



The

Seafarers Log

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

Tanker Evergreen State Christened



SIU members are sailing aboard the new double-hulled tanker *Evergreen State*, which was christened and delivered in early December at the NASSCO shipyard in San Diego. The vessel, operated by Crowley for American Petroleum Tankers LLC, initially will carry Defense Department cargo. The photo of the ship was taken in September during float-out. Pictured in the group shot before the christening are (from left) Recertified Steward Exxl Ronquillo, SIU Port Agent Jeff Turkus, Bosun Dennis Spriggs, Pumpman Rodolfo Opinaldo, SIU VP West Coast Nick Marrone and Crowley Director of Labor Relations Jack Craft. Page 3.



Thanksgiving Tradition Thrives in Oakland

The SIU hall in Oakland, Calif., hosted its traditional pre-Thanksgiving gathering on Nov. 23, marking the popular event's 20th anniversary. Guests (some of whom are pictured below) included Seafarers, retirees and their families, members of Congress, local and state politicians, representatives from ship-operating companies, and personnel from more than a dozen unions and other labor organizations as well as the U.S. Coast Guard and the California Army National Guard. Page 7.



Paul Hall Center Announces Course Dates

The SIU-affiliated Paul Hall Center for Maritime Training and Education has announced various upgrading course dates for the first few months of 2011. Those dates are included in the school's annual course guide, which is published on pages 9-16. The guide includes several new courses and updated descriptions of many others. Pictured above are students and an instructor training at the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center.

President's Report

More Gains in 2010

Even though the national economy remained lousy during the past year, our union continued riding out the storm with full employment and the addition of new tonnage. We also negotiated good contracts that maintain benefits and improve wages.

For those reasons and others, I believe 2010 definitely was another year of progress for the SIU. Our first measure of success is always jobs and job security for the rank-and-file membership, and we absolutely continued doing well in that category. As I've said throughout the recession, an individual Seafarer may not be able to pick and choose the exact job or exact run he or she wants at a particular time, but at least you can go to work. The jobs are there.



Michael Sacco

Of course, there cannot be an adequate number of jobs without sufficient tonnage entering the American-flag fleet. Last year, our union welcomed no fewer than five new tankers, four car carriers, four ATBs, two heavy-lift ships and three T-AKE vessels. Some were replacements for older ships while others were outright additions, but in every case, they signify a solid future for Seafarers.

One of the first big stories from last year was the U.S. Merchant Marine's timely, efficient response to the devastation in Haiti. As we take one last look back on 2010, I again salute the women and men of the SIU who sailed on those critical early relief missions after the earthquake. You deserve the recognition and appreciation you've received.

No review of 2010 would be complete without mentioning the Deepwater Horizon tragedy and the ridiculous attacks on the Jones Act that soon followed. Our industry and our supporters stood up and successfully fought back against the misinformation spread by enemies of the U.S.-flag fleet, but by no means should we assume the fight is over.

In fact, I expect that efforts to maintain and strengthen the Jones Act will be one of our industry's biggest tasks in 2011. Our critics may be grossly inaccurate – some might even describe them as shameless – but they're also persistent.

We know how to put up a good fight, too, and we're more than ready to promote and protect the U.S. Merchant Marine.

But it won't be easy, especially after losing so many advocates on Election Day. There's a big void to fill, and a big educational job ahead. We have always had friends on both sides of the aisle, but we will need help from you and your family members to tell our side of the story to elected officials.

As we move forward, I thank our members for their grassroots efforts throughout the country and I urge you to continue participating. That includes supporting SPAD, our union's voluntary political action fund. SPAD is nothing short of essential to our survival and our prosperity.

Also central to our success is the outstanding work you perform every day aboard the vessels throughout our SIU-crewed fleet. We have survived because we are trusted partners in the commercial and military maritime industry. Much of that trust is built upon providing qualified manpower. Here again, we deliver and we're reliable, thanks to you. Credit also goes to our affiliated school in Piney Point: the Paul Hall Center for Maritime Training and Education. The school is a great thing for Seafarers.

As we gear up for all that lies ahead, I'm proud to represent you and I'm looking forward to another good year.



U.S. Rep. Elijah Cummings (D-Md.) (left) and U.S. Sen. Frank Lautenberg (D-N.J.) (right) speak with Adm. Bob Papp, commandant of the U.S. Coast Guard, at the Capitol. (U.S. Coast Guard photo by Petty Officer 2nd Class Patrick Kelley)

Agency Salutes Maritime Backers Sen. Lautenberg, Rep. Cummings

U.S. Representative Elijah Cummings (D-Md.) and U.S. Senator Frank Lautenberg (D-N.J.), two longtime friends of SIU members and working families, were honored with the Commodore Ellsworth P. Bertholf Award by the U.S. Coast Guard on Dec. 1. SIU Executive Vice President Augie Tellez and Secretary-Treasurer David Heindel were on hand to offer their congratulations at the ceremony in the Capitol.

The Bertholf Award is given every year to a member of Congress who has shown unwavering support for the men and women serving in the Coast Guard, according to the agency. Citing their proven devotion to the Coast Guard and their years of fighting for their interests, the Coast Guard's choice recommending both Rep. Cummings and Sen. Lautenberg for this

year's honors was clear, the agency reported.

Rep. Cummings, former chairman of the House Coast Guard and Maritime Transportation Subcommittee, expressed his gratitude for the honor.

"I'm proud to join Sen. Lautenberg and all the previous recipients of this award," Cummings said. "I hope that, during my time as chairman, we have been able to create a more efficient and effective service that is fully prepared to protect the American people and ensure the safety of our maritime transportation system."

Sen. Lautenberg is the only member of Congress serving on both the Coast Guard authorizing and appropriation subcommittees. He was chairman of the Surface Transportation and Merchant Marine Infrastructure, Safety, and Security Subcommittee.

Schoeneman Becomes Legislative Director

Brian W. Schoeneman has been brought aboard as the SIU's legislative director.

Schoeneman is a veteran maritime lobbyist and political professional, with experience in both the public and private sectors. He most recently served as managing partner of Acacia Strategies LLC, a maritime-focused lobbying firm he founded in 2009.

He has previously served as special assistant and senior speechwriter to Bush Administration

Secretary of Labor Elaine L. Chao. At the Labor Department, he served as the secretary's lead liaison to organized labor and as a member of her senior staff.

Prior to his appointment, he served as executive director of the American Maritime Congress from 2006 to 2008. From 2003 to 2006, he served first as assistant political director and later as government affairs director for the Marine Engineers' Beneficial Association (AFL-CIO). While at MEBA, he was responsible for both the legislative and political departments, and worked on a number of major pieces of legislation that benefited the maritime industry.

Speaking about the most recent Election Day, Schoeneman stated, "The 2010 elections were as jolting to Washington and to the maritime industry as any we have seen in decades. It is going to be critical that we educate this new generation of political leaders about our industry, particularly given the amount of noise made about the Jones Act. I'm looking forward to working with the entire SIU team in ensuring we keep the focus on jobs and growing the United State Merchant Marine."

SIU Secretary-Treasurer David Heindel, who also chairs the Seafarers Political Activity Donation (SPAD), said, "Brian brings a wealth of knowledge and experience to our Washington team. His enthusiasm and expertise will be vital in the upcoming Congress and I am confident that Brian will be a huge asset for our organization as he leads the efforts of the SIU legislative team. His contribution will be essential in defending our members' interests – and in so doing, the interests of the U.S.-flag maritime industry."

Schoeneman earned his Bachelor of Arts degree in political science from the George Washington University in Washington, D.C., where he also earned a Master of Arts in political management. He will be wrapping up his law degree this May at the Catholic University of America Columbus School of Law, where he served on the Law Review during 2009-2010.



Brian Schoeneman



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



The stack of the SIU-contracted tanker *Evergreen State* (photo at left) is installed at NASSCO, a union-contracted shipyard. In the photo above, the new tanker completes sea trials off the West Coast.

NASSCO Delivers Tanker *Evergreen State*



Carol Kurz (photo above) christens the ship in front of 200 or so onlookers, while MSC Deputy Commander Rear Adm. Brian LaRoche (photo directly below) addresses the crowd.



The SIU-contracted tanker *Evergreen State* was delivered Dec. 7 in San Diego. SIU Vice President West Coast Nick Marrone and Port Agent Jeff Turkus were among the estimated 200 guests at the christening ceremony, conducted at the union-contracted NASSCO shipyard.

The double-hulled ship is the fifth in a series of five Seafarers-crewed tankers being operated by Crowley for American Petroleum Tankers LLC. It is named in honor of the state of Washington.

"This is a great addition for the SIU, and I'm fully confident that the Seafarers sailing aboard the *Evergreen State* will do a magnificent job," Marrone said. "As the Military Sealift Command (MSC)

reconfigures its tanker fleet, ships like the *Evergreen State* are vitally important to our national and economic security."

At a length of 600 feet and with a cargo capacity of approximately 331,000 barrels, the *Evergreen State* is expected to carry petroleum products for the Department of Defense under the operational control of MSC. The other most recent vessel in this class, the *Empire State*, in early October came under charter to MSC for up to five years.

NASSCO began constructing the *Evergreen State* in May 2009. The other vessels in the class are the *Golden State*, *Pelican State*, *Sunshine State* and *Empire State*. According to the shipyard,

all were delivered "on time and under budget."

The *Evergreen State's* sponsor was Carol Kurz, wife of American Petroleum Tankers Chief Executive Officer Robert Kurz. Carol Kurz broke the traditional bottle of champagne across the ship's side in front of an enthusiastic audience.

"Completed more than nine months ahead of our original schedule, under budget, and in substantially fewer man-hours than the lead ship of the class, the *Evergreen State* reflects NASSCO's high performance in product carrier construction," said Fred Harris, president of General Dynamics NASSCO and himself a former union mariner.



SIU VP West Coast Nick Marrone (left) and Port Agent Jeff Turkus (right) are pictured with vessel sponsor Carol Kurz.

OSG Tanker *Overseas Chinook* Completes Sea Trials

The Seafarers-contracted tanker *Overseas Chinook* (right) recently completed sea trials and then sailed to Charleston, S.C., where it was slated to undergo modifications for shuttle operations. The double-hulled, 600-foot ship was constructed at union-contracted Aker Philadelphia Shipyard, where this photo was taken. It is part of the Veteran Class series being built for OSG America. The other vessels in this new-build program include the *Overseas Anacortes*, *Overseas Houston*, *Overseas Long Beach*, *Overseas Los Angeles*, *Overseas New York*, *Overseas Texas City*, *Overseas Boston*, *Overseas Nikiski*, *Overseas Martinez* and *Overseas Cascade*. Each of those vessels is 46,000 DWT, can carry 332,000 barrels of product and can sail at speeds greater than 14 knots. Aker Philadelphia has another vessel under construction that is scheduled for delivery later this year. (Photo by John Curdy)



Bisso Boatmen Approve New 3-Year Contract

SIU members at E.N. Bisso in New Orleans are ringing in the New Year with a brand new contract. The three-year agreement, overwhelmingly supported by Seafarers, includes some major gains for the approximately 60 engineers, deckhands, and wheelmen employed by the company.

Ratified late last year, the contract features second- and third-year pay increases as well as a first-year bonus for SIU boatmen, a daily pay increase for wheelmen, and the addition of grandparents to the bereavement clause. Another major component of the contract is the continuation of Seafarers Health and Benefits Plan Core Plus medical benefits (the top level available through the SHBP) without any concessions.

The union's bargaining team, led by Engineer Delegate **Robert Jordan**, Deckhand/Wheelman Delegate **Brandon Chauvin** and Port Agent Chris Westbrook, was satisfied with the negotiations and the resulting contract.

"I think the negotiations went very well," said Jordan. "Between the company, the union, and the employees all being able to sit down and negotiate without hostility shows we've really come a long way."

Westbrook agreed, pointing out the significance of a fair contract in tough

economic times.

"I'm pleased with the work the delegates did under the conditions they were in," Westbrook said. "We were able to negotiate a fair package that everyone can live with. I also want to acknowledge the valuable support and communication we received from many of the longtime members at Bisso. They really stepped up and helped everyone understand the economic realities of these times and in particular the importance of maintaining their level of medical benefits."

Westbrook commended SIU Vice President Gulf Coast Dean Corgey for his valuable input throughout the process.

The union negotiating team also noted that stable relations with management were reflected at the bargaining table.

"I've got to give the company credit," Jordan said. "They did a great job listening to what we had to say."

The mutually respectful relationship with the company had an impact on Chauvin, as well.

"I loved the experience," said Chauvin. "A lot of people told me it was going to be tough and I figured it would be intimidating, but it really wasn't. I went in with a clear mind and spoke how I needed to."



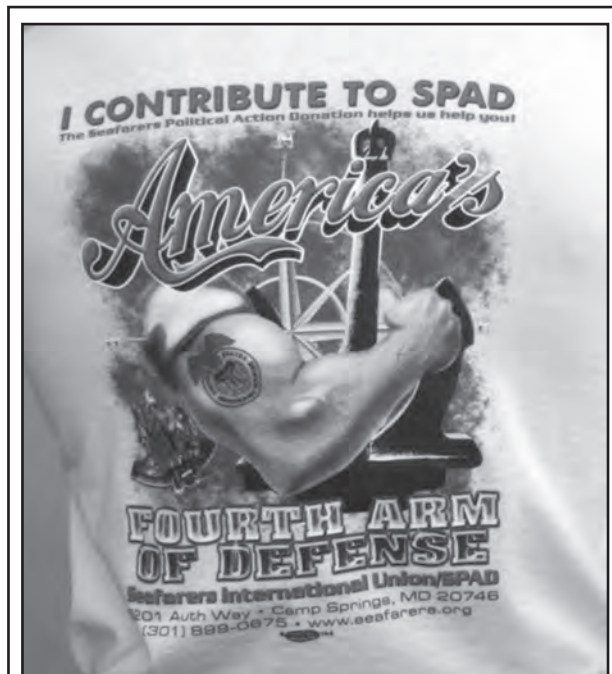
Pictured from left to right are Robert Jordan, Jacob Toler, Eric Burlette, Port Agent Chris Westbrook, Carl Crawford, Matt Marchand, William Hohensee and Charlie Deskins.

Both Chauvin and Jordan said maintaining the Core Plus benefits is a highlight of the new contract. Chauvin added that the value of such benefits particularly isn't lost on him. "Last year I had cancer, which is thousands of dollars (for treatment) easily," said Chauvin. But, because of the benefits stipulated in his SIU contract, "it didn't have to come out of

my pocket."

He added that maintaining medical benefits has the potential to help all the workers at E.N. Bisso.

"From a cold to a broken leg, health care has been there to benefit them and their families and will continue to be," said Chauvin. "This is a positive contract and a positive experience. It means a better future."



The current SPAD T-shirt displays artwork on the back (above) and the union logo on the front pocket.

SPAD T-Shirts Available

Starting this month, SIU members who contribute at least 50 cents per day to the voluntary Seafarers Political Activity Donation (SPAD) fund will receive a SPAD T-shirt by completing a very brief form available at the union halls.

Any member who donates to SPAD when they file for a vacation check (and who wants one of the shirts) will be given a form asking for basic information including the applicant's name, shipping address and shirt size. The port agent then will submit that form along with the vacation application. Shirts will be mailed from the union's headquarters building, located in Camp Springs, Md. If a member sends an annual SPAD contribution by mail, the member is asked to indicate his or her shirt size.

Shirts will be mailed until the supply runs out. Seafarers are advised to check with their port agents for additional information.

In his December 2010 report to the membership, SIU Secretary-Treasurer David Heindel (who chairs SPAD) said, "I would like to thank the membership for their continued contributions to SPAD. I would also like to encourage everyone to sign a SPAD authorization. Your participation helps give the SIU a fighting chance to preserve, promote and expand the U.S. fleet and the good jobs that go with it. As you know, SPAD is an indispensable tool in the ongoing effort to revitalize the U.S. Merchant Marine. Please continue to support this valuable program."

Recent Incidents Constitute Reminders

Piracy Remains A Serious Threat

In the maritime industry, piracy remains in the news virtually every day, even though the overall issue no longer regularly makes headlines in the traditional media in the United States. Two recent incidents involving SIU crewed vessels, the conviction of five captured perpetrators and the trial of another all are blatant reminders that violence on the high seas remains a serious threat to the maritime community.

Maersk Alabama

The SIU crewed *Maersk Alabama* on Sept. 29 was targeted in the Indian Ocean by five pirates in a skiff who were armed with AK 47s. According to the London-based International Maritime Organization, a private security team aboard the *Alabama* activated a long-range acoustic device (LRAD), fired warning shots as the skiff approached and kept the intruders at bay. First acquired by the U.S. Navy, the LRAD emits constant, extremely loud noises to drive off attackers and has been described as a "sonic cannon."

As reported earlier in the *LOG*, the *Alabama* in April 2009 was boarded by Somali pirates in the same shipping lanes. In that drama that drew headlines around the world, U.S. Navy SEALs eventually rescued ship Capt. Richard Phillips who was being held hostage in a

lifeboat.

The most recent incident marks the third time the *Maersk Alabama* has been approached by pirates off the Somali coast. In addition to the April 2009 attack, the vessel was approached some seven months later on Nov. 19, 2009. According to several sources at the time, the LRAD also was used to thwart the attack.

USNS Lewis and Clark

The *USNS Lewis and Clark*, crewed by CIVMARS from the SIU Government Services Division, on Nov. 20 assisted the *USS Winston Churchill* during its response to a suspected attack on the Chinese-flagged *M/V Tai An Kou* in the North Arabian Sea.

A cargo ship, the *Tai An Kou* reported to the Dubai-based UK Maritime Trade Organization that she was under attack and located some 100 nautical miles off the Omani Coast. According to the Military Sealift Command, the *Lewis and Clark* (a dry cargo/ammunition ship in the T-AKE class) received the distress call and as the nearest vessel, proceeded to the area to investigate.

Once on the scene, members of the *Lewis and Clark's* crew reported seeing pirates in a dhow and individuals from two skiffs firing on the *Tai An Kou*. The pirates then shot at the *Lewis and Clark* which fired back in

self defense. No casualties were reported.

Meanwhile, the Navy destroyer *USS Winston Churchill* which at the time was assigned to the Turkish-led Combined Task Force 151, was directed to deploy to the location, examine the situation and provide further assistance if necessary. The *Churchill* arrived on the scene and established communication with the crew of the *Tai An Kou*, who had locked themselves in a safe room out of immediate danger. The destroyer also launched her helicopter to maintain oversight of the cargo ship.

Shortly thereafter, the Chinese Navy frigate *Xuzhou* also arrived at the scene. After being briefed by the crew from the *Churchill*, officers and crew from the *Xuzhou* launched a team which boarded the *Tai An Kou* and discovered that the pirates were no longer aboard.

Pirates Have Day in Court

Five Somali men accused of attacking the U.S. warship *USS Nicholas* on April 1 off the Horn of Africa were convicted on federal piracy charges Nov. 24 in a U.S. District Court in Norfolk, Va.

The *Nicholas*, whose home base is Norfolk, was part of an international flotilla fighting piracy in the seas off Somalia when she came under attack. According to several sources, the Somali men opened fire on the *Nicholas* with assault rifles, only to flee when it returned fire with machine guns. The five confessed to attacking the *Nicholas* after mistaking it for a merchant ship. Each faces mandatory life terms.

In related matter, Abduwali Abdukhadir Muse, another Somali pirate captured by the U.S. military, in May pleaded guilty in a federal court in Manhattan, N.Y., to charges pressed against him in connection with the attempted hijacking of the *Maersk Alabama*. He now faces a minimum sentence of 27 years in prison on charges of two counts of hijacking maritime vessels, two felony counts of kidnapping and two felony counts of hostage-taking.



The *USNS Lewis and Clark* is pictured Sept. 18 in the Arabian Sea during a replenishment of U.S. forces supporting maritime security operations. Members of the SIU Government Services Division fill the unlicensed slots aboard the *Lewis and Clark*. (U.S. Navy photo by Mass Communication Specialist 2nd Class Michael Russell)

AFL-CIO President Calls for Solidarity, Economic Rebound

The head of the AFL-CIO recently reached out to the federation's 57 affiliates, including the SIU, with a call for solidarity.

In a communication headlined "It's Up to Us - Together," AFL-CIO President Richard Trumka said that while America's working families face very serious challenges, the adversity can be overcome through grassroots action and other concerted efforts.

"Before signing the Declaration of Independence, Ben Franklin immortalized one of my favorite quotes: 'We must, indeed, all hang together, or most assuredly we shall all hang separately,'" Trumka wrote. "I don't think that's too melodramatic a statement for union members to consider today. We know we're in a political bulls-eye and that the goal of our opponents is to tie us up with defensive battles - in Washington, D.C., and in the states - because they think that will weaken our offensive for jobs, good living standards and an economy that works for all."

Circulated in late November, the editorial by Trumka said it is up to organized labor to spur economic turnaround.

"It's a perilous time - but one that is also ripe with opportunity," Trumka wrote. "Right now, the American people, who repeatedly have voiced their desire for change, are hungry for leadership.

Someone has to turn this economy around - fast, before working families lose more jobs, more homes, more opportunity for a decent future for their children. And it's not going to be the political lap dogs for Wall Street and the rich - they're not going to fix this economy. It's not going to be the conservative ideologues or the haters. This job falls to us - a united American labor movement."

He continued, "The corporate agenda we've lived under for the past three decades and the recent economic collapse have left our unions bruised, smaller than we should be. So we have to be stronger than we've ever been to meet this responsibility. That means hanging together. It means solidarity. It means fighting together united by our common beliefs. It means giving one another the courage to take on those offensive fights. It means growing. And it means refusing to be divided."

Trumka recalled the steady erosion of the nation's manufacturing sector and said that the outsourcing of those "good, middle-class jobs" hurt not only the workers from that area but also others. "It destroyed whole communities, fractured families, gutted the middle class and hollowed out our economy," he said.

Similarly, the federation president declared that current attacks on public-sector workers threaten those in the pri-

vate sector, too. "When public employees are attacked because they have pensions and health care benefits, those pensions and benefits - which should be a basic right - are pushed further out of everyone's reach," he said.

He described solidarity as more essential than ever for the labor movement. Trumka reminded union members that in the months and years ahead, "Sisters and brothers in one state will be fighting right-to-work for less proposals; in the next state over, they'll be fighting for a Made in America law. Building trades workers may face attacks on prevailing wages, while public employees are threatened with layoffs and transportation and manufacturing workers demand green energy jobs in this country. And everywhere, unions will be helping workers organize and grow our movement.

"If we only fight our own battles, we're in danger of winning none," he continued. "And we certainly won't demonstrate the leadership America is counting on us for. And when I say leadership, I'm not talking about me, or even your union president. I'm talking about you. As our political program demonstrates year after year, nothing is more powerful in turning co-workers into activists than your face-to-face, heart-to-heart conversations. That's leadership."

He concluded, "We have so much to



AFL-CIO President Richard Trumka

do in the coming months and years. And it's a core of our history, of all we stand for, that the way we win is by winning together. So hang together. Stand together. Fight together. Lead together. And no one - no one - can tear us down."

Venerable Maritime Official Capt. Gregorio Oca Dies at 83

The international maritime community recently mourned the death of Capt. Gregorio "Greg" Oca, chairman of the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP). Oca, an iconic figure in the industry, passed away Nov. 21 at age 83.

SIU Secretary-Treasurer David Heindel, who also serves as chairman of the Seafarers' Section of the International Transport Workers' Federation (ITF), offered a eulogy during a Nov. 27 memorial in the Philippines, the night before the funeral. After pointing out that he'd worked closely with Oca, Heindel stated that thousands of mariners and the industry as a whole are better off because of Oca's efforts.

"He was the kind of person who only comes along once in a lifetime," Heindel said. "He was a tremendously effective leader. He built a thriving organization that supplies the greatest number of qualified mariners in the world. His keen vision and his tireless efforts provided not only employment but an opportunity for a career to thousands of Filipino people and a better way of life for them and their families."

The SIU official further described Oca as "compassionate, warm and caring - someone who respected his fellow man, and who treated people with dignity and respect. In that same vein, he was trustworthy and forthright; Greg's handshake was every bit as good as a written contract, thanks to his integrity.... Greg was an accomplished seafarer, a magnificent leader, a loyal friend."

ITF General Secretary David Cockroft said, "Greg was a tireless leader of AMOSUP and a lot of what that union has built and achieved can be laid at his door. I had the pleasure of knowing and

working with him for nearly three decades and can unhesitatingly say that he was a warm and vibrant personality as well as a great campaigner and leader. He will be hugely missed by all of us."

He added, "Seafarer training, health and welfare were particularly close to his heart and if there is some comfort in this sad loss it's that the work that he did in those areas - including the building of hospitals and training academies - will live on and serve as a monument to his career."

ITF Maritime Coordinator Steve Cotton stated, "Greg believed in and fostered much of the best of what he, his union and the ITF stand for. He was a true believer in social dialogue, a champion of what can be achieved through international collective bargaining and a powerful supporter of social progress."

Oca founded the Associated Marine Officers' Union 50 years ago and merged it with the Associated Seamen's Union of the Philippines in 1972 to create AMOSUP. He ensured that the ITF and AMOSUP worked

closely together on every area of concern for mariners, from training to maritime law to piracy. His work was recognized within the ITF and far beyond, including numerous salutes from the Filipino government.

Oca laid in state for several days in Quezon City, and then was moved to a seamen's center in Manila. Heindel described the scenes, including the weekend memorial service and funeral, as elaborate, tasteful and exceptionally well-attended.

Various maritime publications described Oca as "a pivotal figure" in the industry, with one headline calling his death the "end of an era."



Capt. Gregorio Oca

Full Book Presented in Piney Point



Seafarer Twanna Moody (second from right) received her full union book during the December membership meeting in Piney Point, Md. On hand to congratulate the steward-department member were (from left) SIU VP Government Services Kermet Mangram, VP Contracts George Tricker (who administered the union oath), President Michael Sacco and Secretary-Treasurer David Heindel.

AMO, MEBA Announce Election Results

The American Maritime Officers (AMO) and the Marine Engineers' Beneficial Association (MEBA) early last month announced the results of their respective elections.

The AMO, an affiliate of the Seafarers International Union of North America, reported that members re-elected Tom Bethel as national president. Also re-elected were Secretary-Treasurer Jose Leonard, Executive Vice President Robert Kiefer, Vice President Deep Sea Joseph Gremelsbacker, Vice President Inland Waters Charles Murdock and Vice President Government Relations J. Michael Murphy. John Clemons was elected vice president Great Lakes.

In a message to the AMO membership, Bethel wrote, "This was a long, difficult campaign, driven on both sides by one compelling and critical economic issue and by

emotions - factors reflected in the slim margins recorded in all but two cases. But this election was also a testament to the democratic process in our union. The system worked fairly for all candidates and for all AMO members who chose to speak out through their ballots."

For the MEBA, Mike Jewell was elected president, Dave Nolan was elected executive vice president and Bill Van Loo was re-elected as secretary-treasurer. Elected as regional vice presidents were Chris Guerra (New York) and Jonathan Lincoln (New Orleans). The union also announced results for the elections of four branch agents, six patrolmen and 11 delegates to the MEBA convention.

In a campaign post, Jewell wrote, "I am ready to assume the office of president in January 2011 and will be running at full throttle."

Plan Administrator Announces Health Benefits Upgrades

Editor's note: The following letter was mailed in early December to participants in the Seafarers Health and Benefits Plan.

SEAFARERS HEALTH AND BENEFITS PLAN
5201 Auth Way
Camp Springs, Maryland 20746-4275
(301) 899-0675

December 10, 2010

Dear Plan Participant:

The Seafarers Health and Benefits Plan would like to notify you of a number of positive changes to your health benefits, which will go into effect on **January 1, 2011**. The Plan is making these changes to improve your benefits, in compliance with the Patient Protection and Affordable Care Act ("Affordable Care Act" or "ACA").

As the Plan has already informed you, beginning next year, **if you are eligible for benefits the Plan will offer dependent health coverage to your children between ages 19 and 25, provided that the child is not offered health coverage through his or her employer.**

■ You are no longer required to verify your child's student status as of January 1, 2011.

■ Your child does not have to be supported by you to be eligible for coverage.

You must enroll your child between ages 19 and 25, even if they are already a participant in the Plan, so that he or she may

receive coverage. To enroll a child complete and return an "Enrollment Form and Affidavit for Dependent Child" to the Plan, which confirms that your child is not offered health coverage through his or her employer. The form is available at www.seafarers.org, under the Member Benefits and Resources section or you can contact us at 1-800-252-4674. In subsequent years, the Plan may periodically verify whether the child is offered other coverage through his or her employer.

The Plan will no longer apply any pre-existing condition exclusions to children under age 19. Therefore, if your child received treatment for a medical condition before enrolling in this Plan, the Plan will still provide coverage for the treatment of that condition, provided that it is a type of service that the Plan covers for other dependents.

The Plan currently has lifetime dollar limits on certain benefits. The following lifetime limits will be **eliminated** in 2011:

■ \$50,000 lifetime limit on treatment of congenital anomalies (birth defects);

■ \$10,000 lifetime limit on home health and hospice services;

■ \$150,000 lifetime limit on organ and tissue transplants at Core-Plus level of benefits;

■ \$50,000 lifetime limit on bone marrow transplants at Core level of benefits.

This means that there will be no dollar limit on the amounts that the Plan will pay for these benefits beginning in 2011. Please note however, that at the Core level of benefits, bone marrow transplants are the only

transplant benefits that the Plan covers. This will not change; however, the dollar limit will be removed from that benefit.

The Plan will also increase its **annual limits** on certain benefits. The annual limits on the following benefits will be **increased to \$750,000** a year, in calendar year 2011:

■ **Cardiac Rehabilitation.** This benefit is currently limited to \$2000 per year.

■ **Home Nursing.** This benefit is currently limited to \$2000 per year.

■ **Pediatric preventive dental care.** Currently dental services for children are limited to \$750 at the Core-Plus level, and \$350 at the Core level. Pediatric preventive dental care includes all preventive dental services provided to participants **under age 19**, but does **not** include orthodontia. Current limits on orthodontia will remain in place.

The Seafarers Health and Benefits Plan believes that it is a "grandfathered health plan" under the Affordable Care Act. A grandfathered health plan is a plan that was in existence at the time the ACA was passed. This law allows a plan to preserve the basic coverage that was in effect when the law was enacted, as long as it makes certain required changes, such as elimination of lifetime benefit limits, and other changes described above. However, some of the consumer protections included in the ACA do not apply to grandfathered plans. If you have questions about which provisions of the ACA apply to grandfathered plans, you can direct them to the Plan Administrator at the address listed

above. If you wish, you may also contact the Employee Benefits Security Administration, U.S. Department of Labor at 1-866-444-3272 for more information, or view the information about grandfathered plans on their website, www.dol.gov/ebsa/healthreform.

The Plan would also like you to know that it will be participating in the Early Retiree Reinsurance Program (ERRP). This new program was created by the ACA. It allows health plans that provide health benefits to retirees between 55 and 64 who are not eligible for Medicare to receive reimbursement from the government for certain Plan costs for some of these early retirees. The Plan expects that it will use any reimbursements that it receives to reduce or offset increases in its own costs for maintaining your health coverage; which will help ensure that the Plan will be able to continue to offer health benefits coverage to retirees, employees and their families for many years in the future.

Please keep this letter along with your Summary Plan Description (SPD) booklet so that you have current information about your benefits. The Plan will send you a revised booklet next year which will include these changes. If you have any questions, please contact the Plan's Claims Department at 1-800-252-4674.

On behalf of the Board of Trustees, we would like to wish you and your families a happy, healthy, and safe holiday season!

Sincerely,
Margaret R. Bowen

Seafarers Volunteer for School Beautification



In early November, three Seafarers from the AMSEA-operated *USNS 1st Lt. Jack Lummus* joined other individuals in volunteering to paint the local high school in Palau during their off time. SeaBees donated the materials. SIU members pitching in included QMED Dennis Riley (left), Electrician Ursel (Buddy) Barber (right) and Storekeeper Lynne Mathison (not pictured).

NOTICE TO INTERESTED PARTIES

SIU Pacific District Pension Plan

Notice To: All employees who are covered by written agreements which require pension contributions on their behalf to the SIU Pacific District Pension Plan.

An application is to be made to the Internal Revenue Service (IRS) for an advance determination on the qualification of the following collectively bargained plan:

Plan Name: SIU Pacific District Pension Plan
Plan Number: 001
Name and Address of Applicant: Board of Trustees, SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco CA, 94107-1260
Applicant's E.I.N.: 94-6061923
Name and Address of Plan Administrator: Board of Trustees, SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco, CA 94107-1260

The application will be filed on January 31, 2011 for an advance determination as to whether the Plan meets the qualification requirements of section 401 of the Internal Revenue Code of 1986, as amended, with respect to the amendment and restatement of the Plan.

The application will be filed with: EP Determinations, Internal Revenue Service, 201 West Rivercenter Blvd., Attn: Extracting Stop 312, Covington, KY 41011

All employees who are covered by written agreements accepted by the Trustees that require contributions on their behalf to the Plan are eligible to participate in the Plan.

The Internal Revenue Service has previously issued a determination letter with respect to the qualification of this Plan.

RIGHTS OF INTERESTED PARTIES

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

REQUESTS FOR COMMENTS BY THE DEPARTMENT OF LABOR

The Department of Labor may not comment on behalf of interested parties unless requested to do so by the lesser of 10 employees or 10 percent of the employees who qualify as interested parties. The number of persons needed for the Department to comment with respect to this Plan is 10. If you request the Department to comment, your request must be in writing and must specify the matters upon which comments are requested, and must also include:

- (1) The Plan Name, Plan Number, Name, Address and EIN of the Board of Trustees as the Applicant (all of which are listed above); and
- (2) The number of persons needed for the Department to comment.

A request to the Department to comment should be addressed as follows: Deputy Assistant Secretary, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210, Attention: 3001 Comment Request

COMMENTS TO THE INTERNAL REVENUE SERVICE

Comments submitted by you to EP Determinations must be in writing and received by them by March 17, 2011. However, if there are matters that you request the Department of Labor to comment upon on your behalf, and the Department declines, you may submit comments on these matters to EP Determinations to be received by them within fifteen days from the time the Department notifies you that it will not comment on a particular matter, or by March 17, 2011, whichever is later, but not after April 1, 2011. A request to the Department to comment on your behalf must be received by it by February 15, 2011 if you wish to preserve your right to comment on a matter upon which the Department declines to comment, or by February 25, 2011 if you wish to waive that right.

ADDITIONAL INFORMATION

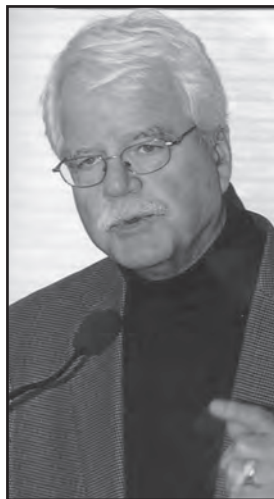
Detailed instructions regarding the requirements for notification of interested parties may be found in Sections 17 and 18 of IRS Revenue Procedure 2010-6. Additional information concerning this application (including, where applicable, an updated copy of the Plan and related trust; the application for determination; any additional documents dealing with the application that have been submitted to the IRS; and copies of Section 17 of Revenue Procedure 2010-6) are available at SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco, CA 94107-1260, during regular business hours for inspection and copying. (There may be a nominal charge for copying and/or mailing.)



U.S. Rep. Barbara Lee presents a certificate recognizing the union. Gratefully accepting the document are SIU VP West Coast Nick Marrone (left) and Asst. VP Nick Celona.



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



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



SF Fire Chief Joanne Hayes-White, U.S. Rep. Jackie Speier (D-Calif.), Sheet Metal Workers Local 104 Sec.-Treasurer Joe Maraccini

Oakland Gathering Represents Milestone

SIU Hall Hosts 20th Annual Holiday Banquet

The 2010 edition of the traditional pre-Thanksgiving gathering at the SIU hall in Oakland, Calif., proved as popular as ever, with upwards of 300 people in attendance.

The Nov. 23 get-together marked the 20th anniversary of the event, and the food and fellowship did not disappoint, said SIU Assistant Vice President Nick Celona.

Guests included five members of Congress, local and state politicians, representatives from numerous ship-operating companies, and officials, members and retirees from more than a dozen unions and other labor organizations. Special recognition went to the U.S. Coast Guard District 11 Color Guard and to several members from the California Army National Guard who recently had returned from Afghanistan.

As in years past, Celona worked closely with the committee that organized the feast, which featured a delicious array of traditional Thanksgiving fare. He thanked rank-and-file Seafarers who volunteered to help put it all together, and he also credited Alioto's Restaurant on Fishermen's Wharf and union caterer

Beli Deli for their support.

"In this area, our event has become the kickoff to the holiday season," Celona said. "I'm overwhelmed by the turnout each and every year as well as by the generous efforts of everyone who pitches in to help make it a reality. It seems to get better and better every year and I'm already looking forward to 2011."

While the union normally calls attention to various guests, this time the SIU briefly found itself in the spotlight. The union received a Certificate of Special Congressional Recognition from U.S. Rep. Barbara Lee (D-Calif.), noting the 20th anniversary and the SIU's "outstanding and invaluable service to the community." Also, state Assemblywoman Speaker pro Tempore Fiona Ma sent a California Legislature Assembly Certificate of Recognition "honoring (the union's) outstanding commitment to community service during this holiday season" and pointing out that the annual luncheon "helps strengthen community ties providing a joyous opportunity for friends to gather...."

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



SIU VP West Coast Nick Marrone, AMO Nat'l Exec. Board Member Dan Shea, U.S. Rep. Jerry McNerney (D-Calif.), SIU Asst. VP Nick Celona



California Attorney General Kamala Harris



Bernadette Lawrence, field representative for Calif. State Assemblywoman Fiona Ma, reads a certificate honoring the SIU as VP Marrone looks on.



VP Marrone, Calif. State Sen. Leland Yee, Asst. VP Celona



Attendees applaud members of the California Army National Guard who recently returned from Afghanistan. Pictured from left are CSM Burdette Shields, SPC Will Oregonovoa, SGT William Orecchia and SGT Mark Palabrica.



Recertified Bosun Roger Reinke (right) joins members of the U.S. Coast Guard 11th District Color Guard in kicking off the event.



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

HEADQUARTERS

5201 Auth Way, Camp Springs, MD 20746
(301) 899-0675

ALGONAC

520 St. Clair River Dr., Algonac, MI 48001
(810) 794-4988

ANCHORAGE

721 Sesame St., #1C, Anchorage, AK 99503
(907) 561-4988

BALTIMORE

2315 Essex St., Baltimore, MD 21224
(410) 327-4900

GUAM

P.O. Box 3328, Hagatna, Guam 96932
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

HONOLULU

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

HOUSTON

1221 Pierce St., Houston, TX 77002
(713) 659-5152

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

3911 Lapalco Blvd., Harvey, LA 70058
(504) 328-7545

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

1057 Fernandez Juncos Ave., Stop 16
Santurce, PR 00907
(787) 721-4033

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered in Piney Point, Md., where these Seafarers were completing the bosun recertification course.

It seems that the maritime industry is somewhat of an unintentionally well-kept secret. For those unfamiliar with it, what would you like the general public to know about the U.S. Merchant Marine?

Frank Sena

The work we do for our country and how we work



with the military to help keep them supplied and safe. People should also

know that the Jones Act helps protect this country.

David Brown

In the macro-labor market, we are a speck. However, our travel and adventures attract the sort of younger (or older) person who might otherwise

pursue military service.

Because of better pay, greater living space and generous benefits, many of us make this a career. It is also possible for a resourceful seaman to improve his position from trainee status to unlimited sea captain.



Wilfredo Velez

The U.S. Merchant Marine is the best-trained in the



world. We are an important part of the economy. We move different types of

cargo and we do it in a quick and safe manner.

William Dowzicky

The one thing most people don't know is how much the

merchant marine is involved in different wars and operations around the world for the U.S., and how important our part is – keeping the supplies coming.



Donald Clotter

Being a merchant mariner is a great career. You can see the world while you make a



great living. I've been doing this for 20 years and it's the best. Being an SIU member gives me the opportunity to advance in the trade, upgrading at the Piney Point school, and also having some time off to enjoy with family and friends.

Paul Gohs

I would like the public to know that most of the maritime accidents and oil spills

reported in the media are not the fault of the U.S.-flag fleet, but the result of inadequate training and regulations found on foreign-flag vessels whose crews are treated more like slaves than employees.



Ray Nowak

We are civilians and not in the military. Also, our work is hot, dirty, cold and dangerous. We work 12-hour days, seven



days a week. When you see us ashore chasing skirts and drinking beer, we're letting off steam and catching up on lost time. What we do is not for everybody; it's often lonely and the bond that seamen share is a special one. Also, know that the Jones Act keeps jobs intact for U.S. labor.

Pic-From-The-Past



In this photo from April 1955, Marine Cooks and Stewards Dispatcher Phil Boucher updates members in San Francisco concerning a resounding vote in favor of Seafarers International Union of North America-affiliated unions. It marked the first time all three shipboard departments on West Coast ships were represented by SIUNA affiliates, including the MC&S, which later merged into the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District.

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

Introduction

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

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

Tens of thousands of rated and licensed seamen

have completed upgrading classes at the training center. Additionally, more than 22,500 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 offers more than 70 U.S. Coast Guard-approved classes, many of which emphasize hands-on training. Starting in 2008, the school began offering online "distance learning" classes that are taken via the internet. An overview of many of the courses available at Piney Point is contained in this eight-page section and also appears on the web site www.seafarers.org, in the Paul Hall Center section.

Students should note that courses and class dates

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

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

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 2011

Deck Department

Advanced Navigation (SHLSOS-19)

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

Prerequisite: Meet eligibility requirements for Management level license

Advanced Shiphandling (SHLSOS-22)

This course meets the requirements from IMO model course 7.01 and the STCW Code Table A-II/2 for the training of Masters and Chief Officers in reference to maintaining safety and security of the crew and passengers and the operational condition of safety equipment. The objective is for students to have a practical understanding of shiphandling. Students will apply lecture material to practical simulator exercises designed to meet the assessment standard of this course. This functional element provides detailed knowledge to support the training outcomes related to the Navigation at the Management Level.

This course specifically addresses the following Advanced Shiphandling (Management Level) assessments: M-7-1A Actions after Grounding, M-7-2A Re-floating a Grounded Ship, M-7-3A Prepare for Collision, M-7-3B Actions After a Collision, M-7-4A Emergency Steering, M-7-5A Emergency Towing, M-8-1A Maneuver to Embark/Disembark a Pilot, M-8-2A Transit Restricted Waters, M-8-3A Constant Rate of Turn Techniques, M-8-4A Shallow Water Effects—Squat, M-8-5A Shallow Water Effects—Passing Vessels, M-8-6A Vessel Docking—Starboard Side To, M-8-

6B Vessel Docking—Port Side To, M-8-7A Turn vessel with Tug Assistance, M-8-8A Anchoring, M-8-9A Dragging anchor.

Prerequisite: Meet eligibility requirements for Management level license

Apprentice Mate (Steersman) (SHLSOS-31) (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 may be employed, on uninspected towing vessels sailing under U.S. flag or registered/documentated under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Apprentice Mate (Steersman) of Towing Vessels (Near Coastal and Great Lakes;—OR—(2) the examination requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Master of Towing Vessels (Near Coastal and Great Lakes) provided that they also provide evidence of service in the towing industry before May 21, 2001, AND that the requirements of 46CFR 10.464(h) are also met.

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

tion for an Apprentice Mate (Steersman), Near Coastal course.

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

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

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

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

Prerequisite: Radar Observer

Basic Meteorology (SHLSOS-62) (NST 239)

Any applicant who has successfully com-

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

Prerequisite: AB with one year of sea service

Bridge Resource Management (SHLSOS-75)

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

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

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

Students who successfully complete this course will have the knowledge and experience needed to continually reassess the allocation and use of bridge resources using bridge management principles. Applicants completing our 26-hour Bridge Resource Management (1600 Tons) course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

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

Celestial Navigation (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 certifica-



Continued on Next Page

Course Guide

Continued from Page 9

tion 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

Designated Deck Engineer (Non-STCW)

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



cautions for engine room personnel, piping, air, hydraulics, power and control systems, refrigeration, heating, air conditioning and ventilation systems, electrical theory and shipboard lighting and auxiliary deck machinery.

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

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

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

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

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

Electronic Navigation (SHLSOS-181) (NST 246)

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

assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-4A; OICNW-1-4B; OICNW-1-4C; and OICNW-1-4D. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

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

Fast Rescue Boats (SHLSOS-193)

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

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

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

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

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

Government Vessels

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

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

Prerequisites: No additional prerequisites

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

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

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

Prerequisite: AB with one year of sea service

Master 100 Tons (SHLSOS-281)

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

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

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

Medical Care Provider (SHLSOS-310)

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

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

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

Oil Spill Prevention and Containment

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

Prerequisites: No additional prerequisites

Personal Safety & Social Responsibilities (SHLSOS-359)

Applicants completing our four-hour Personal Safety & Social Responsibilities course and presenting our Certificate of



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

Prerequisites: No additional prerequisites

Personal Survival Techniques (SHLSOS-363)

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

Prerequisites: No additional prerequisites

Proficiency in Survival Craft/Personal Survival Techniques (Lifeboatman)

Applicants completing our 37-hour Proficiency in Survival Craft/Personal Survival Techniques course satisfy: (1) the Survival Craft training requirements of Section A-VI/2 and Table A-VI/2-1 of the STCW Code;—AND—(2) the training requirements of 46 CFR 12.10-3(a)(6) for any endorsement as Lifeboatman, PROVIDED that sea service requirements are also met;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written and practical examination requirements of 46 CFR 12.10-5 for a Lifeboatman endorsement (exam module 481xx) and the written "Survival Craft" examination requirements for service on vessels not equipped with lifeboats (exam module 441xx or 706xx);—AND—(3) the Personal Survival Techniques training requirements of Section A-VI/1 and Table A-VI/1-1 of the STCW Code and 46 CFR 10.205(l)(1). This course helps mariners develop the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, students learn the procedures necessary to take charge and maintain a survival craft and protect embarked personnel while on board.

Prerequisites: 180 days of deck sea time

Radar Observer (Unlimited) (SHLSOS-399)

Applicants completing our five-day Radar Observer (Unlimited) course, including successful demonstration of all practical assessments, satisfy the requirements of 46 CFR 10.480 for an endorsement as Radar Observer (Unlimited) and the radar training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or

more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-2B; OICNW-1-2C; OICNW-3-1A; OICNW-3-1B; OICNW-3-1C; OICNW-3-1D; OICNW-3-1E; OICNW-3-1F; OICNW-3-1G; OICNW-3-1H; OICNW-3-1I; OICNW-3-1J; and OICNW-3-1K. This course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise. Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

Prerequisites: General admission requirements

Radar Observer Recertification (SHLSOS-402)

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

Prerequisites: Radar Observer Unlimited

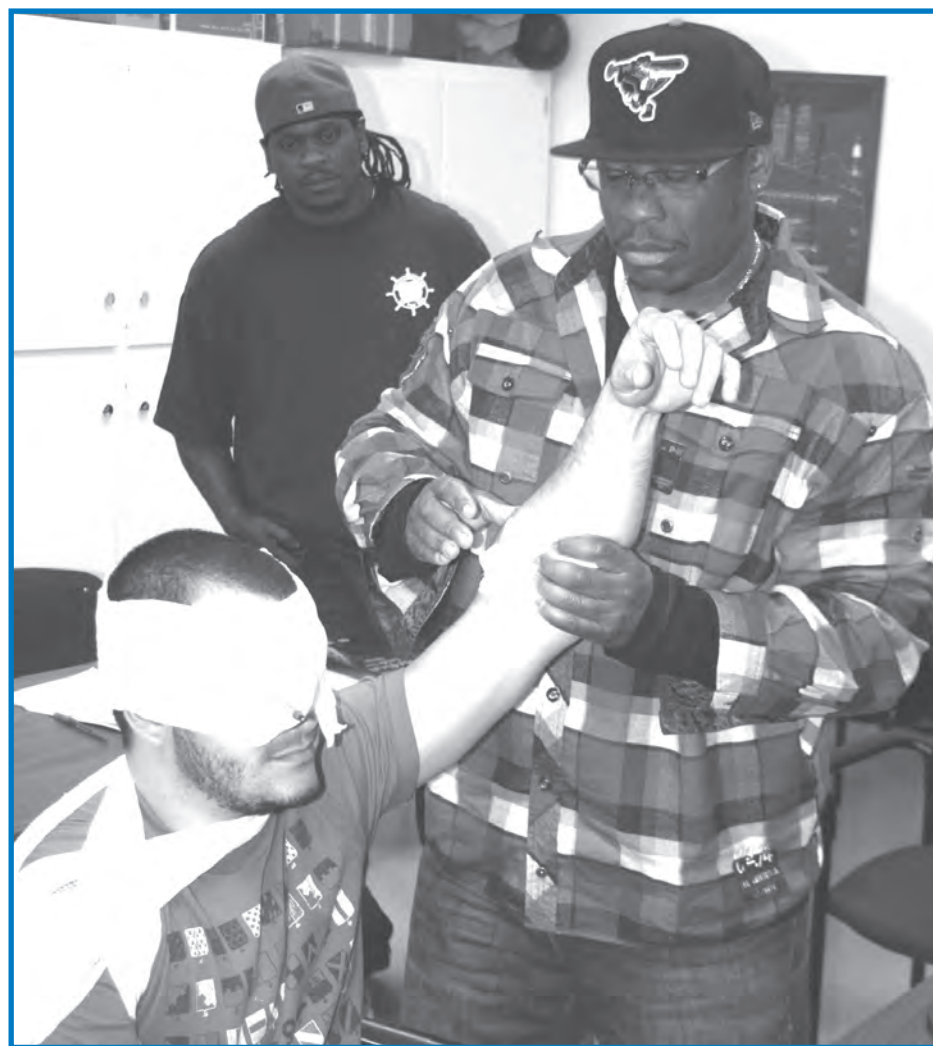
Radar Observer Refresher (SHLSOS-406)

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

Prerequisite: Radar Observer Unlimited

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

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



and 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

Special: 12 months' service on deck, 2 months' sea service under the supervision of the Master, the OIC of the navigational watch, or qualified ratings (STCW)

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

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

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

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

Prerequisite: AB with one year of sea service

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

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

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

Tank Barge Dangerous Liquids (SHLSOS-491)

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

Prerequisites: Basic Fire Fighting

Tank Ship Dangerous Liquids (SHLSOS-501)

Applicants completing our 5-day Tank Ship Dangerous Liquids course satisfy the training requirements of 46 CFR 13.113(d) (1) (ii) (A), 13.115 (b) (1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement. This course provides training for masters, chief engineers, officers, and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. It comprises a specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

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

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

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

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safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

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

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

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

Prerequisite: Fire Fighting

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

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

Prerequisite: Advanced Fire Fighting

Vessel Security Officer (SHLSOS-573)

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

Prerequisites: No additional prerequisites



Visual Communications (Flashing Light) (SHLSOS-542)

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

Prerequisites: No additional prerequisites

Water Survival (SHLSOS-549)

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

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

Any applicant who has successfully completed our 80-hour Terrestrial & Coastal Navigation course will satisfy the Terrestrial Navigation and Coastal Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments conducted in this course will be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table AII/1 of the STCW Code: OICNW-1-2A; OICNW-1-2B; OICNW-1-2C; OICNW-1-2D; OICNW-1-3A; OICNW-1-3B; and OICNW-1-3C. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

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

The Paul Hall Center's 21-hour Emergency Procedures at the Operational Level course is

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

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

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

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

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

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

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

Prior to the scheduled class convening date, each candidate must meet the following entrance requirements: Possess a current TWIC, U.S. Merchant Mariner Credential/Document; provide documented proof of fulfilling the physical examination

requirements in accordance with 46 CFR 13.125; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling USCG-approved sea time requirements, completion of Basic Stability course

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

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

Prerequisite: AB with one year of sea service

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

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

This course is open to watchkeeping officers, seamen who are training to become watchkeeping officers, and those who are responsible for loading cargoes. Trainees will be expected to use simple graphs and basic arithmetical skills and must meet the following requirements: USCG-approved STCW Basic Safety Training course; a current TWIC, U.S. Merchant Mariner Credential/Document/or USCG license; read, speak and understand the English language at a level sufficient to perform job duties; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-7

Watchkeeping (Operational Level) (NST 248)

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



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

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

Prerequisite: AB with one year of sea service

Engine Department

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

Automated Cargo Operations

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

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

Basic Auxiliary Plant Operations (SHLSOS-51)

Applicants completing our 140-hour Basic

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

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

Prerequisites: Same as FOWT program

Basic Electricity (SHLSOS-52)

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

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

Basic Motor Plant Operations (SHLSOS-63)

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

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

The Paul Hall Center's Basic Refrigeration & Heating, Ventilation, and Air Conditioning (HVAC) course is a 10-day (70 hour) course for students who have completed the Ratings Forming Part of an Engineering Watch program or rated engine department personnel desiring to upgrade their skills. The course is a

stand-alone course within the Qualified Member of the Engine Department (QMED) program and is designed for those seeking qualification as a QMED and Junior Engineer endorsement.

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

Basic Steam Plant Operations (SHLSOS-73)

This course is designed for entry level engine department personnel desiring to upgrade to rated Firemen/Watertenders and Oilers (FOWT). It exceeds requirements prescribed in table A-III/4 of the STCW Code. The objective of this course is to provide the mariner skills required of rated engine department watchstanders in the area of steam plant watchstanding. This objective is accomplished through classroom lectures as well as shoreside steam plant simulator practical exercises. Areas covered are the steam and water cycle and steam thermodynamics, boiler types and classification, boiler waterside construction and arrangements, boiler fireside construction and arrangements, air registers and fuel atomizers, forced draft systems, fuel oil service systems, flame/smoke and stack gas analysis, automatic combustion controls, boiler protective devices, and boiler water chemistry and treatment. Also included are turbine types and classification, turbine construction, turbine protective devices and operating controls,

steam condensers, condensate systems and air removal equipment, direct contact heaters, feed systems, steam systems, condensate drains systems, steam plant propulsion machinery, lubricating oil systems, and sea water systems. Additionally, steam plant simulator operations, casualty control procedures, burner atomizer maintenance, manual light-off of non-automated boilers, and watchkeeping and conducting machinery space rounds are covered.

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

Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines. Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems. Students receive practical training in the operation and repair of diesel engines on board school training vessels.

Prerequisites: QMED-Any Rating or equivalent inland experience

Engineering Plant Maintenance (SHLSOS-191)

The 140-hour Engineering Plant Maintenance course is designed for mariners who have completed the Ratings Forming Part of an Engineering Watch program or who are rated engine department personnel desiring to upgrade their skills. The course is a stand-alone course within the Qualified Member of the Engine Department (QMED) Program and is

Continued on Next Page



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 individualized instruction in preparation for the test. The school for many years has successfully

prepared mariners to pass the test. For many students, this is a milestone in their lives.

(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 Education (TABE) benchmark examina-

tions, 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.

Course Guide

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for those seeking qualification as a QMED and USCG certification as a Junior Engineer/Deck Engineer rating, or for those already holding a rating to earn the Junior Engineer/Deck Engineer rating or acquire the requisite metalworking and mechanical maintenance skills.

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

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

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

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

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

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

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

Hydraulics

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

Prerequisite: QMED-Any Rating

Junior Engineer

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

Machinist (SHLSOS-261)

Applicants completing our 102-hour Machinist course, and presenting our

Online Learning

- 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.

Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the Machinist examination module, provided they also present evidence of completing the requirements to be endorsed with a Junior Engineer rating endorsement prior to commencing the above training. This course provides mariners cognitive and practical mechanical skills in the area of general metalworking and machine tool operations.

Prerequisites: SHLSS Junior Engineer or QMED-Any Rating

Marine Electrician (SHLSOS-269)

Applicants completing our 280-hour Marine Electrician course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 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)

The Paul Hall Center's Marine Refrigeration Technician course is a six-week (210-hour) course designed for mariners who are employed, or may be employed, on U.S.-flag vessels. Training meets or exceeds requirements of 46 CFR Section 12.15-9 (b) for Refrigeration Engineer. The objective of the Marine Refrigeration Technician course is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to perform maintenance and repair operations on ship's stores plants, air conditioning plants, cargo refrigeration, ventilation and dehumidification equipment, as well as pantry refrigerators, water coolers, and ice machines. An introduction to refrigerated container units will also be presented. Successful candidates will earn a Paul Hall Center certificate of training.

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

Pumpman (SHLSOS-380)

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

will be awarded a Paul Hall Center certificate.

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

Refrigerated Containers Advanced Maintenance

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

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

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

Welding (IMET 210)

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

Prerequisites: No additional prerequisites

Steward Department

Galley Operations

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

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

Certified Chief Cook

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

Prerequisites: Galley Operations and 180 days' sea time

Advanced Galley Operations

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

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

Certified Chief Steward

The Certified Chief Steward course is a 12-week course for members of the steward department. The course is presented in eight modules. Each module is assessed independently of the others. Modules may be taken in one-week increments with breaks between. This course trains stewards to take charge of a

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Course Guide

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production galley, plan and prepare meals, and supervise employees in galley operations for a period of not less than 28 days. On meeting the minimum requirements for Certified Chief Steward, culinary students will be competent to take charge of a production galley. The Certified Chief Steward course stresses the competencies related to the supervision of the galley, menu planning, requisitioning of supplies, inventory control, and sanitation.

Prerequisites: Advanced Galley Operations and 180 days' sea time

Safety Classes

Advanced Fire Fighting (SHLSOS-15)

Applicants completing our 35-hour Advanced Fire Fighting course satisfy the Advanced Fire Fighting training requirements of Section A-VI/3 and Table AVI/3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license. During this course, students learn to blueprint a vessel and organize emergency squads for fire fighting. The class covers effective communication between crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad training. Students also learn to inspect and service personal shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

Prerequisite: Basic Fire Fighting

Basic Fire Fighting (16-Hour)

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

Prerequisites: No additional prerequisites

Basic Fire Fighting (35-Hour)

Applicants completing our 35-hour Basic Fire Fighting course and presenting our



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

Prerequisites: No additional prerequisites

Basic Safety Training

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

Basic Safety Training Renewal (SHLSOS-69)

The course was designed for persons sailing aboard military-contracted vessels and satisfies the Military Sealift Command (MSC) three-year BST renewal requirement. It does not replace the requirement of one year of sea duty

in the previous five nor the obligation to have completed BST, which is a prerequisite. It does not replace the SHLSS STCW Basic Safety Course, Basic Fire Fighting, or Water Survival training courses required by 46 CFR for USCG endorsement as Lifeboatman. Modules meet or exceed the minimum mandatory requirements of STCW 1995, Section A-VI/1, Mandatory minimum requirements for familiarization and basic safety training and instruction for all seafarers.

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

Prerequisite: BST

Combined Basic & Advanced Fire Fighting (SHLSOS-125)

Applicants completing our 41-hour Advanced Fire Fighting course satisfy: (1) the Advanced Fire Fighting training requirements of Section AVI/3 and Table AVI/3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license. The objective of this course is to familiarize students with the fundamentals of shipboard and tank barge fire fighting.

Prerequisites: No additional prerequisites

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

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

Prerequisites: No additional prerequisites

First Aid (8-Hour)

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

Prerequisites: No additional prerequisites

HAZMAT Recertification

This one-day class includes a regulatory

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

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

MSC Courses

Marine Environment

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

Anti-Terrorism

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

Damage Control

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

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

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

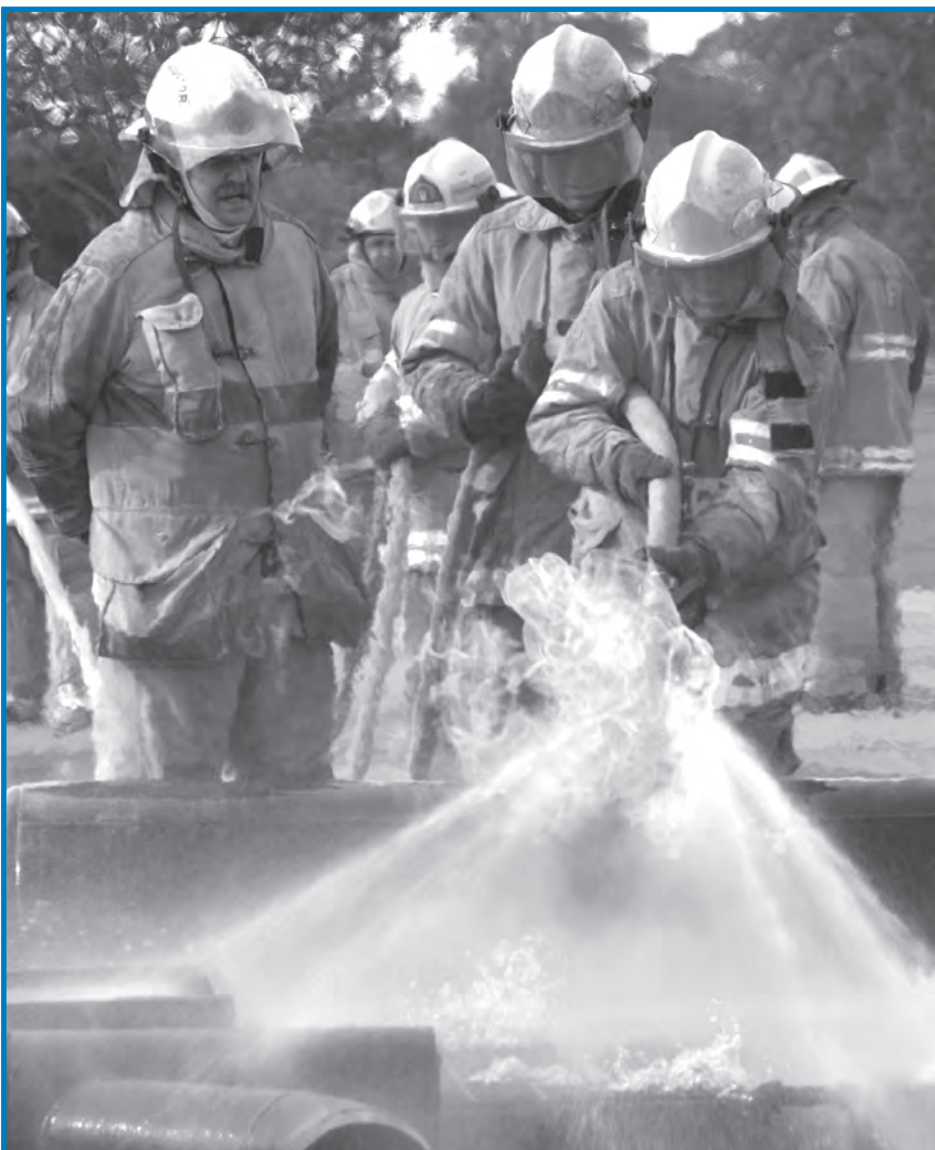
Helicopter Fire Fighting

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

MSC Readiness Refresher

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

Prerequisite: Basic Safety Training and Helicopter Fire Fighting



Paul Hall Center Upgrading Course Schedule

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		
Water Survival	January 24 May 16	February 4 May 27
AB	February 7 April 4 May 30	March 4 April 28 June 24
STOS	January 10 March 21 May 16	January 21 April 1 May 27
Fast Rescue Boats	May 2	May 6
Radar Observer Unlimited	April 11	April 22
ARPA	April 25	April 29
Radar Recertification (1 day)	May 10	May 10
GMDSS	February 28 April 18 June 13	March 11 April 29 June 24
ECDIS	February 14 May 2 May 23	February 18 May 6 May 27
Tank Ship Familiarization DL	April 4	April 15
Tank PIC Barge DL	May 16	May 20
Engine Department		
Basic Auxiliary Plant Ops	February 7 April 4 May 30	March 4 April 29 June 24
FOWT	January 10 March 7 May 2 June 27	February 4 April 1 May 27 July 22
Advanced Container Maintenance	April 11	May 5
Junior Engineer	January 10	March 4
Marine Electrician	May 9	July 1

Title of Course	Start Date	Date of Completion
Marine Refrigeration Technician	February 28	April 8
Machinist	January 31	February 18
Pumpman	February 21	March 4
Welding	January 10 February 7 March 7 April 4 May 9 June 6	January 28 February 25 March 25 April 22 May 27 June 24

Safety Upgrading Courses		
Basic and Advanced Fire Fighting	February 7 May 2	February 18 May 13
Medical Care Provider	January 31 February 21 May 16	February 4 February 25 May 20
BST/Basic Fire Fighting	January 31 March 28 May 9	February 4 April 1 May 13
Vessel Security Officer	February 22 May 9	February 23 May 10
Government Vessels	February 28 April 4 April 25 June 20	March 4 April 8 April 29 June 24
MSC Readiness Refresher	February 14 March 14 April 11 May 16 June 13	February 18 March 18 April 15 May 20 June 17
MSC Small Arms	February 21 March 21 April 18 May 23 June 20	February 25 March 25 April 22 May 27 June 24

Steward Department		
Chief Steward	April 18	May 26
Recertified Steward	March 14	April 4
Chief Cook	These modules start every other week. The next class is scheduled to begin January 10.	
Galley Operations/Advanced Galley Operations	These modules start every Monday.	

UPGRADING APPLICATION

Name _____

Address _____

Telephone (Home) _____ (Cell) _____

Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Home Port _____

E-mail _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

Welcome Ashore

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

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



DEEP SEA

KENNETH ANDERL

Brother Kenneth Anderl, 68, became an SIU member in 1977 while in the port of Seattle. His first ship was the *Westward Venture*; his last, the *Midnight Sun*. Brother Anderl sailed in the deck department. He lives in Mount Lake Terrace, Wash.



TOM ARRIOLA II

Brother Tom Arriola II, 55, began sailing with the union in 1974 while in New York. His first voyage was aboard a Dixie Carriers vessel. Brother Arriola was born in Houston. The steward department member last worked on the *Westward Venture*. Brother Arriola upgraded in 2001 and 2004 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He continues to reside in his native state.



ROBERT CANNON

Brother Robert Cannon, 65, donned the SIU colors in 1967. He originally worked aboard the *Del Valle*. Brother Cannon was a member of the engine department. On two occasions he took advantage of educational opportunities at the SIU-affiliated school in Piney Point. Brother Cannon most recently shipped on the *Delta Queen*. He calls Knoxville, Tenn., home.



EUGENE DELMARTY

Brother Eugene Delmarty, 65, started shipping with the SIU in 2003. He initially worked aboard the *Chelsea*. Brother Delmarty, a member of the deck department, was born in Dallas. His final trip was on the *Cape Trinity*. Brother Delmarty is a resident of Katy, Texas.



EKOW DOFFOH

Brother Ekow Doffoh, 71, was born in Ghana. He joined the Seafarers in 1987 while in the port of Philadelphia. Brother Doffoh's first trip was aboard the *USNS Bartlett*. In 1991, he upgraded at the Paul Hall Center in Piney Point, Md. Brother Doffoh sailed in the steward department. His final ship was the *Diligence*. He settled in Willingboro, N.J.



MARIO LOPEZ

Brother Mario Lopez, 65, signed on with the SIU in 1966. His first voyage was aboard the *Maiden Creek*. Brother Lopez's last trip to sea was on the *HMI Astrachem*. He was born in Guatemala. Brother Lopez sailed in the engine department and makes his home in Houston.



EDWARD MITCHELL

Brother Edward Mitchell, 66, became a union member in 1987 while in the port of San Francisco. He was first employed aboard the *USNS Harkness*. Brother Mitchell was a member of the steward department. Prior to his retirement, he sailed on the *Kauai*. Brother Mitchell lives in San Francisco.



DONNA MOORE

Sister Donna Moore, 62, started her career with the SIU in 1989 while in the port of San Francisco. She originally sailed aboard the *USNS Chauvenet*. Sister Moore worked in the steward department. Her most recent trip was on the *USNS Algol*. Sister Moore frequently attended classes at the Piney Point school. She resides in Vallejo, Calif.



MIGUEL NIN-MORALES

Brother Miguel Nin-Morales, 71, began sailing with the Seafarers in 1999 while in Puerto Rico. His

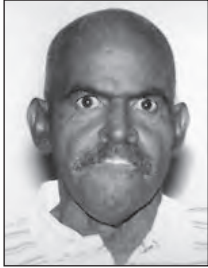


first voyage was aboard the *Little Hales*. Brother Nin-Morales enhanced his skills in 2002 at the union-affiliated school

in Piney Point, Md. The Cuba native last sailed on the *GFC Florida*. Brother Nin-Morales, who sailed in the engine department, is a resident of Miami.

RALPH PORTER

Brother Ralph Porter, 65, joined the SIU ranks in 1988 in the port of San Francisco. His earliest trip was on a Bay Tankers ship, where he worked in the deck department. Brother Porter often took advantage of educational opportunities at the union-affiliated school in Piney Point. His final voyage was aboard the *USNS Capella*. Brother Porter calls New Orleans home.



SAMUEL RAINES

Brother Samuel Raines, 67, signed on with the union in 1991. He originally sailed on the *Sea Wolf* as a member of the steward



department. Brother Raines attended classes in 2001 at the Paul Hall Center. He most recently shipped

aboard the *Overseas Boston*. Brother Raines makes his home in Montgomery, Ala.

PEDRO TORRES

Brother Pedro Torres, 65, became an SIU member in 1973. He was first employed with Hudson Waterways Corporation. Brother Torres upgraded his skills in 1975 and 2000 at the Piney Point school. His last ship was the *Humacao*. Brother Torres lives in Caguas, P.R.



BOBBY TROSCLAIR

Brother Bobby Trosclair, 75, was born in Alabama. He joined the union in 1953. Brother Trosclair worked with Waterman Steamship



Corporation for the duration of his career. He sailed in the deck department. Brother Trosclair settled in Gulfport, Miss.

RENE TURCIOS

Brother Rene Turcios, 67, started sailing with the Seafarers in 2001 when the NMU and SIU merged. During his career he worked in the steward department aboard the *Chilbar* and *Coast Range*. In 2002, Brother Turcios enhanced his abilities at the maritime training center in Piney Point. He resides in Metairie, La.



INLAND

ROBERT ISENHOWER

Brother Robert Isenhower, 64, began sailing with the SIU in 2003. He primarily sailed with Crowley Towing of Jacksonville as a member of the deck department. Brother Isenhower is a resident of San Marcos, Texas.



This Month In SIU History

Reprinted from previous editions of the *Seafarers LOG*

1944

The SIU-manned *George Washington*, under charter to Alcoa, was applauded as a "real work horse of the sea" in a *New York Times* article. The *Times* noted that the ship was built to carry 300 passengers, but in wartime service was carrying 900 and breaking her own speed records, often sailing through dangerous waters unarmed and unescorted.

1952

The first of three projected upgrading schools for Seafarers is now operating at Headquarters with the opening of a class for the deck department. The purpose of the new program is the qualification of men for their AB certificates and other deck ratings. Plans are also being made for the starting of both steward department and engine department classes in the near future. Instructors are being drawn from the ranks of experienced Seafarers with a thorough familiarity of the subject matter of the courses. The entire training program will be 100 percent union-operated....

1974

The SIU-contracted turbo tanker *Brooklyn*, largest merchant vessel ever built in the United States, left this month on her maiden voyage with an SIU crew of 19 unlicensed members.

The 225,000 dwt crude carrier was built by Seatrain Shipbuilding Corp. at the former Brooklyn Navy Yard. Construction of the vessel was handled by the nearly 2,800 SIU-affiliated United Industrial Workers employed at the yard. The *Brooklyn* was one of the first tankers to be allocated government subsidies under provisions of the Merchant Marine Act of 1970. The 1970 Act, the most significant maritime legislative bill since the Merchant Marine Act of 1936, was vigorously fought for in Congress by the SIU.

1994

Crew members aboard the *President Jefferson* bravely endured dark and stormy seas to rescue 12 seamen after their vessel, a Panamanian-flagged log carrier, foundered and capsized off the coast of Japan. According to reports, the 16-man crew of the *MV Success* was forced to abandon ship in two life rafts on the evening of November 19. The *Jefferson* responded to an emergency message and was the sixth vessel to arrive on the scene. The *Jefferson* first recovered two men clinging to a life ring and one riding a life raft. The vessel continued searching and recovered nine more men from a second raft. The 12 men recovered were comforted and given first aid by the crew members. The captain noted in his report that each crew member aboard the *Jefferson* put forth every effort to bring the survivors safely aboard.

Final Departures



DEEP SEA

GEORGE ALEXANDER

Brother George Alexander, 65, passed away July 4. Brother Alexander started sailing with the union in 1993. The deck department member worked mainly aboard vessels operated by Central Gulf Lines. Brother Alexander lived in San Rafael, Calif.

THOMAS ARTHUR

Pensioner Thomas Arthur, 56, died Aug. 22. Brother Arthur joined the union in 1978. He initially sailed on the *Montpelier Victory*. Brother Arthur was born in New Jersey and shipped in the engine department. His final ship was the *USNS Sisler*. Brother Arthur retired in 2009 and settled in Seaside Heights, N.J.



CHRISTOPHER BENNETT

Brother Christopher Bennett, 51, died July 14. He began sailing with the Seafarers in 2005 from the port of Fort Lauderdale, Fla. Brother Bennett was born in Honduras. His first ship was the *USNS Waters*; his last was the *USNS Bowditch*. Brother Bennett sailed in all three departments and made his home in Miami.

IVAN CAPOWSKI

Pensioner Ivan Capowski, 70, passed away Aug. 17. Brother Capowski joined the SIU in 1990. He was born in Newburgh, N.Y. Brother Capowski's earliest trip to sea was aboard the *USNS Wright*. He last worked on the *Pfc. Dewayne T. Williams*. Brother Capowski was a member of the steward department. He started collecting his retirement pay in 2005. Brother Capowski was a resident of Florence, Vt.



KEY CHOW

Pensioner Key Chow, 85, died July 31. Brother Chow was born in California. He signed on with the Marine Cooks & Stewards in the port of San Francisco before they merged with the SIU. Brother Chow, a member of the steward department, became a pensioner in 1979 and resided in San Francisco.

TOBE DANSLEY

Pensioner Tobe Dansley, 74, passed away July 27. Brother Dansley joined the SIU ranks in 1959. He originally shipped aboard the *Hastings*. Brother Dansley, a member of the steward department, most



recently sailed on the *USNS Petersburg*. He went on pension in 1998 and lived in his native state, Alabama.

EMMANUIL HALKIAS

Pensioner Emmanuil Halkias, 76, died July 22. Brother Halkias became a Seafarer in 1964. His first voyage was aboard the *Steel Fabricator*. Brother Halkias sailed in the deck department. His final trip was on the *Quality*. Brother Halkias began receiving his pension in 1995. He was born in Greece but called Jersey City, N.J., home.

GEORGE HARWELL

Pensioner George Harwell, 80, passed away July 24. Brother Harwell first donned the SIU colors in 1951 while in the port of Mobile, Ala. He initially sailed aboard a Waterman Steamship Corporation vessel. Brother Harwell, who shipped in the deck department, was born in Alabama.



Prior to his retirement in 1973, he worked on the *Cantigny*. Brother Harwell made his home in Chickasaw, Ala.

JULIAN LEWIS

Pensioner Julian Lewis, 83, died Sept. 2. Brother Lewis was born in Atlanta. He started sailing with the union in 1946. Brother Lewis's earliest trip was with Seatrain Lines Inc. The engine-department member's last ship was the *Del Valle*. Brother Lewis retired in 1982 and settled in Greenville, S.C.



JIM LIM

Pensioner Jim Lim, 87, passed away Sept. 18. Brother Lim joined the Marine Cooks & Stewards in the port of San Francisco before their merger with the SIU. He worked in the steward department. Brother Lim became a pensioner in 1970. He was a resident of San Francisco.

THOMAS MAGA

Pensioner Thomas Maga, 91, died July 22. Brother Maga signed on with the SIU in 1949 in the port of New York. He was a Pennsylvania native. Brother Maga originally sailed in the engine department of the *Cape Catawba*. His final trip to sea was on the *LNG Taurus*. Brother Maga started collecting his retirement pay in 1988. He resided in Darlington, Pa.



JOSEPH MCGILL

Pensioner Joseph McGill, 75, passed away July 1. Brother McGill became a Seafarer in 1957 while in the port of New York. His first ship was operated by Ocean Cargo Ships. Brother McGill was a member of the deck department. Before retiring in 1994, he worked aboard the *Ambassador*. Brother McGill lived in Beverly Hills, Fla.



DOUGLAS MCLEOD

Pensioner Douglas McLeod, 75, died Aug. 12. Brother McLeod started sailing with the union in 1956 from the port of New York. The engine department member was born in Mississippi. Brother McLeod initially worked aboard a Rockland Steamship Corporation vessel. His last trip was on the *Courier*. Brother McLeod went on pension in 1993 and called Wilmer, Ala., home.

FRANCES NAPOLI

Pensioner Frances Napoli, 87, passed away Aug. 14. Brother Napoli first donned the SIU colors in 1947 while in the port of New York. His earliest trip was aboard the *Jefferson City Victory*. Brother Napoli was a native of New York. His final voyage was on the *Ezra Sensib* as a member of the steward department. Brother Napoli became a pensioner in 1978. He made his home in Florida.



HENRY NOEL

Pensioner Henry Noel, 78, died July 27. Brother Noel, a member of the steward department, began sailing with the Marine Cooks & Stewards in 1973 from the port of San Francisco, five years before that union merged into the SIU. His first trip was aboard the *President Van Buren*; his last was on the *Mauui*.



Brother Noel was born in New York. He started collecting his retirement compensation in 1996. Brother Noel resided in Highland, Calif.

UBIE NOLAN

Pensioner Ubie Nolan, 78, passed away July 25. Brother Nolan started his seafaring career in 1952. He originally sailed in the deck department aboard an Alcoa Steamship Company vessel. Brother Nolan's final voyage took place on the *Pacer*. He retired in 1992 and made his home in Semmes, Ala.

FELIPE ORLANDO

Pensioner Felipe Orlando, 65, died Aug. 9. Brother Orlando joined the Seafarers in 1987. He was initially employed on the *USNS Persistent*. Brother Orlando was a member of the steward department. He was born in the Philippines. Brother Orlando's most recent voyage was aboard the *Virginian*. He went on pension in 2008 and lived in Chesapeake, Va.



ANTHONY POWERS

Pensioner Anthony Powers, 75, passed away Aug. 21. Brother Powers signed on with the SIU in 1961 in the port of Seattle. His earliest trip was on the *Seatrain Savannah*. Brother Powers, who sailed in the engine department, was a native of Cumberland, Maine. His final trip to sea was aboard the *TYCO Long Lines*. Brother Powers began receiving his pension in 1999 and settled in Sea Level, N.C.

EFRAIN SANTANA

Pensioner Efrain Santana, 70, died July 8. He became a union member in 1967, first shipping on the *Penn Sailor*. Brother Santana sailed in the deck department. His last trip was aboard an Ocean Shipholdings vessel. Brother Santana retired in 2000 and lived in Bronx, N.Y.

TADEUSZ ZIELINKSI

Pensioner Tadeusz Zielinski, 84, passed away Sept. 1. Brother Zielinski was born in Chicago. He started sailing with the SIU in 1949. A member of the engine department, his first ship was the *Steel Chemist*. Prior to his retirement in 1988, Brother Zielinski shipped on the *Robert E. Lee*. He was a resident of Kenner, La.



INLAND

ALEXANDER BORAWICK

Pensioner Alexander Borawick, 75, died Aug. 31. Brother Borawick began his seafaring career in 1956. He primarily sailed aboard vessels operated by Moran Towing of Maryland. Brother Borawick was born in Maryland. He went on pension in 1989. Brother Borawick called White Marsh, Md., home.

WILLIAM LEWIS

Pensioner William Lewis, 69, passed away Aug. 12. Brother Lewis joined the union in 1996 while in the port of Philadelphia. He mostly shipped



aboard vessels operated by OSG Ship Management. Brother Lewis, a native of Milwaukee, started collecting his retirement compensation in 2003. He resided in King of Prussia, Pa.

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

NATIONAL MARITIME UNION

SAMUEL COWIE

Pensioner Samuel Cowie, 89, passed away Sept. 12. Brother Cowie was born in Trinidad. He retired in 1995 and resided in Mt. Holly, N.C.

ALFONSO GOBAN

Pensioner Alfonso Goban, 92, died Sept. 5. Brother Goban, a native of Panama, became a pensioner in 1968. He called Port Charlotte, Fla., home.

PEDRO GOMEZ

Pensioner Pedro Gomez, 93, passed away Sept. 13. Brother Gomez was born in Honduras. He went on pension in 1989. Brother Gomez settled in Houston.

EDWARD GUIDO

Pensioner Edward Guido, 83, died Sept. 18. Brother Guido was a native of Bristol, R.I. He started collecting his retirement compensation in 1986. Brother Guido lived in Warren, R.I.

BEN JENSEN

Pensioner Ben Jensen, 77, died Sept. 6. Brother Jensen was born in Denmark. He went on pension in 1995 and was a resident of Baltimore.



Editor's note: The following NMU brothers also have passed away. The LOG Staff regrets that sufficient information was not available to develop individual biographical backgrounds on them and their respective careers while at at sea.

Name	Age	DOD
Babson, Edward	90	Aug. 20
Brown, Henry	84	Aug. 23
Dunham, Woodroy	86	Aug. 6
Bethel, David	91	Sept. 29
Chapman, Howard	88	Sept. 1
Cloutier, John	82	Sept. 5
Cummings, Michael	80	Sept. 30
Darosa, Joao	82	Sept. 16
Emanuel, Simon	77	Sept. 3
Kuusik, Arnold	90	Sept. 4
Martinez, Julius	80	Sept. 11
Medeiros, Fred	82	Sept. 19
Ocampo, Luis	86	Sept. 24
Perez, Ramon	87	Sept. 23
Smith, Arthur	82	Sept. 9
Wilson, Albert	84	Sept. 26
Winstead, John	83	Sept. 7
Yates, Ashley	94	Sept. 1

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.

ALLIANCE CHARLESTON

(Maersk Line, Limited), October 4 – Chairman **Albert E. Mensah**, Secretary **Fausto D. Aranda**, Educational Director **George W. Collier**, Engine Delegate **Shawn Castain**. Chairman expressed his gratitude for a safe voyage and great attitudes from crew members. He informed crew payoff would take place in Beaumont, Texas. Secretary thanked wipers and steward department for a job well done; all areas have been sanitized and the food is great. Educational director advised all mariners to attend classes at the SIU-affiliated training center in Piney Point, Md. No beefs or disputed OT reported. Members were also reminded to keep all necessary seafaring documents up-to-date. Next port: Beaumont, Texas.

BURNS HARBOR

(American Steamship Company), October 19 – Chairman **Michael J. Keogh**, Secretary **Khaled M. Alasaadi**, Educational Director **Ricardas Juska**, Deck Delegate **Resat Diler**, Engine Delegate **Richard Frederick**. Chairman discussed the importance of following safety policies; don't sacrifice safety for speed. Educational director suggested members renew documents early. They were told about a fellow crew member that has to leave the ship early because his mariner credential was delayed. No beefs or disputed OT reported. Reports from Algonac and Joliet were read. Members talked about upcoming contract negotiations. Request was made for satellite high-speed internet. Next port: Superior, Wisc.

EL MORRO

(Interocean American Shipping), October 31 – Chairman **Robert T. Grubbs**, Secretary **Rafael Cardenas**, Educational Director **Joseph Letang**, Deck Delegate **Randell Porter**, Steward Delegate **Tracey Newsome**. Chairman announced payoff in Jacksonville, Fla., on Nov. 2. He encouraged everyone to exercise their right to vote. It was noted that the TV system was fixed and that everyone has DVR in their rooms. Educational director encouraged members to enhance their skills at the Paul Hall Center, which can lead to better opportunities and advancement. No beefs or disputed OT reported. Motion was made to increase pension and medical benefits. Crew members discussed voting procedures.

GREEN DALE

(Waterman Steamship Corporation), October 10 – Chairman **Moises Ramos**, Secretary **Larry J. Cokley**, Educational Director **Lazaro S. Rivera**, Deck Delegate **Christopher Fairfax**, Steward Delegate **James Pickens**. Bosun reported a smooth trip with no injuries. He asked that anyone with problems come see him or their delegate. Seafarers were encouraged to support SPAD (Seafarers Political Activity Donation). Secretary suggested everyone become familiar with contracts and informed them that copies

With Seafarers in Tacoma



SIU headquarters and regional officials recently met with members in Tacoma, Wash., where this photo was taken in late November. Pictured from left to right are (back row) Seafarers Tom Kelton and Vern Poulsen, Exec. VP Augie

Tellez, Seafarers Steve Hynes, Terrence Murphy and John Turner, VP Contracts George Tricker, (front) Port Agent Joe Vincenzo, VP West Coast Nick Marrone and Seafarer Brenda Kamiya.

are available at ports. Educational director urged members to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer stated that ship fund money was used to purchase movies and a second labeler. Beef reported in the deck and steward department; no disputed OT. Request was made for new mattresses, pillows, DVD player, new adaptor for iron and fans for crew rooms. Vote of thanks was given to the steward department for doing a great job with limited resources. Next ports: Vancouver, Wash., and Tacoma, Wash.

HORIZON FALCON

(Horizon Lines), October 24 – Chairman **Rudy Santos**, Secretary **Charlfred Autrey**, Educational Director **Richard Huffman**. Chairman read and discussed president's report from the *Seafarers LOG*. He thanked the steward department for good food and reminded mariners to clean rooms before getting off ship for reliefs. Secretary reminded crew about vacation benefits, in particular the ones related to completing safe voyages. Educational director encouraged mariners to take advantage of upgrading opportunities available at the Piney Point school. No beefs or disputed OT reported. It was reported that new China express run would start at the beginning of November. Seafarers would like direct deposit for vacation checks and refrigerators for crew rooms. Recommendations were made to reduce retirement age,

increase eyeglass allowance and reduce the number of days required for medical coverage. Next ports: Los Angeles, Oakland, Calif. and Honolulu.

HORIZON HUNTER

(Horizon Lines), October 17 – Chairman **Amante Gumiran**, Secretary **Jennifer K. Jim**, Educational Director **Keith I. Bitran**, Deck Delegate **Alexander C. Bermudez**, Engine Delegate **Siddik Hubair**, Steward Delegate **Bridgett McIntosh**. Chairman went over ship's itinerary and announced payoff at sea on Oct. 29. He notified crew that TV reimbursements would be honored for anyone purchasing a TV for their room. Members were urged to check OT and pre-payoff documents. Secretary read communications concerning trip tour scenarios aboard PEX run vessels. Educational director advised everyone to upgrade at the union-affiliated school in Piney Point, Md. Treasurer stated \$1,600 in ship's fund. Beef reported in steward department; no disputed OT. Request was made for internet service aboard vessel. Thanks given to the steward department for good food and service especially the cookout after Guam departure. Steward department expressed gratitude to deck department for their help with setup and breakdown for cookout.

HORIZON PACIFIC

(Horizon Lines), Chairman **Anton T. Sulic**, Secretary **Robert P. Mosley**, Educational Director **John A.**

Osburn, Deck Delegate James B.

Spranza, Engine Delegate **Richard R. Grubbs**, Steward Delegate **Thalis R. Ealy**. Bosun thanked everybody for working safely and asked all crew members to help keep house area clean. He asked that members please leave fresh linen for arriving crew. Mariners were encouraged to contribute to SPAD. Secretary reminded mariners to check expiration dates on all necessary seafaring documents. Steward delegate thanked all the BST instructors at Piney Point for doing a great job with his class in mid-September. Educational director suggested crew members take advantage of upgrading opportunities at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. No beefs or disputed OT reported. Crew would like to have internet and satellite TV. Crew members were reminded to keep noise down while watchstander is resting. Next ports: Tacoma, Wash., Oakland, Calif. and Hawaii.

SEABULK ARCTIC

(Seabulk Tankers Inc.), October 31 – Chairman **Ronald Paradise**, Secretary **Alan W. Bartley**, Educational Director **Reginald R. Hunter**, Deck Delegate **Bruce Landos**, Engine Delegate **Ahmed M. Al-Saqqaf**, Steward Delegate **Leslie McGirt**. Chairman expressed gratitude to the deck department for their hard work. It was noted that patrolman came aboard in Tampa to resolve pay rate issues. Secretary

asked mariners to continue helping keep messhall and crew lounge clean. Educational director advised mariners to attend classes at the Piney Point school to enhance seafaring abilities. He also reminded them to keep documents current. No beefs or disputed OT reported. Thanks given to VP Contracts George Tricker and Safety Director Kevin Marchand from Fort Lauderdale for help resolving issues. Next ports: Tampa, Fla. and Port Arthur, Texas.

SEABULK TRADER

(Seabulk Tankers Inc.), October 25 – Chairman **Robert J. Coleman**, Secretary **Abraham Martinez**, Educational Director **Wendell M. Wilmoth**, Deck Delegate **Virgilio Rosalas**, Steward Delegate **Lemuel Robinson**. Chairman reported arrival in Lake Charles, La., on Oct. 27 to load "winter gas" for discharge in Port Everglades, Fla., on Nov. 2. He informed crew overtime was being closely watched and stressed the importance of learning the contract. Patrolman coming aboard in Port Everglades. Educational director reminded mariners to take every opportunity to upgrade their skills at the Piney Point school. He recommended they read the *Seafarers LOG* to stay informed about issues that affect the maritime industry. No beefs or disputed OT reported. Crew members began discussion on new contract. Next Port: Lake Charles, La.

SHBP Makes Scholarships Available To Eligible Seafarers, Family Members

Scholarships are being offered to qualified Seafarers and dependents who are interested in advancing their education past the high school level.

Provided by the Seafarers Health and Benefits Plan (SHBP) under its 2011 Scholarship Program, eight awards totaling \$132,000 will be available to help qualified applicants offset the financial challenges associated with college and vocational studies. Seafarers will be the recipients of three of the scholarships while spouses and dependents will vie for the remaining five. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a post-secondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Those interested in contending for these scholarships must complete an

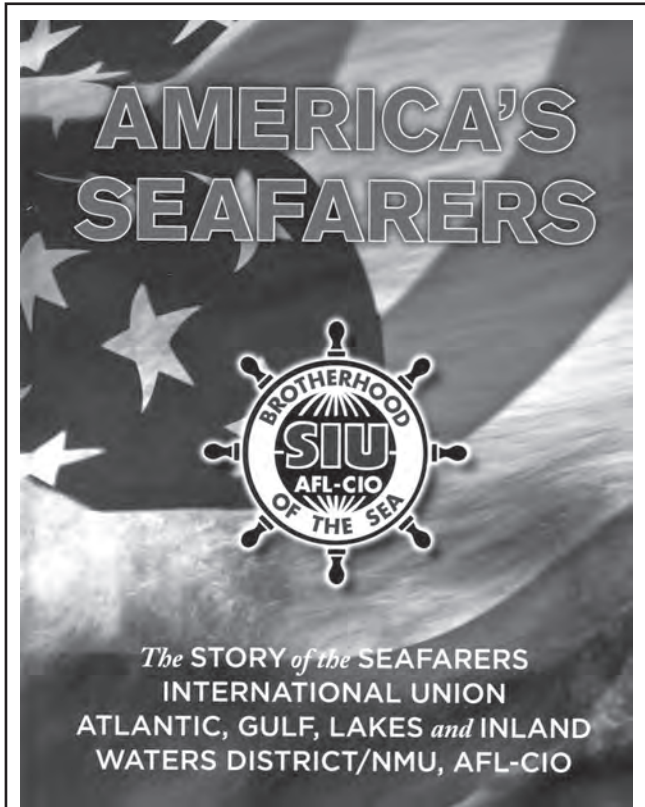
application process. The first step is to send for the 2011 SHBP Scholarship Program booklet. This package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears below, and return it to the address provided. As an alternative to requesting a scholarship package through the mail, they also are available at SIU halls.

Upon receipt of the scholarship program booklet, applicants should check the eligibility criteria to determine if they are qualified to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2011.

Items that must be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as

possible. Letters of recommendation—solicited from individuals who know the applicant's character, personality and career goals—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.

A panel of professional educators will act as the scholarship selection committee. They will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2011. Doing so will virtually assure that the results reach the evaluation committee in time for review. Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.



New Book Chronicles Rich History of SIU

A new book covering the history of the Seafarers International Union is available online and at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

As reported in recent editions of the *Seafarers LOG*, the work—a 271-page hardcover—is titled “America’s Seafarers.” The book may be ordered through the slop chest at www.seafarers.org or by going directly to www.siustore.com. Priced at \$14.99, copies of the hardback also are being sold at the Paul Hall Center’s Sea Chest store.

Individuals who want to purchase a copy of the book but who do not have internet access may call (703) 788-2528.

Additional information about “America’s Seafarers” is available on the SIU web site, www.seafarers.org

Please send me the 2011 SHBP Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name

Street Address

City, State, Zip Code

Telephone Number ()

This application is for: Self Dependent

Mail this completed form to:

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

Know Your Rights

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

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

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

The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVI-

TY DONATION — SPAD.

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

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

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

Notice

SHBP Announces COBRA Continuation Coverage For SIU Members, Families

The Seafarers Health and Benefits Plan would like to notify Seafarers and their families of the right to elect to purchase continuation of health coverage if you lose coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers

him or her to be a "dependent child." In the case of a divorce or the death of an employee, you **must** notify the Plan **within 60 days of the divorce or death** in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible to receive further coverage.

For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits," which members should have received in the mail or at a union hall. The guide is also available in PDF format on the SIU web site, www.seafarers.org, under "Member Benefits and Resources." If you have recently lost coverage, or are about to lose coverage from the Plan, contact the Plan at 1-800-CLAIMS4 to request a COBRA election package.



Personal

MICHAEL D. LEVAN

Please call Dawn at (602) 221-6327

February & March Membership Meetings

Piney Point.....	Monday: February 7, March 7
Algonac.....	Friday: February 11, March 11
Baltimore.....	Thursday: February 10, March 10
Guam.....	Thursday: February 24, March 24
Honolulu.....	Friday: February 18, March 18
Houston.....	Monday: February 14, March 14
Jacksonville.....	Thursday: February 10, March 10
Joliet.....	Thursday: February 17, March 17
Mobile.....	Wednesday: February 16, March 16
New Orleans.....	Tuesday: February 15, March 15
New York.....	Tuesday: February 8, March 8
Norfolk.....	Thursday: February 10, March 10
Oakland.....	Thursday: February 17, March 17
Philadelphia.....	Wednesday: February 9, March 9
Port Everglades.....	Thursday: February 17, March 17
San Juan.....	Thursday: February 10, March 10
St. Louis.....	Friday: February 18, March 18
Tacoma.....	Friday: February 25, March 25
Wilmington.....	*Tuesday: February 22, Monday: March 21

* Wilmington change created by Presidents' Day holiday

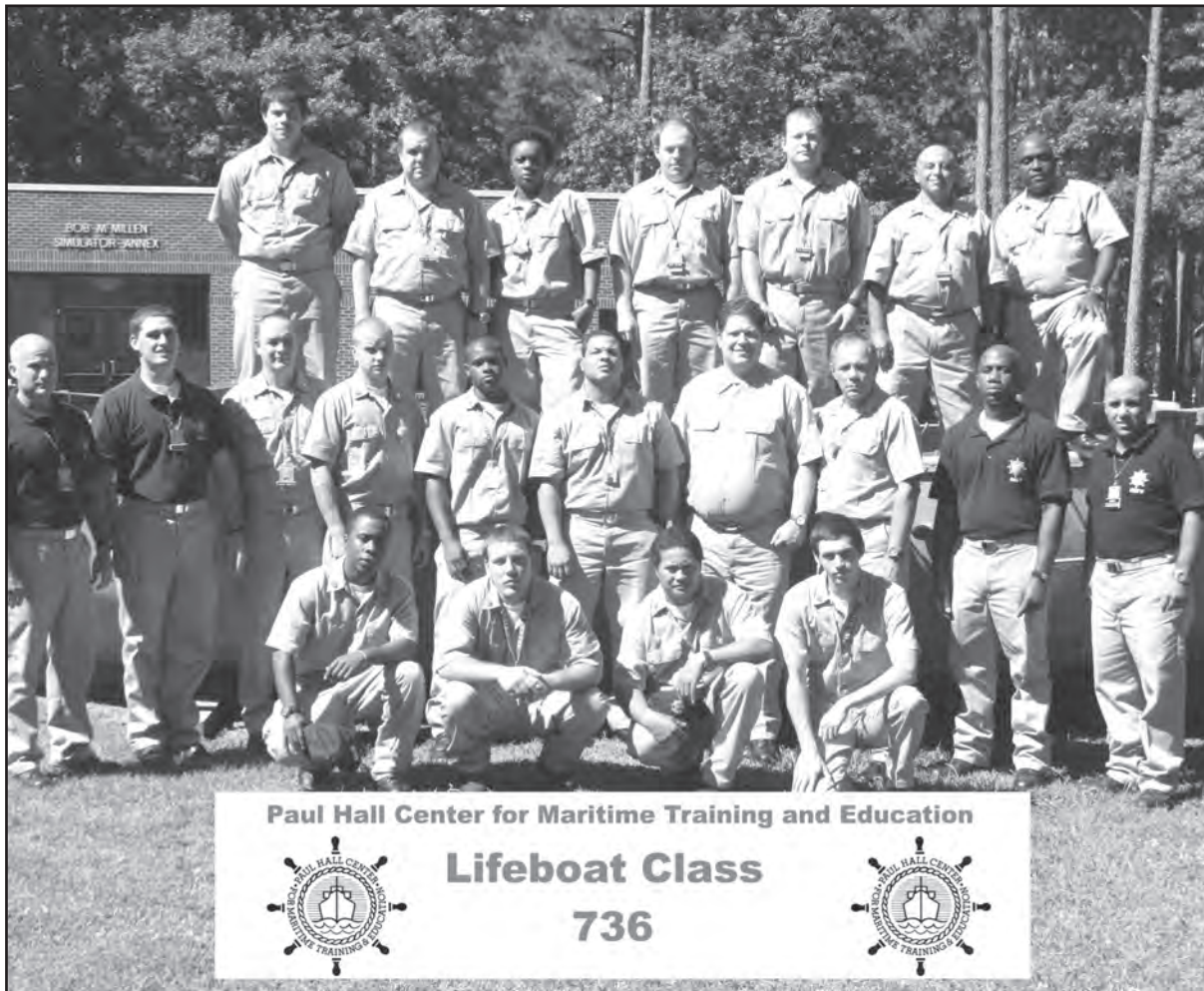
Each port's meeting starts at 10:30 a.m.

Dispatchers' Report for Deep Sea

November 16, 2010 - December 15, 2010

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	21	6	1	12	3	0	4	21	10	2
Anchorage	1	3	0	1	4	1	4	1	3	1
Baltimore	4	7	1	6	4	1	3	5	9	2
Fort Lauderdale	22	16	3	12	10	0	11	20	21	6
Guam	3	5	0	2	3	0	0	5	5	0
Honolulu	12	6	3	5	4	0	4	28	7	4
Houston	48	16	5	41	19	4	28	83	34	5
Jacksonville	33	24	3	31	24	2	27	53	32	2
Joliet	6	6	0	4	3	0	0	3	6	0
Mobile	15	7	2	9	2	0	4	24	10	3
New Orleans	17	5	2	11	3	0	8	29	15	3
New York	52	25	6	35	14	1	14	92	39	9
Norfolk	21	25	5	10	24	5	9	26	40	8
Oakland	30	15	4	20	10	0	15	43	22	5
Philadelphia	2	5	1	9	6	0	5	4	7	1
Piney Point	2	3	1	0	4	2	2	3	4	1
Puerto Rico	8	9	2	6	4	0	8	14	13	3
Seattle	24	22	0	29	12	2	16	59	36	6
St. Louis	2	7	0	1	3	1	2	5	8	0
Wilmington	40	22	3	23	17	2	17	71	31	10
TOTALS	363	234	42	267	173	21	181	589	352	71
Engine Department										
Algonac	2	3	0	4	3	0	0	3	4	0
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	6	4	0	4	6	0	2	7	6	0
Fort Lauderdale	12	2	0	5	3	0	3	22	3	0
Guam	3	1	0	1	1	0	0	4	4	0
Honolulu	5	3	0	2	2	0	0	18	5	0
Houston	18	13	1	9	14	0	8	34	17	2
Jacksonville	13	16	1	17	14	0	14	31	29	1
Joliet	4	3	2	3	3	0	0	0	3	1
Mobile	4	5	0	4	2	0	1	13	7	0
New Orleans	4	1	2	3	1	1	1	8	7	2
New York	18	11	5	9	8	1	8	33	21	6
Norfolk	13	8	0	8	17	1	10	21	33	1
Oakland	14	13	3	13	9	0	10	17	11	5
Philadelphia	3	1	0	3	1	0	4	7	1	0
Piney Point	3	3	0	0	1	0	0	5	4	0
Puerto Rico	4	11	0	2	3	0	2	5	19	0
Seattle	16	14	0	11	13	0	12	27	22	0
St. Louis	0	1	0	1	1	0	1	1	4	2
Wilmington	10	13	2	6	9	2	8	18	25	8
TOTALS	152	126	16	105	111	5	84	274	226	28
Steward Department										
Algonac	0	3	0	3	3	0	0	3	1	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	1	0	6	1	0	0	6	0	1
Fort Lauderdale	9	5	0	8	3	0	6	12	7	2
Guam	6	2	0	2	1	0	0	5	3	1
Honolulu	10	2	2	7	1	0	4	20	10	2
Houston	15	3	0	19	8	0	16	26	9	0
Jacksonville	23	4	0	14	3	0	10	37	11	0
Joliet	0	1	0	0	0	0	0	0	1	2
Mobile	9	0	0	4	2	0	0	10	0	0
New Orleans	5	3	0	3	2	0	2	13	3	1
New York	18	5	0	16	5	0	9	36	11	0
Norfolk	10	12	1	7	7	0	1	17	23	1
Oakland	20	4	1	12	1	0	6	36	4	1
Philadelphia	2	3	1	2	1	2	2	3	0	0
Piney Point	3	3	0	1	1	0	2	5	2	0
Puerto Rico	3	0	0	2	0	1	2	5	1	1
Seattle	21	3	0	17	3	0	9	27	6	0
St. Louis	1	1	0	2	1	0	1	2	3	0
Wilmington	32	2	1	23	3	1	16	47	5	1
TOTALS	190	57	6	148	46	4	86	310	100	13
Entry Department										
Algonac	1	8	9	0	6	4	1	1	15	14
Anchorage	0	0	1	0	2	1	0	0	2	1
Baltimore	0	5	5	0	4	2	0	0	3	6
Fort Lauderdale	0	8	4	0	5	2	0	0	14	12
Guam	0	1	0	0	1	0	0	0	0	0
Honolulu	0	3	4	1	5	2	0	4	7	7
Houston	3	12	2	1	16	3	3	7	30	6
Jacksonville	4	17	7	0	15	5	1	6	30	16
Joliet	1	1	0	0	1	0	1	1	1	1
Mobile	1	4	2	2	3	0	0	1	8	4
New Orleans	2	7	5	0	3	1	2	4	8	7
New York	9	23	7	5	16	3	4	19	61	16
Norfolk	0	14	15	0	11	11	0	0	27	33
Oakland	6	12	6	2	5	7	2	9	31	9
Philadelphia	0	0	5	0	2	4	0	0	1	3
Piney Point	0	2	22	0	1	24	0	0	1	2
Puerto Rico	1	0	0	0	0	0	0	2	2	1
Seattle	7	13	6	6	6	2	3	10	23	12
St. Louis	0	0	0	0	0	0	0	0	2	0
Wilmington	7	11	6	3	7	2	3	16	43	28
TOTALS	42	141	106	20	109	73	20	80	309	178
GRAND TOTAL:	747	558	170	540	439	103	371	1,253	987	290

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 736 – Twenty-three Phase I unlicensed apprentices completed their requirements in this 60-hour course July 9. Graduating and receiving certificates in recognition of their respective accomplishments, (above, in alphabetical order) were: Mutea Al-Nuzely, Jason Amy, Antonio Anderson, Edward Baker, Jason Bentz, Matthew Botterbusch, Robert Costa, Corey Ellis, Amah Essiet, Scott Gilleland, Nathan Graddick, Wendi Grant, Ross Halsted, Keats Jorgensen, Joseph Koncul, James Kuck, Ramon Martinez, Clint Omisong, Michael Page, James Reynolds, Khadim Robinson, Telesia Selby and Samir Tarsha. (Note: Not all are pictured.)



STOS – The following upgraders (above, in alphabetical order) graduated from this course Oct. 29: Yahya Ahmed, Maili Cabrera, James Grant, Alfonso Marin, Derrick Moore and Rodante Niebres. Stan Beck, their instructor, is at right.



ARPA – Three individuals completed this course Nov. 12. Graduating, (above, in alphabetical order) were: Charles Tison, Jesse Willard and William White.



Welding – Seven upgraders completed their requirements in the 103-hour course Nov. 12. Graduating (above, in alphabetical order) were: Dino Fontana, Rex Helms, Stravon Jordan, Carlos Marcial, Rodney Passapera, Clifford Taylor and Jervona Vorise. Class instructor Buzzy Andrews is standing at left in the back row.



Assorted Courses – The individuals pictured above finished assorted courses during the period Oct. 27-29. Those graduating and the classes they took were as follows: Government Vessels – James Battista, Rudolfo Jordan and Abdul Muhammad; Chemical Biological Radiological Defense – Marion Brown, Curtis Burks and Bruce Placido; and Helo Fire Fighting – Robery Hayes, Tyrone Leonard, Martha Walls and John Wells.

FOWT – Thirteen Seafarers finished their training in this course Nov. 5. Graduating (photo at right, in alphabetical order) were: Moriah Collier, Donnell Criswell, Carlos Davila, Jacob Diefenbach, Jeremy Farlow, Devin Gordon Sr., Allen Ludlow, Grayson Ross, Zachary Ross, Jonthan Tucker, Antoine White, John White and Randy Wurr. Class Instructor Tim Achorn is at the far right. (Note: Not all are pictured.)



Paul Hall Center Classes



Medical Care Provider – The following individuals, (above, in alphabetical order) on Nov. 5 graduated from this course: Therman Ames, Glenn Agustin, Jess Cooper, Jose Deoferio, Vorden Ferguson, Armando Garayua, Samuel Garrett, Nilo Gler, Christopher Sykes and Liberato Viray. Class instructors, Mike Roberts and Mark Cates, are at the far left and far right respectively.

Water Survival – Four upgraders finished their requirements in this course Oct. 29. Graduating (above, in alphabetical order) were: Mohamed Ali, Mohamed Nagi, Abdulrab Saleh and Kendrick Taylor. Class instructor, Ben Cusic, is second from the left.



Designated Duty Engineer – Five individuals finished this course Nov. 12. Graduating (above, in alphabetical order) were: Timothy Daigle, Michael Hurst, Charles Jensen, William Newsome and Ricky Shumock. Class Instructor Jay Henderson is at right.

Able Seaman – Twenty four Seafarers on Nov. 5 completed their requirements in this course. Graduating (above, in alphabetical order) were: Ali Alhamyari, Michael Andrew, Zoran Barich, Beau Blicher, Jonathan Chaparro Lorenzo, Talib Cherry, Julian Davila Lugo, Zon Davis, Ricky Gault Jr., Jamar Harley, Nicholas Hoffman, Michael Julien, Juan Negron, Anthony Newbill, Jessie Peed, Julio Perez, Luis Ramos Rosa, David Santiago Arroyo, Corey Shanley, Joseph Tucker, Cortes Victor, Mark Ward Sr., Adrian Wilson and Shatina Wright. Tom Truitt, their instructor, is kneeling at the far right. (Note: Not all are pictured.)



Radar – Five upgraders finished this course Nov. 5. Graduating (above, in alphabetical order) were: Fethanegest Demoz, Enchantress Johnson, Annie Walker, William White and Jesse Willard.

GMDSS – Three Seafarers upgraded their skills in this course Oct. 29. Graduating, (above, in alphabetical order) were: Glenn Agustin, Monte Cross Jr., and Donna Sylvia. Their instructor, Brad Wheeler, is second from left.

BST (Hawaii) – The following individuals (above, in no particular order) completed this course at the Seafarers Training Facility in Hawaii Oct. 16: Marcus Bolder, Jose Mendez, Caroline Nadal, Carlos Baucom, Sean McLaurin, Matthew Smith, Jose Ochoa, Jordan Rensel, Michael Hovis and Stanislaw Biernat.



BST (Hawaii) – Fifteen individuals graduated from this course Oct. 30 in Hawaii. Completing their requirements (above, in no particular order) were: Rachel Nelson, Robert Strayer, Anita Burns, Leslie Kostinas, Samantha Mannerina - Thompson, Joshua Parker, Tiara Patrick, Michelle Rich, Justin Walters, Lauren Watkins, Kidron Cobb, Gregory Gager, Sheena Lockett, Edward Mendibles and Armando Sta Clara.

BST (Hawaii) –The following individuals, (above, in no particular order) graduated from this course Oct. 23 at the Seafarers Training Facility in Barbers Point, Hawaii: David Addison Jr., Antonio Garcia, John Potoczak, Kiley Brevik, Alex Degmetich, Shawn McCafferty, Michael Mendez-Castillo, Theda Parrish, Janice Phillips, Melony Edwards, Kaitlyn Dunn, Thomas McGuire, Jonathan Scott and Jonathan Smith.



The Seafarers Log

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

SHBP Scholarship Information
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Lead Stories of 2010: New Tonnage, Haiti, Gulf Spill

Despite ongoing economic adversity throughout the country, the SIU experienced numerous gains in 2010, most notably including the addition of new tonnage and the ratifications of several new contracts. Other headlines from last year included Seafarers assisting in the humanitarian mission in earthquake-ravaged Haiti, and the U.S.-flag industry's collective response to staggeringly erroneous attacks on the Jones Act following the Deepwater Horizon disaster in the Gulf of Mexico.

The following is a recap of these and other noteworthy stories from 2010.

Unified Response

SIU members were among the first to mobilize for Haiti relief operations after that nation was struck by a 7.0-magnitude earthquake on Jan. 12. Within the first few days after the earthquake, several Seafarers-contracted ships were activated for the relief mission, and several others (already in full operating status) were assigned to it. More than a dozen Seafarers-crewed ships would sail in Operation Unified Response.

When those vessels and others were sent to help the earthquake victims, U.S. Secretary of Transportation Ray LaHood stated, "It is another example of why our country's merchant marine is so important. Sending these ships will help those on the front line of this effort save as many lives in Haiti as possible. These ships will add crucial capabilities by supporting operations to move large volumes of people and cargo."

Seafarers and the union contributed in other ways, too. The SIU reactivated its Seafarers Disaster Relief Fund (SDRF) to collect monetary donations for the earthquake victims. A few months later, during meetings of the AFL-CIO Maritime Trades Department's executive board, the SDRF donations were combined with other contributions from maritime labor; SIU and MTD President Michael Sacco and other officials presented a check to AFL-CIO Secretary-Treasurer Liz Shuler for the AFL-CIO Solidarity Center's Earthquake Relief for Haitian Workers' Campaign. Altogether, the MTD and its affiliates donated more than \$82,000, including donations from rank-and-file Seafarers.

Near the end of the year, SIU crews were honored by the United Seamen's Service and the U.S. Transportation Command for their performance in Operation Unified Response.

New Ships, Contracts

Throughout the year, outright additions and replacement tonnage entered the SIU-contracted fleet. Four new-build programs generated many of those ships, but there were other gains as well.

At the NASSCO shipyard in San Diego, commercial tankers and military-owned dry cargo/ammunition ships were produced. The latter group included the *USNS Charles Drew*, *USNS Matthew Perry* and *USNS Washington Chambers*, all part of the Lewis and Clark class of T-AKE vessels. Additionally, the

Navy confirmed two additional orders for T-AKE ships, bringing the total number of vessels in the class to 14.

The NASSCO-built, Crowley-operated tankers included the *Evergreen State* and *Empire State*, the final ships in a series of five.

Across the country, Aker Philadelphia Shipyard built more tankers for Overseas Shipholding Group: the *Overseas Martinez*, *Overseas Anacortes* and *Overseas Chinook*. As was the case at other facilities, the celebrations of the new builds were tempered by uncertain futures faced by many of the shipyard workers.

Crowley continued with its series of new articulated tug-barge units, introducing the *Achievement/650-8* and the *Innovation/650-9*, while OSG added the *Vision/350* and Express Marine launched the *Freedom/EMI-2400*.

Other gains included the American Roll-On/Roll-Off Carrier ship *Endurance*; Maersk Line, Limited's RO/ROs *Alliance Charleston* and *Alliance Beaumont*; Liberty Maritime's car carrier *Liberty Promise*; Intermarine's heavy-lift ship *Ocean Crescent*; and AMSEA's heavy-lift vessel *BBC Houston*. Also, SIU CIVMARS were part of the initial hybrid crew that sailed the *USS Emory Land* to Diego Garcia.

Meanwhile, Seafarers approved several new contracts that maintained benefits and boosted wages. Agreements were reached with KK Integrated Shipping, Luedtke Engineering, Champion Auto Ferry, Puerto Rico Towing & Barge, Express Marine and E.N. Bisso, among other locations. At least two more contracts were being ratified as this edition went to press.

Gulf Cleanup, Jones Act

One of the top stories in the nation – not just in the maritime industry – was the Deepwater Horizon disaster, which began April 20 with a deadly oil-rig explosion in the Gulf of Mexico. SIU members, including CIVMARS from the union's Government Services Division, assisted in the months-long cleanup, but the tragedy quickly took a bizarre and job-threatening turn when some commentators and legislators wrongfully stated that a crucial maritime law called the Jones Act somehow was impeding operations.

Critics attacked President Obama for not waiving the Jones Act to supposedly open the door for additional assistance in the cleanup. At least one also charged that U.S. maritime unions were thwarting progress by their purported unwillingness to support a suspension of the law, which requires that all vessels operating between domestic ports be crewed, built, owned and flagged American.

Following that initial round of erroneous claims and inaccurate reporting, the truth gradually emerged. Statements from industry groups, senators, congressmen and the head of the Deepwater Horizon Unified Command, Admiral Thad Allen, exposed the critics' arguments as flawed at best, as did certain news articles. White House Press Secretary Robert Gibbs did the same.



The commander of the U.S. Transportation Command, Gen. Duncan McNabb (right), pictured with SIU and MTD President Michael Sacco, repeatedly declared his support of the U.S. Merchant Marine.

The Maritime Cabotage Task Force (MCTF), the largest coalition in the history of the domestic American maritime industry, repeatedly pointed out that the Jones Act – in addition to being vital for national security – generates around 500,000 American jobs and helps pump billions of dollars each year into the U.S. economy.

SIU President Sacco was a forceful spokesman for the Jones Act throughout this ordeal. His comments were picked up by news outlets, and those remarks helped set the record straight.

Rescues, Support from Military

SIU members upheld the finest traditions of the Brotherhood of the Sea by executing several rescues at sea. Crew members from the following vessels helped perform those missions: *USNS John Ericsson*, *HSV Swift 2*, *MV Courage*, *Thomas Jefferson*, *Sealand Intrepid*, *Ocean Atlas* and *MV Resolve*.

Military leaders including Gen. Duncan McNabb, commander, U.S. Transportation Command, and Rear Adm. Mark Buzby, commander, U.S. Military Sealift Command, reiterated their support for a strong U.S. Merchant Marine, including the laws and programs that help maintain a viable American-flag, American-crewed presence.

Other Headlines

The union-affiliated Paul Hall Center for Maritime Training and Education received top marks from the U.S. Coast Guard's National Maritime Center. The school also named a new training vessel in memory of the late SIU Executive Vice President John Fay, and broke ground on a waterfront revitalization project.

U.S. maritime unions throughout the year continued with anti-piracy efforts, both in domestic and international forums. Helping deliver the SIU's message that our crews must be protected were President Sacco, Executive Vice President Augie Tellez and Secretary-Treasurer David Heindel.

The SIU helped develop an online petition against piracy that was part of the International Maritime Organization's "Year of the Seafarer" campaign. The petition garnered more than 1 million signatures.

Secretary-Treasurer Heindel was elected chair of the Seafarers' Section of the International Transport Workers' Federation, thereby becoming just the second American to hold the prestigious post. (The other was the aforementioned John Fay.)

The Seafarers Health and Benefits Plan awarded \$146,000 in scholarships to SIU members and dependents.

SIU jobs were retained as LMSR operat-



SIU-crewed ships including the *Overseas Cascade* (left) helped with the massive cleanup following the Deepwater Horizon tragedy. CIVMARS from the union's Government Services Division were among those involved in the post-spill operations.



The T-AKE vessel *USNS Washington Chambers* is launched in San Diego in September.