations (SHLSOS-73)

This 70-hour course is designed for entry level engine department personnel desiring to upgrade to rated Firemen/Watertenders and Oilers (FOWT). It exceeds requirements prescribed in table A-III/4 of the STCW Code. The objective of this course is to provide the



mariner skills required of rated engine department watchstanders in the area of steam plant watchstanding. This objective is accomplished through classroom lectures as well as shore-side steam plant simulator practical exercises. Areas covered are the steam and water cycle and steam thermodynamics, boiler types and classification, boiler waterside construction and arrangements, boiler fireside construction and arrangements, air registers and fuel atomizers, forced draft systems, fuel oil service systems, flame/smoke and stack gas analysis, automatic combustion controls, boiler protective devices, and boiler water chemistry and treatment. Also included are turbine types and classification, turbine construction, turbine protective devices and operating controls, steam condensers, condensate systems and air removal equipment, direct contact heaters, feed systems, steam systems, condensate drains systems, steam plant propulsion machinery, lubricating oil systems, and sea water systems. Additionally, steam plant simulator operations, casualty control procedures, burner atomizer maintenance, manual light-off of non-automated boilers, and watchkeeping and conducting machinery space rounds are covered.

Prerequisites: Successful completion of the Paul Hall Center Unlicensed Apprentice Training Program, the Auxiliary Plant Operations course, basic safety training, 6 months' or equivalent sea service in the engine room.

Designated Duty Engineer (Non-STCW)

This course prepares the student for the USCG examination for Designated Duty Engineer (DDE). The object of the course is to familiarize the student with the subjects and topics required for successful preparation for the USCG examination and to prepare the student to act in these capacities as outlined in the Code of Federal Regulations (CFR). Instruction

includes the CFR, environmental protection and oil pollution, general safety precautions for engine room personnel, piping, air, hydraulics, power and control systems, refrigeration, heating, air conditioning and ventilation systems, electrical theory and shipboard lighting and auxiliary deck machinery.

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

Diesel Engine Technology (Non-STCW)

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

Engineering Plant Maintenance (SHLSOS-191)

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

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

Prerequisites: Tank Ship Familiarization Dangerous Liquids (DL) course, Basic Auxiliary Plant Operations course, Fireman Oiler Watertender (FOWT) program or hold FOWT endorsement, 6 months' equivalent sea service in the engine room

Fireman, Oiler & Watertender (FOWT) (SHLSOS-389)

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

Prerequisites: Successful completion of the Paul Hall Center Unlicensed Apprentice Training Program; successful completion of the unlicensed apprentice sea voyage and required sea projects; unlicensed apprentice sea voyage performance evaluations within the engine de-

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 – High School Diploma

The GED program is open to all mariners who do not have a high school diploma. Assistance is offered to prepare students to take the 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 individu-

alized 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.

(A 12-week residency is required prior to taking the test in Maryland.)

Basic Vocational Support Program

The vocational support system assists students in improving course-specific vocational language and mathematical skills. It is designed to augment the skills introduced in their vocational training classes. This program may be taken prior to attending the vocational class or concurrently with the vocational class. It is ideal for those students who have been away from the classroom, need to improve basic academic skills or who are not native English speakers.

The Adult Basic Education assistance program (ABE) helps students improve 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 Test of Adult Basic Educa-

tion (TABE) benchmark examinations, given at the Paul Hall Center, are encouraged to avail themselves of support from the Academic Department through this program. Students may use this service while attending the Trainee program or attending upgrader classes.

The English as a Second Language assistance program helps students in Basic English and technical vocabulary skills. The purpose of this program 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 more 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. Tutoring is offered throughout the year for those students requiring additional instruction while attending vocational classes.

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). 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.

partment as completed by the First Assistant Engineer of at least satisfactory or better; recommendation by the unlicensed apprentice sea voyage participating vessel's Chief Engineer OR 6 months' sea time as wiper AND STCW certification in all areas of basic safety training; successful completion of the entry-level sea voyage and auxiliary plant familiarization sea project; total USCG-approved sea service or equivalent sea service in the engine room of vessels of at least 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

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

Junior Engineer

The Junior Engineer Program consists of stand-alone courses 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 140-hour Engineering Plant Maintenance courses. (These classes are described elsewhere as stand-alone courses.)

Machinist (SHLSOS-261)

Our 102-hour Machinist course provides mariners cognitive and practical mechanical skills in the area of general metalworking and machine tool operations. Applicants completing our course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9 [proposed 12.505], 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 prior to commencing the above training.

Prerequisites: SHLSS Junior Engineer or QMED-Any Rating

Marine Electrician (SHLSOS-269)

Applicants completing our 280-hour Marine Electrician course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9 [proposed 12.505], 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

Marine Refrigeration Technician (SHLSOS-274)

This 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) [proposed 12.505] 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.

Prerequisite: 6 months' sea time after Junior Engineer, QMED-Any Rating, or SHLSS Junior Engineer

Pumpman (SHLSOS-380)

The Pumpman course is a 70-hour, 10-day

Online 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 Computer Assisted Learning (CAL) administrator, 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 Fire Fighting
- 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 CAL courses. Residential students should notify the Admissions Department of their interest in CAL and confirm their eligibility.

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) [proposed 12.505] 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.

Prerequisite: SHLSS Junior Engineer or QMED-Any Rating, Tank Ship Familiarization, Welding and Machinist

Ratings Forming Part of an Engineering Watch Assessment Program for Military Veterans (SHLSOS-421)

Prerequisites: Military Veteran with proof of DD-214 and page 4, 180 days of creditable sea time

Welding (IMET 210)

This 4-week, 105-hour course is composed of classroom instruction and hands-on training, which features practical training in electric arc welding and cutting and oxyacetylene brazing, welding, and cutting.

Prerequisites: No additional prerequisites

Steward Department

Galley Operations

This 4-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 6, two-week, stand-alone modules totaling 12 weeks. This structure allows eligible upgraders to enroll at the start of any module. The objective of the Certified Chief Cook Course (FSM 203) is to provide steward department personnel with an understanding and knowledge of sanitation, nutrition, and the preparation and service of soups, sauces, meats, poultry, and seafood.

Prerequisites: Galley Operations and 180 days' sea time

Advanced Galley Operations

This course consists of 4, one-week modules (totaling four weeks). The course provides students with a thorough grasp of the advanced baking knowledge and skills required of a member of the steward department.

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

ServSafe

The ServSafe Food Protection Manager Certification is offered during Module 1 of Certified Chief Cook. It is nationally recognized and accredited. Some of the concepts students will understand with ServSafe training include: (1) Sanitation: the dangers of foodborne illness, how to prevent it and the keys to food safety, see where contamination starts, the components for good personal hygiene, and how every employee can be a safe food handler; (2) The Flow of Food Through the Operation: how to prevent cross-contamination, how to utilize time and temperature control effectively, safe receiving, food storage, preparation and serving, and cooling and reheating, active control of critical foodborne illness risk factors makes all the difference for a safe operation; (3) Sanitary Facilities and Pest Management: all aspects of cleaning and sanitation in a practical, applicable manner,

pest management, and how to keep pests out of the operation.

Prerequisites: Enrollment or completion of Certified Chief Cook

Certified Chief Steward

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

Prerequisites: Advanced Galley Operations and 180 days' sea time

Safety Classes

Advanced Fire Fighting (SHLSOS-15)

Applicants completing our 35-hour Advanced Fire Fighting course satisfy the Advanced Fire Fighting training requirements of Section A-VI/3 and Table A-VI/3 of the STCW Code and 46 CFR 10.205(1)(2) [proposed 11.205(d)];—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) [proposed 11.201(h)] 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 (SHLSOS-54)

Applicants completing our 16-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(1)(2) [proposed 11.301(b)];—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) [proposed 12.601(b)] and 10.401(g)(1) for a license [proposed 11.205(d)];—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) [proposed 13.201(c), 13.301(c), 13.401(d), 13.501(c)], for any tankerman endorsement. The objective of this course is to familiarize the student with the chemical process of fire, its behavior and the various methods and equipment used to combat it.

Prerequisites: No additional prerequisites



Basic Fire Fighting (SHLSOS-57)

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 Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(2) [proposed 11.301(b)];—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) [proposed 12.601(b)] and 10.401(g) (1) for a license [proposed 11.205(d)];—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) [proposed 13.201(c), 13.301(c), 13.401(d), 13.501(e)], for any tankerman endorsement. The objective of this course is to familiarize the student with the chemical process of fire, its behavior and the various methods and equipment used to combat it.

Prerequisites: No additional prerequisites

Basic Safety Training

The Basic Safety Training Program consists of stand-alone courses of components outlined in Basic Fire Fighting, First Aid/CPR, Personal Safety & Social Responsibilities, and Personal Survival Training. (These classes are described elsewhere as stand-alone courses.)

Basic Safety Training Renewal (SHLSOS-69)

This 21-hour course was designed for persons sailing aboard military-contracted vessels and satisfies the Military Sealift Command (MSC) three-year BST renewal requirement. It does not replace the SHLSS STCW Basic Safety Course, Basic Fire Fighting, or Water Survival training courses required by 46 CFR for USCG endorsement as Lifeboatman. Modules meet or exceed the minimum mandatory requirements of STCW 1995, Section A-VI/1, Mandatory minimum requirements for familiarization and basic safety training and instruction for all seafarers. The course refreshes the students on the fundamental knowledge and skills of basic shipboard safety necessary for employment aboard military-contracted vessels as set out in the STCW Code tables A-VI/1-1 through A-VI/1-4. These are personal survival techniques (1-1), fire prevention and fire fighting (1-2), elementary first aid (1-3), and personal safety and social responsibilities (1-4). Students successfully completing this course will be capable of recognizing and responding to an emergency at sea. Course objectives are accomplished through classroom lectures and practical exercises.

Prerequisite: Valid Basic Safety Training certificates

Combined Basic & Advanced Fire Fighting (SHLSOS-125)

Applicants completing our 40-hour Ad-

vanced Fire Fighting course satisfy: (1) 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) [proposed 11.205(d)];—AND—(2) the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) [proposed 12.601(b)] and 10.401(g) (1) for a license [proposed 11.205(d)] for a license. The objective of this course is to familiarize students with the fundamentals of shipboard and tank barge fire fighting.

Prerequisites: No additional prerequisites

First Aid & CPR (21-Hour) (SHLSOS-198)

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 A-VI/1-3 of the STCW Code and 46 CFR 10.205(l)(3) [11.601(b)];—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) [proposed 11.201(h) and 11.301(b)] 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 & CPR (8-Hour) (SHLSOS-199)

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) [proposed 11.201(h) and 11.301(b)] 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) [11.601(b)].

Prerequisites: No additional prerequisites

HAZMAT Recertification

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

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

Maritime Security Awareness (SHLSOS-561)

This 4-hour class provides the knowledge required for all personnel not assigned specific duties in connection with the security plan but involved in the work of ports, facilities and vessels and are affected by the requirements of Maritime Transportation Security Act of 2002 and/or Chapter XI-2 of SOLAS 1974 as amended and/or IMO ISPS Code and/or USCG regulations in 33 CFR Chapter 1 Subchapter H.

Prerequisites: No additional prerequisites

Medical Care Provider (SHLSOS-310)

Applicants completing our 21-hour Medical Care Provider course satisfy the Medical First Aid training requirements of Table A-VI/4-1 of the STCW Code and 46 CFR 12.13-1 [proposed 15.404k]. This course is designed for mariners who are employed or may be employed on U.S.-flag ships. It meets STCW requirements. 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, rescued persons, obtaining radio medical advice, administering medication, and sterilization techniques. Students successfully completing this course must take a refresher course within five years or provide information to the U.S. Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must be renewed annually.

Prerequisites: Candidates need First Aid and CPR for the Professional Rescuer or equivalent certification issued through American Red Cross or similar agency.

MSC Courses

Government Vessels

This course is structured as 3 one-week,



stand-alone modules. The modules may be taken in any order. Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control, CBRD (chemical, biological, radiological defense), Helo firefighting and environmental awareness 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 recommended for AB or FOWT sailing with MSC.

Prerequisites: No additional prerequisites

Marine Environmental Awareness

Marine Environmental Awareness is a one-day, eight-hour course designed for mariners who are employed, or may be employed, on U.S.-flagged MSC vessels in accordance with MSC requirements. This course is designed as a module of the SHLSS Government Vessels Training Program; however, the course can also be used independently. The purpose of the Marine Environment course is to provide the student with an understanding of environmental protection, to include MSC policies regarding compliance with regulations, pollution prevention and spill conservation response readiness.

Prerequisites: No additional prerequisites

Anti-Terrorism, Level 1

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

Prerequisites: No additional prerequisites

Shipboard Damage Control

Damage Control is a three-day (21-hour) course designed for mariners who are employed, or may be employed, on U.S.-flagged MSC vessels in accordance with MSC requirements. This course is designed as a module of the SHLSS Government Vessels Training Program; however, the course can also be utilized independently. The purpose of the Damage Control course is to provide the student with an

understanding of the specific objectives of damage control and the knowledge and practical experience required for effective damage control operations. This is accomplished through classroom lecture and practical exercises.

Prerequisites: No additional prerequisites

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

This 21-hour course meets the standards and content of OPNAVINST 3591.1E Small Arms Training and Qualification and MSC's Individual Small Arms Training and Qualification and MSC's Individual Small Arms Sustainment Training and Qualification Course.

Prerequisites: At company request, must be a designated member of the shipboard security team

Shipboard Helicopter Fire Fighting Team Members

This 8-hour course provides tailored team training for mariners who may serve as a member of a ship's flight deck organization. This course will introduce the mariner to some of the dangers associated with flight deck operations, the equipment and the procedures they will employ when serving as a member of the ship's flight deck organization. This course will discuss helicopter nomenclature and hazards associated with helicopter operations, classes of fire, personal protective equipment, flight deck fire fighting equipment, helicopter pilot, crew and passenger rescue procedures, helicopter fire suppression and extinguishment procedures and techniques. The mariner will be drilled in the procedures and techniques of pilot rescue and helicopter fire suppression and extinguishment. The mariner will be required to demonstrate proficiency in those procedures and techniques during live fire field exercises.

Prerequisites: No additional prerequisites

MSC Readiness Refresher

This 35-hour course is a refresher that focuses on the assessment of a mariner's abilities and competence in Marine Environmental Programs, Basic CBR Defense, Damage Control, Helicopter Fire Fighting, and USCG BST. The course is intended for Civil Service Mariners (CIVMARS) and Contract Mariners (CONMARS) who work aboard MSC-contracted ships.

Prerequisite: Basic Safety Training and Helicopter Fire Fighting

Cruise Ships

Crowd Management (MST 123)

This four-hour course profiles the required knowledge and applicable skills for crowd management including controlling a crowd in an emergency situation, locating safety and emergency equipment on board a vessel, complying with ship emergency procedures, communicating effectively during an emergency and demonstrating the use of personal life saving devices. This course fulfills the requirements of Standards of Training, Certification and Watchkeeping (STCW), (1995), Section V/3, paragraphs 4-7 for passenger ships. *Prerequisites: No additional prerequisites*

Crisis Management and Human Behavior (MST 124)

The seven-hour Crisis Management and Human Behavior Training course trains persons having responsibility for the safety of passengers in emergency situations 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. This course meets the requirements of STCW, 1995, Section A-V/2. *Prerequisites: No additional prerequisites*

Paul Hall Center Upgrading Course Information

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months. All programs are geared 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.

Title of Course	Start Date	Date of Completion
Deck Department		
Lifeboat	January 7	January 20
	February 4	February 17
	March 3	March 16
	March 31	April 13
	April 28	May 11
	May 26	June 8
Able Seaman	January 21	February 17
	May 12	June 8
STOS	March 31	April 13
Fast Rescue Boat	May 5	May 11
	June 23	June 29
Radar	January 21	February 3
	March 10	March 23
	May 19	June 1
ARPA	February 4	February 10
	March 24	March 30
	June 2	June 8
Radar Renewal	February 21	February 21
	June 25	June 25
Tank PIC Barge	March 10	March 16

Title of Course	Start Date	Date of Completion
Engine Department		
BAPO	February 4	March 2
	March 31	April 27
	May 26	June 22
FOWT	January 7	February 3
	March 3	March 30
	April 28	May 25
	June 23	July 20
Junior Engineer	January 21	March 16
	May 12	July 6
Marine Electrician	January 7	March 2
	May 5	June 29

Title of Course	Start Date	Date of Completion
Marine Refrigeration	March 10	April 20
Machinist	January 21	February 10
	February 11	March 2
Pumpman	March 24	April 6
Welding	January 21	February 10
	March 3	March 23
	March 31	April 20
	April 28	May 18
	June 2	June 22

Title of Course	Start Date	Date of Completion
Safety Upgrading Courses		
Advanced Firefighting	January 28	February 3
	February 4	February 10
	February 25	March 2
	March 3	March 9
	May 5	May 11
	June 2	June 8
Basic Firefighting/STCW	January 7	January 13
	February 4	February 10
	March 3	March 9
	April 7	March 13
	May 12	May 18
Medical Care Provider	February 4	February 10
	February 11	February 17
	March 3	March 9
	March 10	March 16
Government Vessels	May 12	May 18
	June 9	June 15
	February 25	March 2
Government Vessels	April 21	April 27
	June 16	June 22

Title of Course	Start Date	Date of Completion
Steward Department		
Serve Safe	January 21	January 27
	April 14	April 20
	July 7	July 13
	September 29	October 5
Chief Steward	January 7	February 17
	April 14	May 25
	July 7	August 17
	October 13	November 23
Chief Cook		
These modules start every other week. The year's first class will start January 7.		
Galley Operations/Advanced Galley Operations		
These modules start every Monday. This year's first class will begin January 3 due to the January 2 holiday.		

UPGRADING APPLICATION

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

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

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

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

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

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

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

Welcome Ashore

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



DEEP SEA

JOHN BARCROFT

Brother John Barcroft, 65, became an SIU member in 1964. He initially sailed with Waterman Steamship Corporation. Brother Barcroft was born in Maryland. On two occasions, the deck department member upgraded at the Seafarers-affiliated school in Piney Point, Md. Brother Barcroft last worked on the *USNS Seay*. He calls Baltimore home.



JAMES BEAUDRY

Brother James Beaudry, 56, signed on with the Seafarers in 1978 while in Piney Point, Md. He originally worked on the *Point Julie*. In 1982 and 2008, Brother Beaudry took advantage of educational opportunities at the SIU-affiliated school in Piney Point.



He most recently sailed aboard the *St. Clair*. Brother Beaudry worked in both the steward and engine departments. He makes his home in Manistique, Mich.

DONALD BOATRIGHT

Brother Donald Boatright, 59, joined the SIU in 1978 while in the port of New York. He initially sailed aboard the *Delta Peru*. Brother Boatright shipped in both the deck and engine departments. In 1996, he attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Prior to his retirement, Brother Boatright worked on the *Spirit*. He lives in Pinole, Calif.



ELENA CURLEY

Sister Elena Curley, 65, began sailing with the union in 1989. Her first trip was on the *Independence*. Sister Curley was born in Mexico and worked in the steward department. She upgraded often at the maritime training center in Piney Point, Md.



Sister Curley's final voyage was on the *Seabulk Pride*. She settled in Kapolei, Hawaii.

SAMUEL JOHNSON

Brother Samuel Johnson, 67, was born in Puerto Cortes, Honduras. He joined the SIU in 2001 during

the SIU/NMU merger. Brother Johnson shipped in the steward department. He enhanced his skills in 2001 at the Piney Point school. Brother Johnson most recently sailed on the *Maersk Tennessee*. He makes his home in Houston.



LESLIE KLEIN

Brother Leslie Klein, 66, became a Seafarer in 1999 while in the port of Wilmington, Calif. His earliest voyage was aboard the



Overseas Joyce; his most recent was on the *Horizon Tiger*. Brother Klein was born in Los Angeles. He sailed primarily in the deck department. In 2001, Brother Klein enhanced his skills at the Paul Hall Center in Piney Point, Md. He resides in Poulsbo, Wash.

TED KOPECKY

Brother Ted Kopecky, 66, began his SIU career in 2001 as the NMU was merging into the SIU. The deck department member's last trip was aboard the *Maersk Ohio*. Brother Kopecky is a resident of Brooklyn, N.Y.



ALLAN LANE

Brother Allan Lane, 67, started his SIU career in 2001 as the NMU was merging into the SIU. That same year, Brother Lane visited the Seafarers-affiliated school in Piney Point, Md., to upgrade his skills. He was born in London and sailed in the engine department. Brother Lane's last voyage was aboard the *USNS Maj. Stephen W. Pless*. He is a resident of Carson, Calif.



WILFRED MAURICE

Brother Wilfred Maurice, 71, began sailing with the SIU in 2001. He shipped aboard vessels including the *Argonaut* and the *Maersk Carolina*. Brother Maurice attended classes in 2007 at the Paul Hall Center. He worked in the deck department. Brother Maurice lives in Palm Coast, Fla.

HUSSEIN SALEH

Brother Hussein Saleh, 66, started sailing with the union in 1974. He was initially employed aboard the *Newark*. Brother Saleh was a member of the stew-

ard department. His most recent trip was on the *APL Philippines*. Brother Saleh was born in Arabia but now calls San Francisco home.

STEVEN ZEMEL

Brother Steven Zemel, 65, donned the SIU colors in 1967. The engine department member's first trip was aboard the *Robin Kirk*. On two occasions, Brother Zemel enhanced his seafaring abilities at the maritime training center in Piney Point, Md. He last worked with Crowley Towing and Transportation of Wilmington. Brother Zemel is a resident of North Hollywood, Calif.

INLAND

WILLIAM COFIELD

Brother William Cofield, 66, was born in Alabama. He joined the SIU in 1991. Brother Cofield mainly worked with G&H Towing Company. He makes his home in Corpus Christi, Texas.

NORMAN USEY

Brother Norman Usey, 55, signed on with the SIU in 1973. He primarily sailed aboard vessels operated by Crescent Towing & Salvage Company. Brother Usey was born in Louisiana and

worked in the deck department. He calls York, Ala., home.

ALVIN STEVENSON

Brother Alvin Stevenson, 64, became a union member in 1988. He shipped with Red Circle Transport Company for the duration of his career. Brother Stevenson was a member of the steward department. He lives in Biloxi, Miss.

GREAT LAKES

ROBERT MANKE

Brother Robert Manke, 64, started sailing with the SIU in 1980. He originally worked aboard a Michigan Interstate Railway vessel. Brother Manke is a Michigan native. In 2007, he visited the Piney Point school. Brother Manke's most recent trip was on the *Walter J. McCarthy*. The engine department member settled in Frankfort, Mich.



NATIONAL MARITIME UNION

ROBERT MERRICK

Brother Robert Merrick, 65, be-

came an NMU member in 1979. His most recent trip to sea was on the *Amoco Delaware*. Brother Merrick calls Jacksonville Beach, Fla., home.



STEPHEN STOUTE

Brother Stephen Stoute, 65, began sailing with the NMU in 1967. He was born in Trinidad and now makes his home in Queens Village, N.Y.



REGINALD TAYLOR

Brother Reginald Taylor, 55, was born in Port Arthur, Texas. He became an NMU member in 1978. Brother Taylor's most recent voyage was aboard the *Jean Lykes*. He lives in Houston.



This Month In SIU History

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

1947

SIU Organizational Director Paul Hall announced the signing of a closed shop contract with the American Eastern Steamship Corporation after a 60-day organizing campaign. "In making this announcement, full credit should be given to the SIU volunteer organizers who sailed aboard American Eastern ships and made possible the signing of a contract for this new company," said Hall. "The fact that it took only 60 days to secure the agreement gives proof to another swell job of organizing done by the rank-and-file Seafarer."

1958

The SIU's right to picket the Bull Line was upheld in a decision issued recently by the Supreme Court in Washington. By next week the SIU will be free to resume its strike against the Bull Line at any time. The high court's action, in effect, affirmed a Circuit Court of Appeals decision two months ago that a District Court injunction issued October 1 "must be set aside." SIU officials and attorneys hailed this week's decision by the nation's highest court as being in full support of peaceful union picketing. It was regarded as a complete vindication of the SIU's position since the Bull Line strike began. Strike action against the company began last August 19 when the SIU struck the Bull Line terminal in Brooklyn in a wage reopening dispute.

1960

Ground was broken for the new Seafarers building in New Orleans. Mayor de-Lesseps S. Morrison was the principal speaker. He said, "The wonderful

growth and progress which the Seafarers International Union has enjoyed in this port has been paralleled by the tremendous development of trade in this port, which has become the second ranking seaport in the United States." He stated further, "We take pride in the fact that New Orleans particularly in the last 14 years has had the favorable economic, social and political climate which has encouraged the growth of business, industry and such great institutions as the SIU." New Orleans

Port Agent Lindsey J. Williams said, "The universal respect and goodwill enjoyed by Seafarers in this port is a far cry from the conditions prevailing 21 years ago during the formative stages of our union." He said further, "We are preparing to move into a beautiful new home which we hope will be our permanent center of operations in New Orleans."

1970

Members of the SIU Atlantic, Gulf, Lakes and Inland Waters District have voted overwhelmingly to adopt proposed amendments to the constitution. This marks the first time in almost 10 years that significant changes have been made in the union's constitution. Three propositions were on the ballot and the union tallying committee reported the following results: on the proposed new constitution itself, the committee reported 2,991 yes and 313 no; on changes on initiation fees, the committee reported 3,079 yes votes and 233 no votes; on a change in the method of paying dues and a termination of the assessments, the committee reported 3,032 yes votes and 281 no votes.

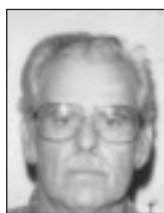
Final Departures



DEEP SEA

JAMES BLANCHARD

Pensioner James Blanchard, 70, died August 9. Brother Blanchard joined the SIU in 1964. The deck department member initially shipped on the *Commander*. Brother Blanchard was born in Mississippi. His final trip was aboard the *Honor*. Brother Blanchard went on pension in 2006 and called Mobile, Ala., home.



JACK DALTON

Pensioner Jack Dalton, 85, died July 30. Brother Dalton became a Seafarer in 1945 in the port of New York. He initially sailed aboard the *Steel Design*. The Pennsylvania native was a member of the deck department. Prior to his retirement in 1982, Brother Dalton worked on the *Mt. Vernon*. He settled in Galena Park, Texas.



GLEN EVANS

Brother Glen Evans, 88, passed away June 27. Brother Evans sailed from the port of San Francisco. He was born in the Ellisville, Miss., and worked in the steward department. Brother Evans' final vessel was the *President Madison*. He lived in Seattle.

JOHN LISTON

Pensioner John Liston, 86, passed away August 11. Brother Liston became a union member while in the port of New York. He was a Brooklyn native and continued to call New York home.



JAMES LOGAN

Pensioner James Logan, 87, died May 28. Brother Logan joined the Marine Cooks and Stewards (MC&S) while in the port of San Francisco. He was born in East Bernard, Texas. Brother Logan sailed in the steward department. He became a pensioner before the 1978 merger of the MC&S into the SIU. Brother Logan made his home in Covington, Ga.

ARTHUR LONGUET

Pensioner Arthur Longuet, 83, passed away August 4. Brother Longuet first donned the SIU colors in 1946. He initially shipped aboard the *Alcoa Puritan*. Brother Longuet, who sailed in the deck department, was born in New York. He last worked on the *Producer*. Brother Longuet went on pension in 1991 and lived in Paramus Borough, N.J.

JAMES MITCHELL

Pensioner James Mitchell, 83, died May 1. Brother Mitchell was a native of Louisiana. He began sailing with the Marine Cooks and Stewards from San Francisco. Brother Mitchell retired prior to the 1978 merger of the SIU and the MC&S. The steward department member was a resident of Richmond, Calif.

ALBERT SACCO

Pensioner Albert Sacco, 87, passed away July 31. Brother Sacco became a Seafarer in 1949 in the port of New York. He initially worked with AH Bull Steamship Company. Brother Sacco, a member of the deck department, was an Illinois native. Prior to his retirement in 1986, one of his last ships was the *Global Sentinel*. Brother Sacco resided in Cheney, Wash.



FRANK SOTO

Pensioner Frank Soto, 98, died July 4. He joined the Marine Cooks and Stewards while in San Francisco. Brother Soto was born in Lares, P.R. He was a member of the steward department. Brother Soto began receiving his retirement pay before the 1978 merger of the SIU and the MC&S. He settled in Austin, Texas.

BASIL STOLEN

Pensioner Basil Stolen, 66, passed away July 10. Brother Stolen became an SIU member in 1968. He initially shipped aboard the *Malden Victory*. Brother Stolen was born in Michigan and worked in the deck department.



He last sailed on the *Horizon Anchorage*. Brother Stolen retired in 2008 and lived in Normandy Park, Washington.

INLAND

JAMES DIES

Pensioner James Dies, 86, passed away July 7. Brother Dies started his seafaring career in 1952 while in the port of Houston. He sailed in both the deep sea and inland divisions. Brother Dies originally worked with Interocean American Shipping Corporation. He was a Texas native and steward department member. Brother Dies last shipped aboard a Crowley Towing vessel. He called Iowa, La., home.

MILITARY SEALIFT COMMAND

JAMES WELLS

Brother James Wells, 66, passed away May 23. He was born in Louisville, Ky. Brother



Wells joined the union in 2006 while in the port of San Francisco. His final voyage was aboard the *USNS Leroy Grumman*. Brother Wells was a resident of San Diego.

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

NATIONAL MARITIME UNION

SOLOMON BRADFORD

Pensioner Solomon Bradford, 89, died May 2. Brother Bradford, a native of Louisiana, became a pensioner in 1988. He called San Ramon, Calif., home.

MILTON BURWELL

Pensioner Milton Burwell, 83, passed away May 30. Brother Burwell was born in New York. He went on pension in 1967. Brother Burwell settled in Cambria Heights, N.Y.

EARNEST CALHOUN

Pensioner Earnest Calhoun, 78, died June 25. The Alabama-born mariner became a pensioner in 1995. Brother Calhoun was a resident of Mobile, Ala.

KEEVIL DALY

Pensioner Keevil Daly, 87, passed away June 28. Brother Daly started collecting his retirement compensation in 1987. He lived in Toronto, Ontario.

RAFAEL DAVID

Pensioner Rafael David, 85, died June 2. Brother David was born in Puerto Rico. He went on pension in 1966 and continued to call Puerto Rico home.

HOWARD EDWARDS

Pensioner Howard Edwards, 85, passed away June 28. Brother Edwards was a native of Orange, N.J. He retired in 1969. Brother Edwards made his home in Atlanta, Ga.

ALBERT FLETCHER

Pensioner Albert Fletcher, 82, died July 5. Brother Fletcher was born in Brunswick, Ga. He became a pensioner in 1997. Brother Fletcher settled in Yonkers, N.Y.

JOHN FLOWERS

Pensioner John Flowers, 82, passed away June 20. Brother Flowers was a Marshall, Texas, native. He started collecting his retirement compensation in 1970. Brother Flowers lived in New Orleans.

RICHARD IVES

Pensioner Richard Ives, 81, died July 9. Brother Ives was born in Portland, Maine. He retired in 1992 and continued to reside Maine.

GEORGE KAM

Pensioner George Kam, 90, passed

away April 28. Brother Kam became a pensioner in 1983. He called Pleasant Hill, Calif., home.

ROY KIBBE

Pensioner Roy Kibbe, 91, died June 12. Brother Kibbe was born in Galveston, Texas. He went on pension in 1984. Brother Kibbe settled in Houston.

WILLIAM LAZARO

Pensioner William Lazaro, 101, passed away May 4. Brother Lazaro was a native of the Philippines. He started collecting his retirement compensation in 1982. Brother Lazaro lived in Marrero, La.

JAMES LIDDELL

Pensioner James Liddell, 91, died July 6. The Louisiana-born mariner became a pensioner in 1971. Brother Liddell was a resident of Big Bear Lake, Calif.

RICHARD LUBNICKI

Pensioner Richard Lubnicki, 82, passed away May 6. Brother Lubnicki was born in Scranton, Pa. He went on pension in 1967 and called Dalton, Pa., home.

PETER MARTINEZ

Pensioner Peter Martinez, 86, died May 28. Brother Martinez was a native of Illinois. He retired in 1996. Brother Martinez made his home in Lakewood, Calif.

LEROY MCGEE

Pensioner Leroy McGee, 69, passed away July 15. Brother McGee was born in Simmesport, La. He became a pensioner in 2000. Brother McGee settled in Port Arthur, Texas.

KONSTANTIN MELNIKOW

Pensioner Konstantin Melnikow, 83, died May 30. Brother Melnikow was a Russia native. He started collecting his retirement compensation in 1995. Brother Melnikow lived in Gulfport, Fla.

VICTOR MORRIS



Pensioner Victor Morris, 79, passed away June 13. Brother Morris, a native of Massachusetts, went on pension in 1993. He was a resident of Dartmouth, Mass.

HENRY MOULTRIE

Pensioner Henry Moultrie, 78, died June 8. Brother Moultrie was born in Savannah, Ga. He began receiving his pension in 1974. Brother Moultrie continued to live in Savannah.

THEO PRADIA

Pensioner Theo Pradia, 94, passed away June 22. Born in Cameron, La., he became a pensioner in 1973. Brother Pradia was a resident of Port Arthur, Texas.

HENRY REZENDES

Pensioner Henry Rezendes, 83, died May 29. Brother Rezendes was a Falmouth, Mass., native. He retired in 1967. Brother Rezendes resided in Providence, R.I.

WILLIE ROBINSON

Pensioner Willie Robinson, 92, died June 1. Brother Robinson was born in Sylvania, Ga. He began receiving his pension in 1970. Brother Robinson was a resident of Ridgefield Borough, N.J.

HAROLD SURILLO

Pensioner Harold Surillo, 84, passed away June 7. Brother Surillo was a native of Puerto Rico. He became a pensioner in 1970. Brother Surillo continued to make his home in Puerto Rico.

ROBERT SUTTON

Pensioner Robert Sutton, 89, died June 19. Brother Sutton was born in Newnan, Ga. He went on pension in 1985 and lived in Port Charlotte, Fla.

THOMAS VILLACIS

Pensioner Thomas Villacis, 92, passed away June 23. Brother Villacis, a native of Ecuador, began collecting his retirement compensation in 1969. He was a New York resident.

HAROLD VOORHIES

Pensioner Harold Voorhies, 80, died April 19. Brother Voorhies was a Texas native. He retired in 1968 and called Philadelphia home.

TIMOTHY WASH

Pensioner Timothy Wash, 87, passed away May 23. Brother Wash was born in Chicago. He became a pensioner in 1972. Brother Wash settled in Slidell, La.

Name	Age	DOD
Chiodo, William	85	May 8
Colon, Rizal	73	June 5
Durand, Marie	87	June 21
Estrada, Ramon	83	June 5
Frank, Albert	86	June 5
Hall, Alberto	100	May 5
LaSalle, Carmelo	85	April 20
Manning, Willard	81	May 4
Morales, Hereido	75	March 22
Moreau, Herman	87	May 21
Panting, Charles	83	May 8
Price, Willie	81	May 24
Pulitano, Joseph	88	May 21
Roberson, Charles	94	May 20
Rodriguez, Pedro	91	June 12
Sabine, Peter	83	April 19
Sanchez, Raul	82	June 9
Sylvester, George	99	April 28



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.

AMERICAN SPIRIT (American Steamship Company), October 31 – Chairman **Paul Gohs**, Secretary **Joyce Sufak**, Educational Director **Michael Kruse**, Deck Delegate **Resat Diler**, Steward Delegate **Saleh Sewileh**. Chairman answered questions pertaining to retirement and read rules from the Seafarers Pension Plan guide. A copy of the current contract was requested. Educational director encouraged crew to renew documents in a timely manner; he suggested doing so during winter layup. No beefs or disputed OT reported. Mariners were reminded to be careful of ice on board and on the dock during the colder months. Crew members expressed grief over the passing of Brother **James Darden**, who used to sail as bosun aboard the *American Spirit*. Next port: Two Harbors, Minn.

CHARGER (Maersk Line, Limited), October 23 – Chairman **Robert Pagan**, Secretary **Rolando M. Lopez**, Educational Director **Andrew J. Linares**, Deck Delegate **David Fridstrom**, Engine Delegate **Allen Newgen**, Steward Delegate **Khaled Taffi**. Bosun reported a smooth, safe voyage. He went over ship's itinerary and reminded members to have passports ready for customs and immigration. Crew was asked to shut laundry room door quietly so they would not disturb people sleeping. Steward department was thanked for good food. Secretary reported sanitary inspection went well and thanked crew for keeping food-service areas clean. Seafarers were reminded of laundry procedures. Treasurer stated \$720 in ship's fund. No beefs or disputed OT reported. President's report from the *Seafarers LOG* was read and discussed. Next port: Los Angeles.

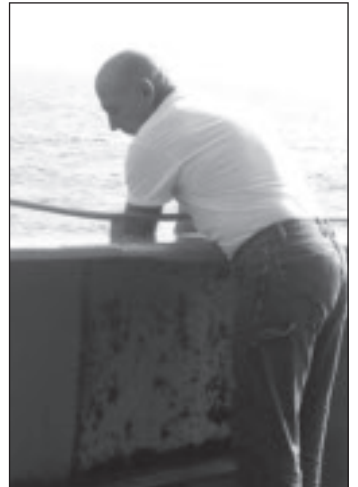
HORIZON HAWK (Horizon Lines), October 31 – Chairman **David J. Garoutte**, Secretary **Mark V. Cabasag**, Educational Director **Gary M. Dahl**, Engine Delegate **Steven Benavides**. Chairman noted it was a rough trip with the passing of A/E **Jack Bell** and expressed gratitude to everyone that donated for the floral arrangements. He announced payoff upon arrival in Long Beach, Calif., and commended crew for working safely. Secretary urged those departing the vessel to clean rooms, empty trash and leave keys for next mariners. Crew members were reminded to clean any spills on deck, partly to help prevent falls. Educational director reminded crew to get their time in and take advantage of upgrading at Paul Hall Center in Piney Point, Md. He also talked about the importance of keeping documents current. No beefs or disputed OT reported. A vote of thanks was given to the steward department for a job well done. Crew thanked bosun for smoked fish throughout trip. Next port: Long Beach, Calif.

HORIZON HUNTER (Horizon Lines), October 8 – Chairman **Loren E. Watson**, Secretary **Jennifer K. Jim**, Educational Director **Jeff Morris**. Chairman stated payoff to take place October 8 upon arrival in Long Beach, Calif. He encouraged mariners to check OT and pre-payoff documents. He asked crew to leave clean sets of linens for arriving mariners. Members were asked to respect privacy of fellow crew members in regards to email. Secretary read communication about trip tour scenarios aboard PEX and TPI run vessels. She also urged crew to check sailing board prior to leaving vessel. Educational

Fellow Mariners Honor Late AB John Frey



Crew members aboard the SS *Wright* honored the wishes of the late AB John Frey by scattering his ashes at sea Oct. 6, 2011. Brother Frey passed away last January, at age 56. His cremains were committed to the Atlantic at latitude N 44 degrees 34.192 minutes, longitude W 63 degrees 25.831 minutes. The large group photo directly above shows mariners who gathered to honor Brother Frey's memory. In the smaller group photo at left, Baltimore Port Agent Elizabeth Brown (second from right) delivers the cremains to (from left) Recertified Bosun Tom Moore, AB Nelson Poe and Recertified Bosun Dave Martz, Frey's cousin, before the *Wright* started its voyage from Baltimore. Martz, described as more like a brother to Frey, commits the ashes in photo at right.



director encouraged crew to attend classes at the union-affiliated school in Piney Point, Md. He said, "The school is a benefit so partake in all that good schooling has to offer you. Take advantage of endorsements necessary for employment aboard military contracted vessels. These are stable jobs in our union and great pay." Treasurer reported \$1,300 in ship's fund. Fish was purchased in Guam along with movies for crew. Captain is getting BBQ grill and smoker for ship. No beefs or disputed OT reported. Crew was encouraged to read president's report in the *Seafarers LOG* to stay abreast of new events within the union. Recommendations were made regarding pension benefits and retirement requirements. Crew expressed frustration over phone cards not working properly. Suggestions were made pertaining to contract negotiations. Bosun acknowledged steward department for the great food they provided. Next ports: Oakland and Long Beach, Calif.

HORIZON PACIFIC (Horizon Lines), October 26 – Chairman **Darryl G. Smith**, Secretary **Robert P. Mosley**, Educational Director **Julian P. Avila**, Deck Delegate **Saleh Omar**, Engine Delegate **Melvin Ratcliff**, Steward Delegate **Mohamad Shibly**. Chairman expressed gratitude to fellow crew members for working safely. Seafarers were reminded to keep documents current and keep noise down while people are sleeping. He requested all crew members departing vessel to clean rooms and supply fresh linens for reliefs. Secretary

encouraged members to donate to SPAD (Seafarers Political Activity Donation) and stay up-to-date on union dues. Educational director advised all mariners to enhance skills at the maritime training center in Piney Point, Md. Treasurer stated \$237 in cookout fund. No beefs or disputed OT reported. Bosun read president's report from *Seafarers LOG*, and crew members accepted and gave a vote of thanks to President Sacco and his staff. Clarification was requested about getting work shoes from company. Crew thanked steward department for excellent food, clean house and great barbeques. Mariners were reminded to keep noise down while off-duty watchstanders are sleeping. Next ports: Tacoma, Wash., Oakland, Calif., and Hawaii.

LIGHTNING (Maersk Line, Limited), October 9 – Chairman **Shawn T. Evans**, Secretary **Ernest Polk**, Educational Director **Tomas Meret**, Deck Delegate **Richard Volkart**, Engine Delegate **Marion Cruzat**, Steward Delegate **Patricia Geras**. Bosun thanked crew for a good trip. He requested that mariners leaving ship supply fresh linens for arriving crew. Secretary reported nice weather and a smooth voyage. He expressed gratitude to fellow crew members for helping keep ship clean. Educational director suggested Seafarers take advantage of courses available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. New chairs requested for mess hall. Thanks given to the steward department for excellent food. Next port:

Los Angeles.

MAERSK CAROLINA (Maersk Line, Limited), October 30 – Chairman **Brian K. Fountain**, Secretary **Dulip Sookhiram**, Educational Director **Kevin M. Cooper**. Chairman thanked everyone for doing their jobs professionally and in a timely manner. He reported another safe trip with no lost-time injuries, which makes 2,618 days. Mariners were reminded to keep garbage room locked in port. Secretary urged crew to read *Seafarers LOG* to stay up-to-date on information pertaining to the union, benefits and shipping rules. They were also encouraged to contribute to SPAD and reminded that when they do, they are helping themselves as well as their union brothers and sisters. Educational director reminded crew to get their time in and take advantage of upgrading at Piney Point. Treasurer noted \$1,601 in ship's safety fund. No beefs or disputed OT reported. Steward department thanked deck and engine departments for helping keep house clean. Recommendations were made for next contract negotiations. Next ports: Newark, N.J., Charleston, S.C., and Norfolk, Va.

PRESTIGE NEW YORK (Liberty Maritime), October 16 – Chairman **Elkanah B. Ladia**, Secretary **Lionell P. Packnett**, Educational Director **Timothy J. Brock**, Deck Delegate **Val Custis**, Engine Delegate **Rolly Pascua**, Steward Delegate **Rafael Borja**. Chairman announced payoff in Galveston, Texas, on October 27. He reminded members to remove clothes from the laundry room and bring back

hangers when not using them. Members were asked to keep lounge and deck areas clean and separate trash. Secretary would like a new meat slicer and microwave. He thanked members for help keeping ship clean. Educational director advised everyone to upgrade at the SIU-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Request was made for dryers to be fixed or replaced. Next ports Panama and Galveston, Texas.

SEABULK ARCTIC (Seabulk International Inc.), October 26 – Chairman **Edward R. McLean**, Secretary **Alan W. Bartley**, Educational Director **Reginald R. Hunter**, Deck Delegate **Mario Baja**, Engine Delegate **Rommel Reyes**, Steward Delegate **Mario Fernandez**. Bosun thanked deck department for a job well done – they have been working hard and everything looks great. He reminded mariners to renew necessary seafaring documents early. He also talked about the importance of making sure pay sheet and OT sheet match before signing pay voucher. Secretary asked for crew to continue helping keep mess hall and lounge clean. Educational director urged mariners to upgrade often at the Piney Point school. No beefs or disputed OT reported. Request was made for new TV in crew lounge and refrigerators in rooms. Captain to check on getting bikes for crew to use for short runs to town. Next port: Port Arthur, Texas.

Deadline for 2012 SHBP Scholarships Now Less Than Four Months Away

Time rapidly is becoming a factor for Seafarers and dependents who are interested in furthering their education through the Seafarers Health and Benefits Plan (SHBP) 2012 Scholarship Program. The application deadline of April 15 now is less than four months away.

Devised as a means through which the financial challenges of college and vocational studies can be diminished, the 2012 iteration of the annual SHBP program offers eight awards. Three of these offerings specifically are designated for Seafarers; five have been targeted for spouses and dependents. One of the Seafarers scholarships totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. Two other awards are for \$6,000 each and are designed as two-year grants for study at a post-secondary vocational school or community college. The remaining five scholarships are for spouses and dependents. Each is worth \$20,000.

The first step in the application process is to send for the 2012 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy

of this handout, interested individuals need only complete the form which appears below and return it to the address provided. The packages also are available at SIU halls.

Once the scholarship booklet has been received, applicants should check the eligibility criteria to determine if they are eligible to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application. All required materials must be received by the SHBP Scholarship Program Office by April 15.

Items that need to be incorporated in the final application package include transcripts and certificates of graduation. Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – also should be included as part of the application package. A high-quality photograph and a certified copy of the applicant's birth certificate are also required and should accompany the package.

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

Please send me the 2012 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

Celebrations on the West Coast



SIU Asst. VP Nick Celona (center in group photo above, presenting ship's wheel) represented the union at the recent dedication of the Joseph P. Mazzola Training Center in San Francisco. The facility is named in memory of an esteemed business agent for Local 38 of the United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry (abbreviated as UA). Joseph Mazzola is featured in the portrait in the background. Celona congratulated current UA officials and members and said the training center signals a bright future. Pictured from left to right are Business Agent R.J. Ferrari, Assistant Business Manager Larry Mazzola Jr., Celona, Training Director Steve Mazzola and Curriculum Coordinator Liam Devlin. The other photo features longtime Seafarer Richard Gegenheimer (center) picking up his first pension check at the SIU hall in Oakland, Calif. Congratulating him on his retirement are Patrolman Nick Marrone II (left) and Administrative Assistant Diana Marrone.



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

Maersk Recognizes Mariners



Two more Seafarers have earned cash awards as part of a monthly safety promotion and recognition program run by Maersk Line, Limited. As previously reported, Maersk regularly recognizes mariners who identify potential hazards and take corrective action to prevent injuries. Aboard the *USNS Impeccable*, SA Ahmed Omar (left in photo above, with Chief Steward Ed Villanda) and Oiler Jeremy Birchfield (right in other photo, with Chief Engineer Tom Matella) recently received the rewards. Thanks to Third Engineer Chris Judice for snapping the photos, and to MDR Brandon Maeda for sending them to the LOG.



February & March Membership Meetings

Piney Point.....	Monday: February 6, March 5
Algonac.....	Friday: February 10, March 9
Baltimore.....	Thursday: February 9, March 8
Guam.....	Thursday: February 23, March 22
Honolulu.....	Friday: February 17, March 16
Houston.....	Monday: February 13, March 12
Jacksonville.....	Thursday: February 9, March 8
Joliet.....	Thursday: February 16, March 15
Mobile.....	Wednesday: February 15, March 14
New Orleans.....	Tuesday: February 14, March 13
New York.....	Tuesday: February 7, March 6
Norfolk.....	Thursday: February 9, March 8
Oakland.....	Thursday: February 16, March 15
Philadelphia.....	Wednesday: February 8, March 7
Port Everglades.....	Thursday: February 16, March 15
San Juan.....	Thursday: February 9, March 8
St. Louis.....	Friday: February 17, March 16
Tacoma.....	Friday: February 24, March 23
Wilmington.....	*Tuesday: February 21, Monday: March 19

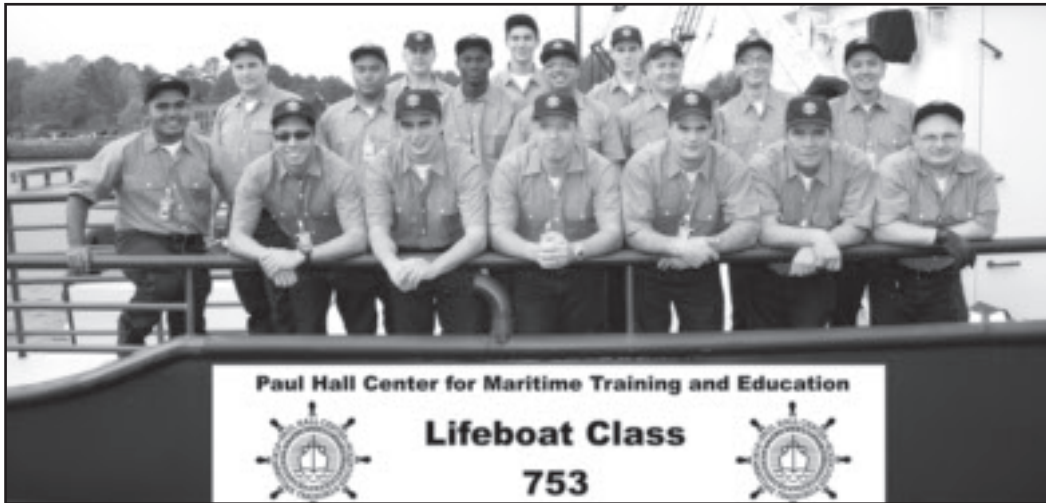
* *Wilmington change created by Presidents Day holiday*

Dispatchers' Report for Deep Sea

November 16, 2011 - December 15, 2011

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	19	8	2	9	11	0	1	16	9	2
Anchorage	2	1	0	1	2	0	1	2	1	0
Baltimore	4	6	0	4	10	0	2	11	8	0
Fort Lauderdale	23	11	3	10	11	1	13	26	15	5
Guam	4	3	0	3	2	0	0	8	5	0
Honolulu	14	4	0	6	4	0	0	29	8	0
Houston	50	22	6	39	12	2	32	82	28	8
Jacksonville	38	23	3	25	26	1	21	58	39	5
Joliet	3	5	1	2	4	1	1	6	7	1
Mobile	13	3	1	11	2	1	2	24	8	1
New Orleans	9	6	2	9	5	0	7	19	8	4
New York	36	18	4	35	21	1	19	67	33	6
Norfolk	17	21	2	18	12	2	5	30	47	8
Oakland	22	9	2	13	5	0	4	50	22	5
Philadelphia	2	2	0	1	5	0	4	7	4	1
Piney Point	1	1	0	0	2	0	1	1	2	0
Puerto Rico	10	5	0	11	2	0	7	11	14	1
Tacoma	37	11	2	25	9	4	7	61	29	5
St. Louis	3	2	0	2	1	0	0	4	2	0
Wilmington	36	16	3	19	18	2	22	73	36	10
TOTALS	343	177	31	243	164	15	149	585	325	62
Engine Department										
Algonac	0	4	1	1	5	0	0	4	3	2
Anchorage	0	2	0	0	2	0	1	0	0	0
Baltimore	6	5	0	4	4	0	0	7	7	0
Fort Lauderdale	9	6	1	8	2	0	5	11	10	2
Guam	0	0	0	1	1	0	0	2	1	0
Honolulu	8	5	0	7	2	0	1	20	6	0
Houston	13	13	1	11	6	0	5	22	19	2
Jacksonville	30	18	0	13	21	0	12	41	34	0
Joliet	5	4	0	5	1	0	0	2	4	0
Mobile	8	1	1	6	1	0	3	13	3	1
New Orleans	1	1	3	8	1	0	2	6	4	2
New York	11	10	3	9	8	1	4	20	17	6
Norfolk	14	21	0	14	12	0	3	21	37	2
Oakland	9	10	0	7	4	0	5	20	25	1
Philadelphia	3	2	0	2	3	0	2	3	7	0
Piney Point	1	3	0	0	1	0	0	1	4	0
Puerto Rico	5	8	0	3	10	0	5	4	15	0
Tacoma	12	13	0	9	10	0	7	20	20	1
St. Louis	2	0	0	0	1	0	0	5	5	1
Wilmington	15	15	4	5	9	1	4	20	28	4
TOTALS	152	141	14	113	104	2	59	242	249	24
Steward Department										
Algonac	1	2	0	2	3	0	0	2	2	0
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	3	2	0	1	0	0	1	4	3	0
Fort Lauderdale	11	4	0	8	2	0	7	16	6	1
Guam	2	0	0	1	0	1	0	3	3	0
Honolulu	9	5	0	6	3	0	3	15	6	0
Houston	20	3	0	17	2	0	9	28	9	0
Jacksonville	26	9	0	8	5	0	7	33	8	0
Joliet	1	3	1	1	2	1	1	1	1	0
Mobile	4	0	0	6	2	0	1	5	3	0
New Orleans	7	3	0	6	2	0	3	9	3	2
New York	18	6	0	11	3	0	7	31	8	0
Norfolk	9	7	0	11	5	0	3	19	20	1
Oakland	15	2	0	10	1	0	3	31	6	3
Philadelphia	2	1	0	0	1	0	1	4	0	0
Piney Point	2	0	0	0	1	0	0	5	2	0
Puerto Rico	3	1	0	2	1	0	3	4	2	0
Tacoma	17	0	0	18	5	0	10	26	8	0
St. Louis	1	4	0	0	4	0	0	1	1	0
Wilmington	23	1	0	20	2	0	12	50	11	0
TOTALS	174	54	1	128	44	2	71	287	103	7
Entry Department										
Algonac	3	7	4	1	3	4	0	3	10	14
Anchorage	0	0	1	0	0	1	0	0	3	3
Baltimore	0	3	2	1	4	0	0	0	6	4
Fort Lauderdale	0	7	2	0	6	1	1	0	15	8
Guam	0	1	0	0	1	0	0	0	2	1
Honolulu	7	9	5	1	5	2	1	7	14	8
Houston	2	18	5	1	7	1	3	5	32	13
Jacksonville	1	13	10	2	7	7	2	4	33	23
Joliet	0	2	2	0	2	2	1	0	0	2
Mobile	2	3	1	1	4	0	1	2	9	3
New Orleans	1	5	2	0	0	0	0	3	8	8
New York	6	24	10	6	17	5	4	14	54	13
Norfolk	0	21	19	0	16	8	2	1	42	52
Oakland	5	15	9	3	6	4	1	7	29	15
Philadelphia	1	1	1	1	2	1	1	0	2	1
Piney Point	0	11	25	0	9	30	1	0	4	6
Puerto Rico	0	0	1	0	1	0	0	1	0	3
Tacoma	5	11	3	1	5	0	1	12	23	7
St. Louis	0	1	0	0	0	0	0	1	2	0
Wilmington	5	23	2	3	12	2	4	14	37	28
TOTALS	38	175	105	21	107	69	23	74	325	212
GRAND TOTAL:	707	547	151	505	419	88	302	1,188	1,002	305

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 753 - The following individuals (above, in alphabetical order) completed this course Nov. 25: Jeffrey Angeles, Daniel Avery, David Belle, Gary Congden Jr., Oscar Cordero, Rio Cuellar, Micah Dela Cruz, Matthew Dugan, Jonamie Encarnacion-Rivera, Roy Frett, Jacob Gawne, Jose Gonzalez Del Valle, Jason Horn, Mason Melland, Mohamed Mohamed, Joshua Moton, Matthew Schmitz, Scott Schneider, Ricky Shumuck, Edward Smigielski, Ryan Taylor, and Justin Wilson. (Note: Not all are pictured.)



Welding - Ten upgraders finished this course Nov. 18. Completing their requirements and graduating (above, in alphabetical order) were: Chris Ceyzyk, William Coffy, Daniel Dario, Marcus Gramby, Thomas Hawks, Dewayne Jacobs, Douglas McLaughlin, Bryan Page, Jonathan Scalsky and Peter Seifert. Class Instructor Buzzy Andrews is standing third from right.



Radar Observer - Seven upgraders finished this course Nov. 4. Graduating (above, in alphabetical order) were: Steven Blair, Brandon Braam, Timothy DeWine, Kenney Gastor, Charlie Herrera, Arthur Ladd and Ray Madrio.



Government Vessels - The following individuals (above, in alphabetical order) graduated from this course Nov. 11: Mike Adorno, Antonio Anderson, Michael Beard, Kyle Bennett, Mario Bothelho, Tekeisha Brown, Vincent Burton, Autumn Cole, Ryan Crowell, Marc Costley, Bannacke Figueroa, Bobbie Gibbs, Timothy Heffernan, Joseph Hernandez, Dustin Hutchins, Slethvana Jules, Brion Lanata, David Leader, Clifton Medley III, Diani Melendez, William Mercer, Gary Newbegin Jr., Michael Robinson and Roderick Thomas. Their instructor, Stan Beck, is standing far right. (Note: Not all are pictured.)



ARPA - Six upgraders completed their requirements in this course Nov. 10. Graduating (above, in alphabetical order) were: Steven Blair, Brandon Braam, Timothy DeWine, Charles Herrera, Arthur Ladd and Roy Madrio.



Vessel Familiarization - The following individuals (above, in alphabetical order) finished this course Nov. 25: Carmelo Calderon, Seadon Gastaldo, Bill Hunt, Hamza Jinah, Bonnie Kropolinsky-Hinkle, Todd Lander, Ryan Lindsoe, Lucas McDonald, Yousef Mohamed, Robert Neff, Patric Rieke, Jorge Roman, Ervin Sadler, Corey Sanders, Ben Smith, Freddie Taylor and Joshua Weiner. Ethan Evans, their instructor, is at far right.

Junior Engineer - Two classes of upgraders completed their requirements in this course Dec. 16. Graduating (right, in alphabetical order) were: Aristeo Aquino, Jonathyn Bland, Tyesha Boyd, Prentice Conley, James Corprew, Odilio Evora, Todd Favaza, Corey Hann, Wilbert Hinton, Kevin Johnson, Jorge Lawrence, Larry Locke Jr., Douglas Maravelias, Billie Marshall, Patrick Milton, Pierre Norwood, Dmitri Petchenyov, George Pobee, Winston Rankin, Aaron Velunta, Kareem Walters, Nicole Walton, Lee Roy Wright and Rickey Yancey (Note: Not all are pictured.)



Paul Hall Center Classes



BST – Eighteen upgraders graduated from this course Nov. 18. Finishing their requirements (left, in alphabetical order) were: Emmanuel Assafuah, Wendell Brown, Leander Garrett, Melvin Grayson Sr., Terrance Jones, Tina Knox, David Pacheco, Orlando Pajarillo, John Plakas, Jose Quinones, Videlio Roman, Ede Sinette, Gary Torres, Jonathan Tucker, Richard Weaver, Richard Wilson, Michele Woodley and Robert Wright. Class Instructor Wayne Johnson is at far left. (Note: Not all are pictured.)

Important Notice

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



Basic & Advanced Fire Fighting – Nineteen upgraders graduated from this course Nov. 25. Completing their requirements (right, in alphabetical order) were: Steven Corachan, Eugene Davis Jr., Christopher Devonish, Mark Downey Sr., Lisa Harewood-Francis, Arthur Ladd, Juan Machado Gomez, Travis Moody, Kevin Moore, Courtney Price, Allan Rogers, Louis Santiago, Thomas Swayne Jr., Robert Taylor, Jesse Turner, Javier Valencia, Todd Williams, Kareim Wright and Christopher Zacucha. Joe Zienda, their instructor, is at the far left.



Specially Trained Ordinary Seaman – Eleven upgraders graduated from this course Nov. 10. Completing their requirements (above, in alphabetical order) were: Nofolii Alaga, Alvin Alcasid, Emmanuel Assafualt, Sean Hughes, Antonio Jones, Daniel Linkletter, James May, Kamal Meawad, Luis Ramos-Rosa, Kelsey Shaver and James Washington. Class Instructor Stan Beck is at far left.



Marine Electrician – The following individuals (above, in alphabetical order) completed their requirements and graduated from this course Nov. 26: Antuan Barnes, Davon Brown, Patrick Devlin, Joseph Jacobs, Joshua Johnson, Adam Mliczewski, David Quade and Lamont Robinson. Class Instructor Jay Henderson is standing at the far right. (Note: Not all are pictured.)



BST (Hawaii) – The following individuals (above, in alphabetical order) finished this course Oct. 29 at the Seafarers Training Facility in Barbers Point, Hawaii: Christopher Ames, Seika Arakawa, Annie Bevins, Heather Butler, Christopher Diaz - Cobo, Robert Paul Easterly, Robert Estes, Daniel Gardner, William Hutto, Kcee Keiki, Allysun Knapp, Ashley Lenz, Kaitlin McKinley, Randy Nielsen, Deija Perez, Christopher Quail, Christopher Ridgway, Charles Seeley, Nicole Stevens and Brenen Burningham.



BST (Hawaii) Sixteen individuals graduated from this course Nov. 5 at the Seafarers' Hawaii-based training facility. Graduating (above, in alphabetical order) were: Andrew Haile, Christopher Holmes, Joshua Vela, Felicia Rosales, Frances Israel, Nathan Boese, Joseph Perrin, Stephanie Persaud, Courtney Calhoun, Ryland Epps III, James McAfoose, Maria Ducoff, Kamron Hart, Ivan Flores, Janelle Downs and Dawn Male.



SHBP
Scholarship Info
Page 20

Contractual Gains, New Tonnage Highlight 2011

In some ways, 2011 mirrored 2010 for the SIU when it came to persevering through a rocky economy. As in the previous year, the union in 2011 bucked the national trend by securing numerous collective bargaining agreements calling for wage increases while maintaining benefits. The SIU also welcomed new tonnage in the domestic and international commercial trades and in the military sector.

Concurrently, the union remained extremely active in the fight to preserve and build upon pillars of the industry, including the Jones Act, cargo preference and the Maritime Security Program. Cargo preference in particular was in the congressional crosshairs last year, as legislators scrambled to make massive budget cuts.

The SIU also continued working to combat piracy, an ongoing scourge that not only threatens individual safety but also a significant part of the world's economy.

Seafarers remained active aboard U.S. military support ships, backing our troops wherever and whenever needed, including in Operation Enduring Freedom.

And, the union unveiled a major upgrade to its website.

Those and other newsworthy items are included in the following recap of 2011.

New/Retained Tonnage

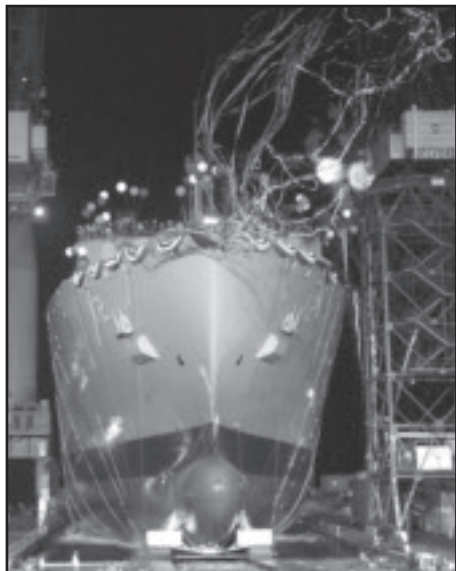
Throughout the year, there was no shortage of new tonnage entering the SIU-crewed fleet. Similarly, the union retained jobs on a number of ships thanks to government operating agreements that were secured by Seafarers-contracted companies.

Very early in the year, Crescent Towing added the second in a series of three new Z-drive tugboats, the *J.K. McLean*.

In mid-February came a much-anticipated announcement covering eight fast sealift ships and two telemetry vessels, all of which remained with the SIU. Interocean American Shipping (IAS) won contracts for the *Pacific Collector*, *Pacific Tracker*, *Altair* and *Belatrix*; Ocean Shipholdings was awarded the *Algol* and *Capella*; and Keystone Shipping became the operator of the *Regulus*, *Pollux*, *Denebola* and *Antares*.

Around the same time, Pasha Hawaii Transport Lines ordered a new roll-on/roll-off vessel that's slated for delivery in 2012; and, the U.S. Military Sealift Command (MSC) took delivery of the *USNS Washington Chambers*, the 11th in a series of 14 dry-cargo/ammunition ships (abbreviated as T-AKE) crewed in the unlicensed positions by members of the SIU Government Services Division.

April kicked off with MSC's announcement that Maersk Line, Limited (MLL) won contracts to operate the prepositioning ships *USNS Roy Wheat* and *USNS Fred Stockham*. Two weeks later, the T-AKE *USNS William McLean* was delivered at NASSCO shipyard



The Navy's T-AKE program rolled on, including the launch of the *USNS William McLean*.

in San Diego (a facility that employs union workers). Before the month ended, Aker Philadelphia Shipyard – also a union-contracted yard – delivered the tanker *Overseas Tampa* to Overseas Shipholding Group (OSG).

Maersk was in the news again around mid-summer when the company won separate bids to operate five prepositioning ships (*USNS Bobo*, *Button*, *Lopez*, *Lummus* and *Williams*) and an ice-strengthened tanker (*Maersk Peary*).

In early August, Waterman Steamship won a separate bid to operate an "ice class" cargo ship – the *MV Federal Patroller*, which reflagged under the Stars and Stripes. Later that month, Crowley Maritime accepted the last articulated tug-barge (ATB) in its 650 series: the *Vision/650-10*.

In mid-September, the Navy christened the *USNS Spearhead*, which is the first of 10 high-speed vessels signaling job opportunities for SIU CIVMARS and private-sector Seafarers.

November brought more good news concerning shipboard jobs and job security as Maersk, in conjunction with Rickmers-Linie (America), launched two heavy-lift ships that reflagged American (*Maersk Illinois* and *Maersk Texas*), while Crowley christened its largest and fastest ATB – the *Legacy/750-1*, first in its class. Also, T-AKE 13, the *USNS Medgar Evers*, was christened in San Diego, and IAS received a new agreement to continue operating the SIU-crewed *SBX-1*.

The year wound down with news that Keystone would operate the prepositioning ships *USNS Kocak*, *Obregon* and *Pless*, once again signaling job retention for SIU members.

Contracts

New collective bargaining agreements were approved at numerous SIU-contracted companies, including NY Waterway, Penn Maritime, Starlight Marine, and Brusco Tug & Barge. Contracts also were reached at Great Lakes Towing, American Steamship, Key Lakes, Key Lakes II, Key Lakes IV, Port City Steamship, Port City Marine, Inland Lakes Management, and Erie Sand and Gravel. While the respective lengths and details vary, all of the pacts call for wage increases and maintain benefits.

In the Government Services Division, crews enthusiastically approved a five-year agreement with the National Oceanographic and Atmospheric Administration (NOAA) covering 19 ships, while significant progress continued in negotiations for the Civilian Marine Personnel Instruction (CMPI) 610.

Finally, Seafarers approved a one-year extension of the standard freightship and tanker agreements.

Rescues, Recognition, Support

SIU-contracted companies and individual Seafarers were recognized for safe operations, and union members also were involved in rescues at sea as well as planned humanitarian missions.

Performing rescues were the crews of the *Horizon Producer*, *USNS John Ericsson* and *Sealand Comet*. Many other SIU-crewed ships



SIU President Michael Sacco (standing), other union officials and rank-and-file members had opportunities throughout the year to welcome new tonnage into the Seafarers-contracted fleet. This photo, also featuring MLL President and CEO John Reinhart (left) and Norfolk Mayor Paul Fraim, was taken at a ceremony for the newly acquired tanker *Maersk Peary*.

took part in military exercises, and CIVMARS-crewed vessels helped in the relief mission to tsunami-stricken Japan (Operation Tomodachi).

The *USNS Comfort* finished a five-month deployment called Continuing Promise, during which the hospital ship visited nine countries and provided medical assistance to nearly 70,000 people.

The U.S. Navy presented a safety award to the hybrid crew of the submarine tender *Emory S. Land*, while some two-dozen SIU-contracted companies earned safety recognition from the Chamber of Shipping of America.

Politics and Piracy

The union continued its efforts, both in U.S. and international forums, to reduce and ultimately eliminate the scourge of piracy. Political action is a key part of this ongoing struggle, as is the "Save Our Seafarers" campaign, launched early last year.

Joining with many allies from throughout the U.S. maritime industry, the union rallied to help prevent larger cuts to food aid, and also objected to controversial waivers of the Jones Act. The latter moves helped spur legislation aimed at ensuring that every reasonable effort is made to identify qualified, available American-flag tonnage.

Credible studies reinforced the importance of the Jones Act and cargo preference laws, while the second maritime industry "Sail-In" on Capitol Hill successfully delivered the industry's message to new and long-serving legislators alike.

The SIU joined with other unions in blasting the maritime administrator for inexplicably accepting and releasing a report that the unions said undermined the agency's very mission.

And, in a story largely associated with 2010 but which carried into January 2011, the

non-partisan National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling confirmed (yet again) that the Jones Act did not prevent foreign vessels with the cleanup. (*Editor's note: Neither the report, nor many other credible statements and findings consistent with it, stopped a few publications from falsely blaming the Jones Act anyway, later in the year.*)

Other Headlines

It was another very active year for the SIU-affiliated Paul Hall Center and its Seafarers Harry Lundeberg School of Seamanship. Besides conducting classes year-round for upgraders and apprentices, the school hosted both an International Transport Workers' Federation (ITF) Women's Leadership Conference, and the fortieth meeting of the school's advisory board. It also added new equipment for the GMDSS course and continued working on a major waterfront restoration project, among other improvements.

In conjunction with the union, the school formally submitted comments on the Manila Amendments to the STCW Convention as well as on other subjects.

In June, the union launched a revamped version of www.seafarers.org featuring a members-only section with an array of information.

The Seafarers Health and Benefits Plan (SHBP) awarded \$132,000 in scholarships to members and dependents.

Finally, the SIU remained active in national and international labor organizations, including the ITF and the AFL-CIO. Among many other activities, the union participated in a number of "We Are One" rallies across the country and also helped secure a major legislative victory on Election Day by assisting in the defeat the anti-worker Issue 2 in Ohio.



Seafarers across the country stood up for the rights of all workers, and in particular those of public-sector workers who've been under political attack. These members gathered for a demonstration in Tacoma, Wash.