

# SEAFARERS LOG

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

## *Lone Star State Joins SIU Fleet*



Late last year, the new Jones Act tanker *Lone Star State* (background photo) was delivered by General Dynamics NASSCO to American Petroleum Tankers. The vessel signifies new jobs for SIU members. *Page 3.*

## **SIU Hall in Oakland Hosts 25th Thanksgiving Event**

The most recent Thanksgiving feast at the SIU hall in Oakland, California, proved typically well-attended and upbeat. Attendees included four congressmen, military officers, rank-and-file Seafarers and many others. Pictured at the gathering are (from left) SIU VP West Coast Nick Marrone, Matson VP Capt. Jack Sullivan, U.S. Rep. John Garamendi and SIU Asst. VP Nick Celona. *Page 7.*



## **Union-Affiliated Paul Hall Center Issues Annual Course Guide**

The SIU-affiliated Paul Hall Center for Maritime Training and Education has released its annual course guide as well as numerous dates for classes during the first several months of the new year. The photo above shows one of the school's new simulators which was installed last year as part of a major facilities and equipment upgrade. *Pages 11-18.*

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# President's Report

## Year in Review

Like many other publications and websites, we normally include coverage at this time of year that looks back on the previous 12 months. It's a good way to remind ourselves of what's been accomplished and where we need to re-chart our course.



Michael Sacco

It's also another way I can tell Christmas and New Year's Day are close: More and more "year in review" articles are popping up in my daily readings, which include a mix of websites and printed newspapers. (An aside: I recently switched from an older iPhone to a phablet. It took some getting used to but it's now easier to keep up on the news when I'm travelling.)

For the SIU, while the tragic loss of the *El Faro*'s crew quite obviously was the most significant thing that happened in 2015, I really don't think of it in terms of a disaster that unfolded in a particular year. It's much bigger than that; it is now and forever will be a major part of our overall history, like the more than 1,200 Seafarers who gave their lives in World War II and all others who have perished on the job. As the old union saying goes, we mourn for the dead while fighting for the living.

We have grieved together at the halls and on ships and online, sharing our devastation as well as our hopes for healing. We have stepped up with memorials and with a fund that is collecting money to assist the families. We will utilize whatever can be learned from the government's investigation of the sinking.

No amount of good news from 2015 could possibly begin to compensate for the *El Faro*, but the SIU does have much to be proud of from the past year. We helped secure three major wins on Capitol Hill, starting with a massive show of congressional support for the Jones Act early in the year, and finishing in late 2015 with the renewal of the U.S. Export-Import Bank and a boost to the U.S. Maritime Security Program. To be clear, those accomplishments were made through cooperative efforts involving many organizations and individuals – but we did our part and then some. To put it in football terms, we didn't get credit for an assisted tackle by jumping onto the pile at the end. We were among those making first contact right at the line of scrimmage.

We also negotiated several contracts for Seafarers in different segments of the industry, and without exception those agreements called for wage increases while either maintaining or improving benefits. Our record when it comes to contracts is unsurpassed, and I don't say that to knock any other unions, maritime or otherwise. This is a credit to our officials, to our contracted operators who respect your work, and to you, the rank-and-file Seafarer. I say it all the time because it's true: We can't succeed as a union without being able to point to the outstanding jobs you perform every day.

If you pick up the *LOG* or read it online with any regularity, you also know that 2015 was a great year for us in terms of new tonnage. Here again, the SIU wouldn't try to take too much credit for the new-build programs happening across the country, but our work behind the scenes has been an important factor in virtually all of them. And again, your work on the ships and tugs and ferries and everything else we've got that floats is also a big part of the equation. Companies don't invest in new tonnage if they don't have confidence they can secure qualified, reliable shipboard manpower.

No recap of 2015 for us would be complete without mentioning the huge improvements implemented at our affiliated school in Piney Point, Maryland. I've always been proud of the school, but it's no exaggeration to describe it as a world-class facility. It remains a crucial part of our future, and I'd stack it up against any other maritime training center.

As we sail into the New Year, I thank you for supporting my administration and I look forward to more achievements in 2016.

## Big Wins for American Maritime Industry: Ex-Im Bank Reauthorized, MSP Boosted

The U.S.-flag maritime industry scored two major victories on Capitol Hill late last year.

President Obama on Dec. 4 signed the Fixing America's Surface Transportation Act (also known as the highway bill), which included language to re-charter the U.S. Export-Import (Ex-Im) Bank through 2019. The previous week, on Nov. 25, the president signed the National Defense Authorization Act, which included a measure increasing to \$3.5 million the annual stipend provided to each of the 60 vessels enrolled in the U.S. Maritime Security Program (MSP).

Bipartisan efforts in both the House and Senate showed the Ex-Im Bank had strong support despite the protests of a small group of elected officials claiming the bank was corporate welfare and a drain on the Treasury.

The SIU and allies from across the U.S. have been meeting with members of Congress since the charter expired at the end of June to point out how important it is to the U.S.-flag maritime industry. Cargo generated by the institution must be transported by U.S.-crewed, U.S.-flagged vessels.

Records show the bank supported 164,000 American private-sector jobs in 2014. Nearly 90 percent of the institution's transactions went to small businesses. It supported \$27.5 billion in U.S. exports at no cost to U.S. taxpayers.

During the debate for its renewal, President Obama pointed out that the Ex-Im Bank actually generated \$7 billion for the U.S. Treasury over the last several years.

President Franklin Roosevelt chartered the Ex-Im Bank in 1934 to provide low-interest loans for the export of American-made products. Since its charter expired June 30, the institution was unable to conduct its regular business. Several companies announced during the period when the charter hadn't been renewed that they were moving operations outside the United States, costing thousands of American jobs. Approximately 60 other countries have similar programs to promote their goods around the world.

After the recent re-chartering, Ex-Im Bank Chairman Fred Hochberg said, "Exporters and their supply chains are critical to the country's economic health. Export-focused businesses bring a host of benefits to their communities and local economies, including generally paying higher wages to their employees than non-export businesses."

Meanwhile, to be part of the MSP, U.S.-flag companies agree that militarily useful, U.S.-crewed vessels

and the infrastructure supporting them are available to the military in times of war or national emergencies. The MSP was enacted in 1996.

Language in the National Defense Authorization Act noted, "It is the sense of Congress that dedicated and enhanced support is necessary to stabilize and preserve the Maritime Security Fleet program, a program that provides the Department of Defense with on-demand access to world class, economical commercial sealift capacity, assures a United States-flag presence in international commerce, supports a pool of qualified United States Merchant Mariners needed to crew United States-flag vessels during times of war or national emergency, and serves as a critical component of our national security infrastructure."

The legislation was approved, 370-58, by the House of Representatives on Nov. 5 and 91-3 by the Senate on Nov. 10.

A report on the MSP prepared for the Maritime Administration by Econometrica, Inc. cites a 2006 estimate by Reeve and Associates that "If [the Defense Department] needed to replicate the ... capacity of the MSP fleet, the capital cost alone would be \$13 billion." This same report notes that the United States Transportation Command has estimated "it would cost the U.S. government \$52 billion to replicate the intermodal system that has been developed, maintained, and continuously upgraded by MSP participants."

By contrast, the MSP has cost a relatively tiny fraction of those amounts: \$186 million a year, at most.

The provision authorizing the increase the yearly allotment for each vessel during fiscal year 2016 was introduced by U.S. Rep. Duncan Hunter (R-California), vice chairman of the Armed Services Committee's Seapower and Projection Forces Subcommittee and chairman of the Transportation and Infrastructure Committee's Subcommittee on Coast Guard and Maritime Transportation. Critical support also came from Chairman of the Armed Services Committee Rep. Mac Thornberry (R-Texas), Ranking Member on the Armed Services Committee Rep. Adam Smith (D-Washington), Chairman of the Seapower and Projection Forces Subcommittee Rep. Randy Forbes (R-Virginia), Ranking Member on the Seapower and Projection Forces Subcommittee Rep. Joe Courtney (D-Connecticut), and Rep. Rick Larsen (D-Washington), who serves on the Armed Services Committee and Seapower and Projection Forces Subcommittee.

## Environmental Excellence Nets Awards

SIU-contracted companies and Seafarers-crewed vessels once again racked up numerous awards at the Chamber of Shipping of America's (CSA) annual winter ceremony.

The CSA traditionally conducts two events each year: one in May that focuses on accident-free operations, and one in November for environmental safety.

The winter gathering took place Nov. 4 in Washington, D.C., where the association presented Certificates of Environmental Achievement. According to the CSA, the average time operating without incident for ships and vessels that received awards is 6.9 years. More than 300 vessels have logged at least 10 years each of "environmental excellence."

U.S. Coast Guard Rear Adm. Paul F. Thomas, assistant commandant for prevention policy, participated in the award ceremony and congratulated the recipients and the industry as a whole for their "extraordinary performance."

Kathy J. Metcalf, president of the CSA, said, "These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards. In today's world, it seems our industry only gets front-page news when spills or other environmental problems occur. It is encouraging to see how many vessels go for years

achieving environmental excellence. It should be clear to the American public that we in the maritime industry take our stewardship of the marine environment very seriously."

The awards are "open to all owners and operators of vessels that operate on oceans or inland waterways," according to the CSA, which represents U.S.-based companies that own, operate or charter oceangoing tank, container, or dry bulk vessels engaged in both the domestic and international trades and companies that maintain a commercial interest in the operation of such oceangoing vessels.

SIU-contracted companies receiving environmental awards in November included Alaska Tanker Company, Crowley Maritime Corporation and several of its subsidiaries including Marine Transport Lines, E.N. Bisso & Son, American Overseas Marine (AMSEA), Harley Marine Services, Keystone Shipping, and Maersk Line, Limited.

Also earning recognition were Seafarers-contracted Maersk Line, Limited, Farrell Lines, Moran Towing, Ocean Shipholdings, Ocean Duchess, OSG Ship Management, Patriot Contract Services, Seabulk Tankers, TOTE Services, TOTE Maritime Alaska, Pasha Hawaii and U.S. Shipping Corporation.



(Photos by Barry Champagne)

CSA President Emeritus Joseph Cox



CSA President Kathy Metcalf

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





The *Lone Star State* will sail in the Jones Act trade. (Photos courtesy General Dynamics NASSCO)

## NASSCO Delivers SIU-Crewed Lone Star State

A new Jones Act tanker has entered the SIU-contracted fleet.

On December 4 in San Diego, General Dynamics NASSCO delivered the *Lone Star State* to American Petroleum Tankers (APT), seven weeks after the vessel's christening.

While the ship signifies new jobs for Seafarers, it has additional meaning for the union shipyard that built it. According to NASSCO, "The new ECO Class tanker symbolizes the emerging direction of the shipping industry in the United States toward cleaner, more fuel-efficient modes of transporting product."

SIU Vice President Contracts George Tricker stated, "This vessel and the other ones on order mean job security for SIU members, and the new tankers also are a testament to the Jones Act and American shipbuilding."

The *Lone Star State* is the first in a five-tanker contract between NASSCO and APT, which calls for the design and construction of five 50,000 deadweight-ton, LNG-conversion-ready product tankers with a 330,000-barrel cargo capacity. The 610-foot-long tankers are a new "ECO" design, offering significantly improved fuel efficiency and the latest environmental protection features including a ballast water treatment system.

"The delivery of this new vessel symbolizes the future of American shipping: innovative, cost-effective, and green. The *Lone Star State*, along with the four others we are currently building for APT, will be among the most fuel-efficient and environmentally-friendly tankers – anywhere in the world," said Fred Harris, president of General Dynamics NASSCO and a former union mariner. "These tankers are 33 percent more fuel efficient than the previous five tankers built by NASSCO for APT. We are proud to be leading the charge in building these next generation of tankers."



Seafarers and AMO members gather aboard the newly delivered ship.

From 2007-2010, NASSCO built five similar State Class product tankers for APT.

"We are very excited to be taking delivery of the *Lone Star State*. This state-of-the-art tanker is a welcome addition to our growing fleet and will provide safe, reliable and efficient transportation service to our customers for many years to come," said Robert Kurz, vice president of Kinder Morgan Terminals and president of American Petroleum Tankers, a Kinder Morgan, Inc. subsidiary. "We thank NASSCO for their tremendous support in achieving this important milestone."

Since the cut of the first piece of steel

at the West Coast shipyard, local dignitaries have been involved in the build process of the tanker. In September 2014, City of San Diego Mayor Kevin Faulconer signaled the start of construction, citing it as "a great example of innovative technology ... and a symbol of jobs and opportunity...." In March 2015, San Diego's First Lady and wife of Mayor Faulconer, Mrs. Katherine Faulconer, laid the keel. Two months ago, NASSCO shipbuilders christened the vessel, with SIU Executive Vice President Augie Tellez and Vice President West Coast Nick Marrone in attendance.

According to NASSCO, "The ships were designed by DSEC, a subsidiary of

Daewoo Shipbuilding & Marine Engineering (DSME) of Busan, South Korea. The design incorporates improved fuel efficiency concepts through several features, including a G-series MAN Diesel & Turbo ME slow-speed main engine and an optimized hull form. The tankers will also have the ability to accommodate future installation of an LNG fuel-gas system."

The construction and operation of the new tankers are aligned with the Jones Act, which requires that ships carrying cargo between U.S. ports be built in U.S. shipyards in addition flying the American flag, carrying American crews and being U.S.-owned.



The *USNS Maury* is pictured during its launch in Moss Point, Mississippi. (Photo courtesy U.S. Navy)

## USNS Maury Finishes Acceptance Trials

SIU members have crewed up the *USNS Maury* following the vessel's completion of acceptance trials late last year in Pascagoula, Mississippi.

The oceanographic ship is operated by USMMI, formerly named 3PSC, for the U.S. Military Sealift Command (MSC). It's a subsidiary of Maersk Line, Limited.

According to the Navy, the acceptance trials (the final evaluation of the ship prior to delivery) included testing of major propulsion, auxiliary, damage control and deck systems.

"As a result of dedicated effort and preparation, [the *Maury*] performed very well at acceptance trials this week," said Mike Kosar, the support ships, boats, and craft program manager for the Navy's Program Executive Office (PEO) Ships. "The Navy-industry

team worked tirelessly to ensure the success of this event and we're very proud of the ship's performance."

Designed to perform acoustic, biological, physical, and geophysical surveys, the vessel will provide the U.S. military with essential information on the ocean environment, the Navy reported. The ship is 353 feet long and has a beam of 58 feet. The *USNS Maury* is 24 feet longer than the previous design of this class of vessels (T-AGS), which accommodates a pool for deployment and retrieval of autonomous underwater vehicles.

The ship is named in honor of Cmdr. Matthew Fontaine Maury, nicknamed "Pathfinder of the Seas," and also known as the "Father of Modern Oceanography." It is scheduled for delivery in early 2016.





Irene Hirano Inouye (left in photo at left above) presents the award to Sen. Patty Murray (D-Washington). SIU Executive VP Augie Tellez (left in photo in center above) and others congratulate Sen. Murray (third from left). In the photo at the far right, SIU President Michael Sacco (third from left) joins other industry leaders for a private ceremony in the office of Sen. Murray (left).

# Sen. Murray Receives Inouye Award

The Daniel K. Inouye Institute honored U.S. Sen. Patty Murray (D-Washington) on Nov. 17 for her longtime support of the American maritime industry. Dozens of maritime and Senate leaders – including SIU President Michael Sacco and Executive Vice President Augie Tellez – gathered on Capitol Hill to honor Murray as the first recipient of the Daniel K. Inouye Maritime Guardian award – a tribute given to someone “who embodies strong leadership and commitment to the U.S. maritime industry,” according to the institute.

The award was presented by Irene Hirano Inouye, widow of Sen. Inouye, to Murray, whose state is home to major ports, a vibrant American maritime industry, and a significant international

shipping industry.

“We’d like to thank Sen. Murray for her vocal support and demonstrated commitment to the American maritime industry,” said Jennifer Sabas, director of the Daniel K. Inouye Institute. “Sen. Murray mirrors the legacy of Sen. Inouye for her commitment to the success, safety, innovation and progress of this industry.”

“Sen. Inouye was and always will be a shining example of what it means to be a strong leader for the U.S. maritime industry. His work has been immensely important to my home state of Washington,” said Sen. Murray. “I’m honored to receive this award in the name of a true American maritime advocate. As Sen. Inouye did during his tenure, I will continue to work with members of Con-

gress to support legislation that sustains the strength of this vital industry while honoring the maritime initiatives Sen. Inouye worked tirelessly to uphold.”

“Dan was widely respected for his moral courage and his commitment to working in a bipartisan fashion,” said Irene Inouye. “It is with full confidence I can say Sen. Murray exemplifies that same commitment to the U.S. Merchant Marine and therefore it is with pride of my husband’s memory that she was selected for this award.”

Prior to his death, Sen. Inouye had a distinguished tenure of more than 49 years serving Hawaii in the U.S. Senate. As president pro tempore of the Senate from 2010-2012 – third in line of presidential succession – Sen. Inouye was the highest-ranking public official of Asian

descent in United States history. For his heroic actions as a member of the famed 442nd Regimental Combat Team – resulting in the loss of his right arm – the World War II veteran ultimately earned the nation’s highest award for military valor, the Medal of Honor.

A great friend of the Seafarers, Sen. Inouye expressed pride in his honorary SIU book.

“For those of you wondering, no, we didn’t make him pay dues,” Sacco said at the gathering. “But on a much more serious note, I had the privilege of working with Sen. Inouye for decades. Very simply, the U.S. Merchant Marine has never had a more dependable, more effective, more committed friend. He was a giant of a man – a man that comes along once in a lifetime.”

## Study Highlights Domestic Maritime’s Positive Effects

### On Alaska, Washington State

*SIU-Crewed Vessel Hosts Delegation Examining Industry’s Benefits*

The SIU-crewed *Midnight Sun* recently hosted government and maritime industry personnel as an ongoing follow-up to a report highlighting the vital importance of Alaska on the Puget Sound (Washington) regional economy.

Among those visiting the TOTE Services-operated vessel in Anchorage, Alaska, on Nov. 10 were Washington State Rep. Gael Tarleton, Washington State Commerce Department Director

Brian Bonlender, Port of Tacoma Commissioner Dick Marzano, Port of Seattle Commissioner John Creighton and Tacoma Councilman Joe Lonergan. The delegation was sponsored by the Washington Maritime Federation, a coalition whose members includes labor unions, shipyards, ports, businesses and policy-makers.

Issued early last year as an update to previous versions, the report – titled

“Ties that Bind: The Enduring Economic Impact of Alaska on the Puget Sound Region” – found that Alaska accounts for more than 80 percent of domestic containerized shipments for the Port of Seattle and Port of Tacoma, and 20 percent of all containerized freight at those locations. Researched by the McDowell Group, the study also found that Alaska helps maintain around 113,000 jobs in the six-county Puget Sound region – jobs that generate \$6.2 billion in wages.

Other findings included:

- Nearly 24,000 Puget Sound jobs and \$1.3 billion in wages are tied to Alaska’s seafood industry.
- Nearly half the Alaska cruise market comes through Seattle, resulting in 434,600 people embarking and/or disembarking in the city.
- Roughly 25 percent of all maritime industrial support services in the area are connected to Alaska-related business, which equates to 5,300 jobs and \$390 million in wages.
- Alaska supplies nearly half of all crude oil refined in the Puget Sound region.

“The Seattle metro area is home to several specialized medical centers that provide life-saving care for many Alaskans. The economic impact of Alaskan patients using Puget Sound medical facilities is 1,200 jobs and \$87 million

Washington is the top state, outside of Alaska, for post-secondary enrollment among Alaska residents, who attend more than 30 post-secondary institutions in the six-county Puget Sound area.

“The transport of goods and supplies throughout Alaska is an important part of our economy,” said Don Johnson, president of the Tacoma Port Commission. “Nearly everything you can buy in Alaska is shipped through Puget Sound, and these businesses in both states rely upon us to deliver. It’s a great relationship we want to see strong and growing.”

“The heritage between Washington and

Alaska is rich and growing,” said Rachael Petro, president and CEO of the Alaska State Chamber of Commerce. “When Alaska’s economy does well, so does Washington’s economy. Future opportunities are enormous but are challenged by poor policies. By working together, we can strengthen our economies for future generations.”

The study measures economic impacts from calendar year 2013 and incorporates findings from a voluntary survey of organizations that conduct business in Alaska, executive interviews, and secondary data from several state and federal agencies.

The delegation’s recent trip is considered the first of an anticipated larger gathering to be conducted in May 2016 in Alaska.



Recertified Bosun Fadel Saleh (third from right) welcomes visitors (from left) Tacoma Councilman Joe Lonergan, Washington State Commerce Department Director Brian Bonlender, Washington State Representative Gael Tarleton, Port of Seattle Commissioner John Creighton and Port of Tacoma Commissioner Dick Marzano.



SA Ali Muther (left) and Chief Cook Nasser Ahmed are pictured in the *Midnight Sun’s* galley.



# SIU Testifies for U.S.-Flag Shipping, Food Aid

The SIU made a strong case for American-flag shipping, including cargo preference laws, during a Nov. 18 joint hearing conducted by two U.S. House of Representatives subcommittees.

The hearing was headed by Chairman David Rouzer (R-North Carolina) of the Subcommittee on Livestock and Foreign Agriculture of the Agriculture Committee, Chairman Duncan Hunter (R-California) of the Subcommittee on Coast Guard and Maritime Transportation (part of the Transportation and Infrastructure Committee) and Ranking Members Jim Costa (D-California) and John Garamendi (D-California), respectively. It was convened to discuss the impact that the U.S. International Food Aid Programs have on U.S.-flag shipping, defense and the economy.

Also in attendance at the hearing were Agriculture Committee Chairman Mike Conaway (R-Texas) and Representatives Garret Graves (R-Louisiana), Dan Newhouse (R-Washington), Elijah Cummings (D-Maryland), Trent Kelly (R-Mississippi), Vicky Hartzler (R-Missouri) and Janice Hahn (D-California).

The hearing was divided into two panels: The first featured testimonies from David J. Berteau, Assistant Secretary of Defense, Logistics and Material Readiness, Department of Defense and Paul "Chip" Jaenichen Sr., Administrator, Maritime Administration (MARAD). The second panel included SIU Legislative Director Brian Schoeneman, as well as James E. Caponiti, President, American Maritime Congress; Philip Shapiro, President and CEO, Liberty Maritime Corporation; and Captain John W. Murray, President and CEO, Hapag-Lloyd USA.

The purpose of the hearing was perhaps best summarized in Hunter's opening statement: "The United States agriculture community and maritime industry are critical components of United States international food aid. For 60 years, these entities have supplied and delivered food to hungry people around the world. The United States Agency for International Development (USAID) has proposed reforming cargo preference by shifting from vessel category to cargo type, applying the 50 percent cargo preference requirement on a three-region basis, and adjusting how the 50 percent cargo preference is met using a combination of United States-flag commercial vessels and foreign vessels. While these proposals may have merit, further discussion on them is needed."

Rouzer voiced his concerns as well, stating, "The agriculture and maritime communities have successfully partnered with private, voluntary organizations to lead the global effort to alleviate hunger and malnutrition over the past 60 years. Today's hearing reaffirmed the widely held concern that disruptions to that historic partnership would have devastating effects on both our international food aid programs and our military readiness. Any effort to move away from in-kind donations in exchange for more cash-based assistance is concerning, especially since USAID has attempted to achieve these reforms by effectively driving a wedge between the maritime and agriculture communities."

In his opening statement, Costa showed his support for in-kind food aid: "Today's hearing is important because it allows us to look at the challenges the maritime industry faces when transporting food products to countries and regions in need. International food aid programs are very beneficial for countries that do not have adequate resources to provide the quality of food that we produce here in the United States. From growing the fruits and vegetables to transporting them across the world, international food aid programs support good-paying jobs throughout the nation."

Garamendi stated, "The existing partnership between agriculture, the maritime industry, and government-sponsored food aid providers has been very effective in delivering aid where it's needed most, while also supporting our domestic industries and our military readiness. A bag of American food delivered from an American ship is the best way to say that America cares. Keeping this partnership strong will also assist our troops in uniform: Current sealift capacity is insufficient to meet needs that could arise in times of crisis, and maintaining a robust domestic fleet will help keep our military ready in an increasingly dangerous world."

The panelists then presented and submitted their testimonies. One of the primary topics of discussion was the future of P.L. 480, signed into law by President Dwight D. Eisenhower in 1954 to help cash-poor countries get the food-related aid they needed. The program has since been expanded and transformed into its current



U.S. Representatives John Garamendi (D-California), Jim Costa (D-California), David Rouzer (R-North Carolina) and Duncan Hunter (R-California)

state: an in-kind food aid program that subsidizes U.S. farmers, employs American mariners and provides food to impoverished nations who need long-term support.

However, in recent years the program has seen cuts and changes that have jeopardized both mariner jobs and the countries which depend on the U.S. Food Aid deliveries.

"With respect to the food aid, that program has been under siege by the Obama administration, which has decreased overall funding for the program while simultaneously diverting more and more of the program to agency overhead, ancillary expenses, vouchers and cash payments," said Shapiro. "And the reservation to U.S.-flag vessels – long a matter of bipartisan consensus – was decreased from 75 percent to 50 percent as a 'pay for' expedient in the 2012 federal highway legislation. According to a recent MARAD report, this led to a decline of about 40 percent in a single year in U.S.-flag freight revenue from fiscal year 2012 to fiscal year 2013. Overall, dry bulk food aid cargo volumes have declined 56 percent since 2010."

He also brought up the dangers of switching to a cash voucher aid system, as opposed to physical food, that some members of Congress are in favor of.

"There is little to no oversight of these cash programs, and as a consequence there is widespread pilfering, corruption, graft and diversion of funds," Shapiro said. "For example, USAID had only two people in Syria to oversee a half-a-billion-dollar program; USAID let contractors use overhead satellite imagery to monitor 'food for work' programs in Somalia; when GAO visited a food for work program in Kenya, nobody from USAID had been there for over a year to check on the program; and USAID is actually handing out envelopes of cash to crowds in developing countries, particularly Syria, without any accountability or record of how that cash gets spent."

In each testimony, the witnesses made their case for the continuation and strengthening of the P.L. 480 Program, otherwise called Food for Peace, as well as other Food Aid programs.

Schoeneman noted, "Food Aid is a critical component to America's strategic sealift program. It is vital that Congress continue its steadfast support for in-kind Food Aid as part of our federal support for the U.S. Merchant Marine. Despite the oftentimes absurd and patently offensive claims of the opponents of the U.S.

Merchant Marine regarding the importance of Food Aid to the sustainment of the U.S.-flag fleet, there is ample evidence that recent reductions in Food Aid cargoes has harmed the maritime industry. These reductions, caused both by declining appropriations for the P.L. 480 Program as well as the statutory reduction in the

bility brought to bear in the wartime and emergency missions noted above included both U.S. government-owned sealift vessels and privately owned commercial vessels," Caponiti said. "However, it is this same single pool of trained and qualified civilian mariners who are called upon during emergencies to crew



James E. Caponiti, Philip Shapiro, John W. Murray and Brian Schoeneman

percentage of cargo reserved to American ships from 75 percent to 50 percent in the Moving Ahead for Progress in the 21st Century Act of 2013 (MAP-21), and other changes wrought by USAID which reduce Food Aid cargoes, have had a significant adverse impact on the America's Merchant Marine."

Jaenichen specifically mentioned in his statement the number of jobs provided to mariners through the Food for Peace program. "Based on the recent levels of Title II U.S. Food Aid shipments internationally, the Maritime Administration estimates that food-aid cargo preference laws sustain seven to 10 liner-type ships and two dry bulk vessels in the U.S.-flag fleet, and approximately 360 to 480 mariner jobs."

"It is important to note that U.S.-flag capa-

government ships, the majority of which are idle but maintained in readiness for activation, while simultaneously meeting the requirement to continue crewing commercial vessels and maintaining services in the U.S.-flag commercial trades."

Another key program that helps sustain the U.S. Merchant Marine – the Maritime Security Program (MSP) – also was staunchly defended by both the witnesses and members alike. Murray made his position clear in his statement: "A strong Maritime Security Program is necessary to assure the long-term success of the U.S. fleet. The MSP provides a significant national security benefit through a cost-effective vehicle that provides DOD with assured access to ships and intermodal capacity in order to support and sustain our armed forces in a contingency. The program also ensures that we as a nation maintain a sufficient pool of U.S. citizen merchant mariners to crew all U.S.-flag tonnage at the time of need, including the U.S. government's Ready Reserve Force that relies on commercial mariners."

During a question-and-answer period, Schoeneman pointed out, "When we don't have ships sailing, when we don't have jobs available for our members, it has a real impact on their credentials and their ability to remain actively serving in the U.S. Merchant Marine. Under the Standards of Training, Certification and Watchkeeping (STCW), those rules require strict amounts of time at sea in order to maintain – for officers, their licenses; for our unlicensed members, all of their endorsements – (and) they have to be working in order to do that."

All of the panelists kept American jobs at the forefront of the discussion. When asked by Garamendi about the possibility of exporting oil on American ships, Shapiro responded, "Congressman, I support all programs that call for the building of ships and the employment of merchant mariners."

Echoing that thought, Schoeneman replied, "Mr. Garamendi, you get us the jobs, we'll fill them."



David J. Berteau, and Paul "Chip" Jaenichen Sr.





Gen. Darren McDew, commander, U.S. Transportation Command and SIU President Michael Sacco



Pictured from left are honorees Matthew Cox, Anthony Chiarello and James McKenna. Chiarello dedicated his award to the *El Faro* crew.

## AOTOS Event Recognizes *El Faro*, Others

Several Seafarers-crewed vessels were recognized at the 2015 Admiral of the Ocean Sea (AOTOS) awards gathering, which took place Nov. 13 in New York City.

Additionally, the United Seamen's Service (USS) honored Anthony Chiarello, president and CEO of TOTE Inc.; Matthew J. Cox, president and CEO of Matson; and James C. McKenna, president and CEO of the Pacific Maritime Association with the AOTOS award. Chiarello dedicated his award to the crew of the *El Faro*, which sank in Hurricane Joaquin near the Bahamas on Oct. 1, claiming the lives of all 33 on board, including 17 SIU members.

The AOTOS gathering included the reading of the names of those who perished on the *El Faro*. SIU President Michael Sacco read the names of the Seafarers, and Paul Doell, president of the American Maritime Officers, read the names of the vessel's officers. Finally, Chiarello recited the names of the five Polish nationals who were on the ship. All 700-plus in the audience then sang, "God Bless America."

"This is a year wherein I am personally

unable to accept such a singular honor," Chiarello said. "Each of us here at this maritime industry gathering will appreciate the gravity and the impact that the loss of the *El Faro* and her officers and her crew had on TOTE Maritime."

He added, "Within the firm, each of us has shared the anguish and the grief thrust so unmercifully upon the families and friends of those who were lost. Our hearts are torn bearing witness to their suffering."

He concluded, "This year, with the leave of the United Seamen's Service and by the leave of those of you here with me this evening, I'd ask that we put aside any honor meant expressly for myself, and that we honor instead the valiant men and women that comprised the officers and the crew of the *El Faro*. This evening, they deserve the AOTOS award far more than I do."

All three recipients shared a history of early family ties to the maritime industry. McKenna spoke of his father-in-law introducing him to the waterfront nearly 45 years ago. Cox, who heads a 133-year-old, Seafarers-contracted ocean carrier, mentioned a

seafaring grandfather. Chiarello is a fourth generation family member involved in the maritime industry.

Cox declared he was accepting the award "on behalf of Matson customers, unions and employees, and U.S.-flag ships, proudly crewed by U.S.-citizen mariners, who I consider to be the best in the world."

Receiving Honored Seafarer awards for separate rescues were the SIU-crewed *USNS Impeccable* (operated by Crowley) and the *USNS William McLean* (part of the union's Government Services Division). Two other SIU-crewed ships – the *Cape Rise* and *Cape Wrath* – also earned Honored Seafarer awards for their respective roles in assisting medical personnel in the fight against Ebola in West Africa. That mission, Operation United Assistance, included deployments of the Ready Reserve Force ships to U.S. installations in Liberia, Sierra Leone and Guinea.

The *Cape Rise* is operated by Keystone, while the *Cape Wrath* is operated by Crowley.

The awards were presented by Rear Adm. T.K. Shannon, commander of the U.S.

Military Sealift Command, and Ed Morgan, president of USS.

In the keynote address, Gen. Darren McDew, commander of the U.S. Transportation Command, stressed the importance of the U.S. Merchant Marine to America's national and economic security. He stated his support for the U.S. Maritime Security Program and told the mariners, vessel operators and union officials in the audience, "You represent our ability to achieve our national objectives. I just want you to know how much I value you, who you are and what you do."

Proceeds from the AOTOS event are used for USS community services abroad for the U.S. Merchant Marine, seafarers of all nations, and U.S. government and military personnel overseas.

The USS, a non-profit agency established in 1942, operates centers in six foreign ports in Europe, Asia and Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

## Workers' Rights at Stake In U.S. Supreme Court Case

The labor movement is under attack by corporate interests yet again, and this time it's up to the Supreme Court to decide whether or not to stand up for workers' rights.

Although the *Friedrichs v. California Teachers Association* case includes some complexities, it boils down to this, according to the AFL-CIO: "Greedy CEOs and wealth special interest groups want to manipulate economic rules in their favor and make it even harder for our public servants – our teachers, firefighters and nurses – to speak up together and fight for what's good for our families. A bad decision from the U.S. Supreme Court could limit working people's ability to negotiate better wages, benefits and working conditions. America's economy is already out of balance. A bad decision here will make it worse."

The Obama administration and many others have filed legal briefs supporting workers' rights in this case.

In *Friedrichs v. California Teachers Association*, Rebecca Friedrichs, a public school teacher in Orange County, California, along with nine other teachers and a trade association filed a suit objecting to the agency fees they're required to pay to the Califor-

nia Teachers Association (CTA). Friedrichs is being supported by the Koch Brothers-funded Center for Individual Rights (CIR), which was formed in 1989 to push conservative legal action in a more aggressive direction, specifically on issues of affirmative action and so-called "speech codes."

In addition to the Koch Brothers, the Lynde and Harry Bradley Foundation, John M. Olin Foundation, F.M. Kirby Foundation, Sarah Scaife Foundation, and the Carthage Foundation have all contributed more than \$1 million to the CIR.

The CTA, along with the National Education Association, is defending the previous ruling made in *Abood v. Detroit Board of Education* in 1977, which protected the rights of unions to charge agency fees in order to better represent both members and non-members in a union workplace.

To help spread the message, the AFL-CIO (to which the SIU is affiliated) has joined forces with America Works Together, a coalition of working people and their allies. Together, the coalition members are exposing the truth behind this lawsuit: It's not about collecting agency fees, it's about CEOs trying to weaken the negotiating

power of the working class.

Primarily, the lawsuit seeks to invalidate the previous ruling made in *Abood v. Detroit Board of Education*. If the prosecution were to fail in that, they raise a second issue which specifically targets the legality of agency fees required by law of public service employees who are not union members but still receive the same benefits as members. These fees are usually substantially less than union membership, and are used solely for representing the employees in workplace matters.

As explained by America Works Together, "Everyone can choose whether or not to join a union at work, and nothing in this case will change that. When the majority of people vote to form a union, however, the union is required by law to represent everyone in the workplace, whether that employee is a union member or not. Employees who don't want to belong to a union only have to contribute to the costs of the representation they receive. As all public employees enjoy the benefits, job security and other protections the union negotiates, it is only fair that all employees contribute to the cost of securing those benefits and protections."

The members of the coalition are using the strength of their numbers to stand up for the rights of workers. The potentially far-reaching effects of a Supreme Court ruling makes this attack on the negotiating power of working men and women even more critical to defeat. By standing together, they hope to counteract the negative voices that are concealing their real agenda behind this case.

According to a spokesperson for America Works Together, "Everyday Americans are working more than ever before. Our work has created record wealth for an economic recovery that's been everywhere but ordinary peoples' wallets. Our economic rules unfairly favor corporate CEOs and the rich because they manipulate the rules in their favor. Almost no one stands up for average Americans these days, and now this Supreme Court case threatens to make it even worse."

As the coalition states, "The best way for working people to get ahead is to work hard and band together with others to win better wages and benefits that can sustain their families and win improvements on the job to make their work more effective. This case is just the latest tactic by the same wealthy special interests which have been attacking working people for decades."

No decisions were made on this issue in the lower courts. Lawyers for the plaintiffs acknowledged that their lawsuit hinged on having the Supreme Court reverse its prior *Abood* decision and so asked lower courts to expedite their rulings so they could quickly appeal to the Supreme Court. California Attorney General Kamala Harris argued the lack of a record showing the teachers were harmed was one reason the Supreme Court should not have taken the case.

The Supreme Court is supposed to hear arguments on January 11, 2016, with the opinion of the court and the official vote to follow.





Ruben Lopez of Carpenters Local 2236, Congressman John Garamendi, Angelo Balistari of the Carpenters, Congressman Eric Swalwell, Nick Celona, Capt. Peter Mclsaac, San Francisco Labor Council Executive Director Tim Paulson, Nick Marrone



SIU VP Nick Marrone, Congressman Mark DeSaulnier, SIU Asst. VP Nick Celona



SIU VP Nick Marrone, Congressman Jerry McNerney, SIU Asst. VP Nick Celona



Rear Adm. Joseph Servidio (fourth from right), Congressman McNerney (right) and others enjoy the traditional Thanksgiving fare.



Guests from Crowley Maritime and Patriot



Guests from Matson



From U.S. Army Corps of Engineers, Maj. James Boyette, Lt. Col. John Morrow and Lt. Col. Adam Czekanski, with Capt. Peter Mclsaac, president of San Francisco Bar Pilots

# Oakland Holiday Event Hits Milestone

## SIU Has Hosted Thanksgiving Gatherings for 25 Years

The SIU's annual pre-Thanksgiving gathering at the union hall in Oakland, California, carried extra significance this time around. The November 24 event marked the twenty-fifth straight year the SIU has hosted the feast, whether at the current hall in Oakland or the former facility in San Francisco.

As usual, the most recent get-together drew hundreds of guests, including congressmen, military officers, local politicians and judges, members and officials from various unions, representatives of SIU-contracted companies and others.

"Our event has become the start

of the winter holiday season in this area," said SIU Assistant Vice President Nick Celona, who again worked very closely with the committee that organized the gathering. "So many people pitch in to make it successful. The positive feedback we receive is overwhelming, and it's really a great celebration of maritime labor and America's working families."

In addition to informal remarks by some of the guests, the festivities including readings of (respectively) a Certificate of Special Congressional Recognition given to the SIU by U.S. Rep. Barbara

Lee (D-California) and a letter of thanks from U.S. Rep. Nancy Pelosi (D-California).

Congressional representatives in attendance included John Garamendi, Eric Swalwell, Jerry McNerney and Mark DeSaulnier (all of California). Also among the guests were Coast Guard Rear Adm. Joseph Servidio, officers from the Army Corps of Engineers, the color guard from the 4th Marine Division 23rd Regiment, and others.

*Editor's note: Special thanks to Charles Farruggia for providing many of the photos on this page.*



Recertified Steward Louella Sproul (center) was recognized for many years of volunteer efforts that have helped make the traditional Oakland event successful. She is flanked by VP Nick Marrone (left) and Asst. VP Nick Celona.



Members of 23rd Regiment, 4th Marine Division Color Guard



Asst. VP Nick Celona (third from right) is pictured with members of the 23rd Regiment, 4th Marine Division.

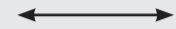




## Seafarers International Union Directory

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**Augustin Tellez, Executive Vice President**  
**David Heindel, Secretary-Treasurer**  
**George Tricker, Vice President Contracts**  
**Tom Orzechowski,**  
*Vice President Lakes and Inland Waters*  
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*Vice President Government Services*



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



## Inquiring Seafarer

This month's question was answered in early November by members attending upgrading courses at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

### Question: What are some your plans for the New Year?



**Yolanda Martinez**  
*SA*

My plan is to come back to upgrade. I'm taking chief cook now; next year I want to renew my STCW (Basic Safety) and take LNG training. Working and working, that's my plan. I also want to visit my family in Honduras.



**Nathan Bryant**  
*Wiper*

Finish upgrading and probably head out to work as soon as possible. I've got to make some more money. I'm also hoping to move soon, to Fort Lauderdale (Florida, from Sarasota). That'll get me closer to some family and to the union hall.



**Ben Gonzales**  
*AB*

My plans are to continue my education and become a mate – earn a mate's license. I'd also like to spend more time with my family in San Antonio after acquiring my license. I worked all of this year.



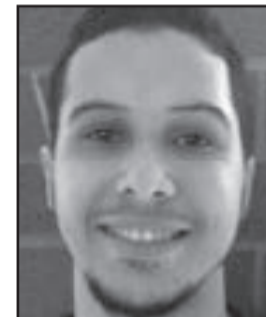
**Pat Spark**  
*GUDE*

I'm going to spend time with friends and family. They've been lacking my attention the last couple of years as I've gone through the apprentice program and started sailing. Then, it's back to work. It's a great program, too. You can't beat it.



**Jackson Blaty**  
*Wiper*

I hope to go out to sea and work. I'm also hoping to travel a little and see part of the country. My plans also include upgrading to QMED.



**Ken Cabrera**  
*FOWT*

I'll be sailing, and when I get off the next ship, I hope to get into the junior engineer class. I also want to spend time with the family before I come back to school – take my kids to Disneyworld. Hopefully I can make that happen.

## Pic From The Past



In early 1978, Delta Line's containership *SS Delta Paraguay* eases out of New Orleans Harbor down the Mississippi en route to Lagos, Nigeria, where President Jimmy Carter and the First Lady visited the vessel. Accompanying the SIU-crewed ship is the Seafarers-crewed Crescent Towing tugboat *James E. Smith*.

*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](mailto:webmaster@seafarers.org)*





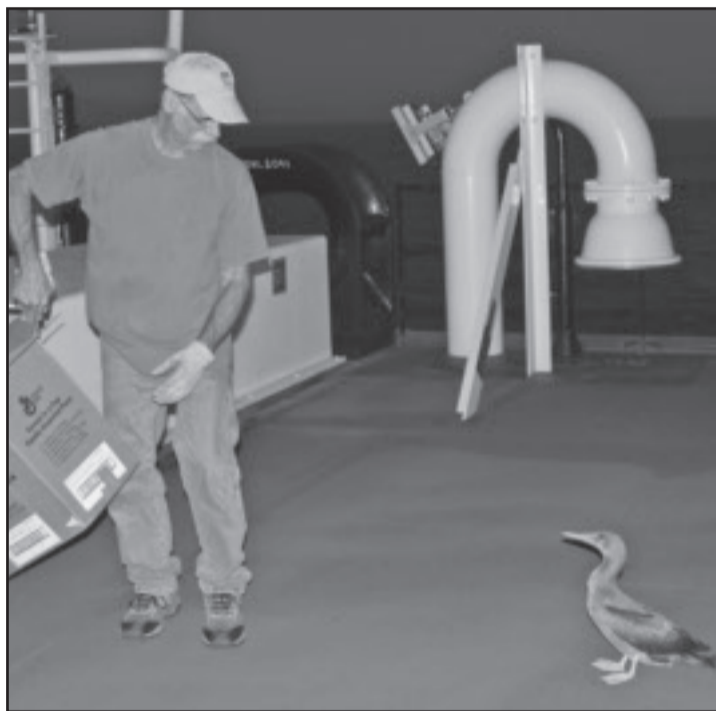
**TAKING THE OATH IN TACOMA** – Steward/Baker Todd Gallagher (left) takes the union oath at the SIU hall in Tacoma, Washington. That's Port Agent Joe Vincenzo at right



**ABOARD EMPIRE STATE** – These photos were taken Nov. 24 aboard the Crowley-operated tanker in Shelby, California. Pictured on gangway watch (directly above, from left) are ABs L.G. Johnson and Dan Davison; standing in the crew mess (photo at right, from left) are QEP Jason Flesner, Bosun Ramon Castro, AB Tareq Ahmed, Steward/Baker Shen Jen Hsieh and ACU Ali Suwaileh.



**TALKING MARITIME WITH CONGRESSMAN** – SIU Port Agent Kris Hopkins (right) met with U.S. Rep. Patrick Murphy (D-Florida) during a recent legislative breakfast in Fort Lauderdale, Florida.



**OFF THE HOOK** – When mariners aboard the *USNS John Glenn* noticed a feathered visitor in distress, they quickly came to its aid. The bird landed on the Ocean Shipholdings-operated vessel near Oceanside, California, with a fishing hook and line hanging from its beak. AB Richard Trovillo secured the bird inside a cardboard box; AB Darrell Crim then held the animal while Richard gently removed the hook. Third Mate John J. Arnold (Piney Point Lifeboat Class 385) submitted the photos, taken by him and Second Mate Ron Bunch. That's Crim holding the hook and pliers, with Trovillo, who's also shown in the other photo as the bird goes free.



**THANKSGIVING AT SEA** – Vessel Master Kyle Hamill sent along these photos of Thanksgiving aboard the SIU-crewed *Maersk Kensington*. “The birds and bouquets were made out of vegetables and everything tasted as good as it looked,” Hamill noted. “The *Kensington* is thankful every day to have these guys cooking for us. Thanks to Chief Steward Cleto Lindong, Chief Cook Cesar Avila, and Steward Assistant Assiel Roedan Santana for taking care of us.” Lindong is standing at right in the photo at the far left, with Santana.



**ABOARD ATB VISION** – Following a union meeting aboard the Crowley vessel in Richmond, California, Seafarers gathered for this snapshot. Pictured from left are Kris Goulette, Robert Duncan, Shelby Rankin, Tyler Percy, Edison Lalin, John McCranie III and Kevin Miles.



**ABOARD LIHUE** – Participating in a union meeting aboard the Matson vessel are (from left) ACU Joel Ababa, OBS Gervacio Simon, Chief Steward Ray Lackland and Chief Cook Rey Chang. Topics included new tonnage entering the SIU-contracted fleet, and the importance of SPAD.



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# SEAFARERS LOG

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

## Paul Hall Center School Supplement

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

## Introduction

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

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

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

ally, more than 23,350 men and women from every state in the U.S., Puerto Rico and several U.S. territories have graduated from the trainee program for those just beginning their maritime careers.

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

The Paul Hall Center – which includes, among other components, the Seafarers Harry Lundeberg School of Seamanship and the Joseph Sacco Fire Fighting and Safety School – offers more than 70 U.S. Coast Guard-approved classes, many of which emphasize hands-on training. An overview of many of the courses available at Piney Point is contained in this eight-page section. Detailed information also appears on the website [www.seafarers.org](http://www.seafarers.org), in the Paul Hall Center section.

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

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

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

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

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

# Paul Hall Center Course Guide for 2016

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

## Deck Department

### Able Seafarer-Deck (SHLSOS-731) 120 hours

In the Able Seafarer-Deck (AS-D) course students will be able to perform functions at the support level as specified in Table A-II/5 of the STCW Code 2010 as amended. This course specifically addresses the competencies from NVIC 12-14 contribute to safe navigational watch; berthing, anchoring and other mooring operations; contribute to the handling of cargo and stores; contribute to the safe operation of deck equipment and machinery; apply occupational health and safety precautions; contribute to the prevention of pollution; and contribute to shipboard maintenance and repair.

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

### Advanced Meteorology (SHLSOS-18) 40 hours

This course provides training in marine weather forecasting including extra-tropical and tropical weather systems, wave motion theory, extreme weather phenomena, and the access and use of HF facsimile (including NWS FTP mail) weather charts for minimizing the destructive effects of weather on ship operations. The program satisfies the STCW 95 competencies for Meteorology as defined in Table A-II/2, Plan and Conduct a Passage and Determine Position, and the objectives and assessment requirements for Chief Mate and Master licenses applicable to vessels greater than 3000 gross tons as specified in NMC Policy Letter 10-14, assessment task Control Sheets 7.1.A, 7.2.A, 7.3.A, 7.4.A, 7.4.B, 7.4.C.

*Prerequisites: Basic Meteorology*

### Advanced Navigation (SHLSOS-19) 80 hours

This course is intended for mariners sailing or wishing to sail aboard U.S.-flag 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 specifically addresses the STCW competency of "Plan a voyage and conduct navigation" as found in Table A-II/2 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 10-14: 1.1.A, 1.2.A, 1.2.B, 1.2.C, 2.2.A, 3.1.A, 3.1.B, 3.1.C, 3.1.D.

*Prerequisite: Meet eligibility requirements for Management level license*

### Advanced Shiphandling (SHLSOS-22) 80 hours

This course meets the requirements of 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. This functional element provides detailed knowledge to support the training outcomes related to the Navigation at the Management Level.

This course specifically addresses the STCW competency of "Respond to navigational emergencies" as found in Table A-II/2 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 10-14: 8.2.A, 8.3.A, 8.4.A, 8.4.B, 8.6.A,

8.7.A, 9.1.A, 9.2.A, 9.3.A, 9.4.A, 9.5.A, 9.6.A, 9.6.B, 9.7.A, 9.8.A, 9.9.A.

*Prerequisite: Meet eligibility requirements for Management level license*

### Advanced Stability (SHLSOS-25) 35 hours

This course was designed for mariners sailing onboard U.S.-flag ships who wish to achieve a rank as Chief Mate or Master. This course meets the mandatory minimum requirements for knowledge, understanding, and proficiency in Table A-11/2 of STCW 2010 and NVIC 10-14 and 11-14.

*Prerequisite: Meet eligibility requirements for Management level license*

### Advanced Watchkeeping (SHLSOS-27) 40 hours

This course satisfies the Watchkeeping and Advanced COLREGS training requirements for STCW certification as Master or Chief Mate on vessels of 500 or more gross tons. The practical assessments for this course will be accepted as the equivalent of assessments from the national Assessment Guidelines for Table A-II/2 of the STCW Code 20102 as amended.

*Prerequisite: Meet eligibility requirements for Management level license*

### Apprentice Mate (Steersman) (SHLSOS-31) 103 hours

The Apprentice Mate (Steersman) course is for mariners sailing on uninspected towing vessels. Training meets or exceeds requirements of 46 CFR 11.466(a) for original issuance or renewal of a license as Apprentice Mate (Steersman) of Towing Vessels;—AND— the examination requirements of 46 CFR 11.901 for Apprentice Mate (Steersman) of Towing Vessels provided that they also provide evidence of 18 months service in the towing industry.

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

*Prerequisites: First Aid/CPR certificate within a year; Able Seaman endorsement (any), 18 months total service, 12 months on towing vessels*

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

This course satisfies the STCW training requirements for deck officers as listed in 46 CFR 11.304(a). This course specifically addresses the following tasks from NVIC 12-14: 3.5.A; 3.6.A; 3.6.B, 3.6.C, 3.6.D, 3.6.E, 3.6.F, 3.6.G, 3.6.H, 3.6.I, 3.6.J, 3.6.K, 3.6.L, and 3.6.M. Navigation exercises assume background in chart work and coastal navigation. Students use ARPA simulation equipment to operate, observe, and use the radar plotting aids. In this course students gain an understanding of the limitations of the aids as well as their performance factors, sensor inputs and malfunctions and gain knowledge of tracking capabilities, processing, operational warnings, and target acquisition.

*Prerequisite: Valid Radar Observer*

### Basic Cargo Handling And Stowage (Operational Level) (SHLSOS-101) 40 hours

On successful completion of this course, students will understand the legal ramifications of carrying cargo, how cargo is stowed, hazard-





ous material separation, and safety precautions used prior to entering enclosed or potentially contaminated spaces. There are some minor calculations of volumes, tonnage and weight.

This course specifically addresses the STCW competency of "Inspect and report defect and damage to cargo spaces, hatch covers and ballast tanks" as found in Table A-II/1 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 12-14: 11.1.A, 11.2.A, 11.3.A, 11.4.A, 11.5.A, 11.6.A, 11.7.A. This is accomplished through classroom lecture and practical exercises.

*Prerequisites: General requirements and TWIC, MMC or USCG license*

### **Basic Low Flashpoint Fuel Operations (SHLSOS-805) 33 hours**

The objective of this course is to meet the training requirements for liquefied gas dual-fuel fired vessels and personnel who may have a part in the fueling or emergencies involved with vessel carrying dual-fuel as outlined in the IGF code. This course has been reviewed and meets the standards of competence for the basic training guidance provided in STCW.7/Circular 23 and CG-OES Policy Letter 01-15 interim guidance on training for seafarers on board ships using gases or other low-flashpoint fuels.

*Prerequisite: Valid Basic Firefighting*

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

This course satisfies the Basic Shiphandling and Steering Control Systems training requirements for deck officers as listed in 46 CFR 11.304(a). This course specifically addresses the STCW Competence of "Maneuver the ship" as found in Table A-II/1 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 12-14: 9.1.A, 9.2.A, 9.2.B, 9.3.A, 9.4.A, 9.5.A.

*Prerequisite: AB with one year of sea service*

### **Bridge Resource Management (SHLSOS-75) 30 hours**

This course satisfies the requirements for deck officers as listed in 46 CFR 11.304(a) 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 deep sea 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 2010, A-II/1, A-II/2, and B-VIII/ 2.

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

### **Bridge Resource Management (1600 Tons or less) (SHLSOS-76) 21 hours**

This course satisfies the requirements for limited deck officers as listed in 46 CFR 11.304(a) and the requirements of Section B-VIII/ 2, Part 3-1 of the STCW 2010 as amended. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

*Prerequisites: Radar Unlimited, ARPA, License of 1600 gross tons or less OR in the process of getting a limited license*



### **Bridge Resource Management With Simulation (1600 Tons or less) (SHLSOS-77) 26 hours**

This course satisfies the requirements for limited deck officers as listed in 46 CFR 11.304(a) and the requirements of Section B-VIII/ 2, Part 3-1 of the STCW 2010 as amended. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC). This course provides the student with an understanding of objectives as well as providing practical experience through simulator exercises.

*Prerequisites: Radar Unlimited, ARPA, License of 1600 gross tons or less OR in the process of getting a limited license*

### **Celestial Navigation (SHLSOS-103) 126 hours**

Applicants completing this course will satisfy the Celestial Navigation training requirements for oceans endorsements. This course specifically addresses the STCW KUP of "Ability to use celestial bodies to determine the ship's position" as found in Table A-II/1 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 12-14: 9.1.A, 9.2.A, 9.2.B, 9.3.A, 9.4.A, 9.5.A.

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*

### **Crane Operations (Non-USCG) 35 hours**

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

*Prerequisites: General requirements and TWIC, MMC or USCG license*

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

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

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

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

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

### **Electronic Navigation (SHLSOS-181) 40 hours**

This course satisfies the Electronic Navigation training requirements for certification for deck officers as listed in 46 CFR 11.304(a). This course addresses the OICNW STCW KUP of "Ability to determine the ship's position by use of electronic navigational aids" as found in Table A-II/1 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 12-14: 1.4.A, 1.4.B, 1.4.C, 1.4.D, and 1.5.A.

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

### **Emergency Procedures (Operational Level) (SHLSOS-185) 21 hours**

This course satisfies the training requirements for certification for deck officers as listed in 46 CFR 11.304(a). This course addresses the OICNW STCW Competency of "Respond to Emergencies" as found in Table A-II/1 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 12-14: 5.1.A, 5.2.A, and 5.3.A.

*Prerequisites: No additional prerequisites*

### **Fast Rescue Boat (SHLSOS-193) 30 hours**

The Fast Rescue Boats course trains students to handle and take charge of fast rescue boats during or after launch in adverse weather and sea conditions in accordance with Table A-VI/2-2 of the STCW Code, Specification of the Minimum Standard of Competence in Fast Rescue Boats. 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. This course specifically addresses the tasks from NVIC 05-14.

*Prerequisites: Must be rated*

### **Fast Rescue Boat Renewal (SHLSOS-708) 20 hours**

This course meets the renewal requirements

as outlined in USCG NVIC 05-14 Guidance for Qualifications for STCW Endorsements for Proficiency in Fast Rescue Boats, and of the STCW Convention, Chapter VI, Section A-VI/2, Table A-VI/2-2 for Fast Rescue Boat renewal, 2010, as amended.

This course renews the student skills in handling and taking charge of fast rescue boats during or after launch in adverse weather and sea conditions. Students review operating a fast rescue boat engine, using all locating devices, including communication and signaling equipment between the rescue boat and the ship, rescue towing and carrying out search patterns. Training is conducted mainly at dockside during demonstrations and practice drills with a short introductory period in the classroom on the first day to cover school and safety concerns and the last day for discussion and critiques.

*Prerequisites: Must have Fast Rescue Boat endorsed on MMC*

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

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

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

### **Leadership and Managerial Skills (SHLSOS-751) 35 hours**

This course satisfies the training requirements for leadership and managerial skills for deck officers as listed in 46 CFR 11.304(a). As stated in tables A-II/2 and A-III/2, "Use of leadership and managerial skills," students will demonstrate sufficient understanding and knowledge of leadership and managerial skills and have the relevant skills to competently carry out the duties of master, chief mate, chief engineer officer and second engineer officer.

*Additional prerequisites: This course is open to deck and engine officers at the 2nd Mate or 2Asst Engineer level who have sufficient supervisory experience with shipboard operations to understand that leadership and managerial skills are an essential part of their role on board. There are no prerequisites for this course.*

### **Leadership and Teamworking Skills at the Operational Level (SHLSOS-768) 1 day**

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

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

### **Magnetic and Gyro Compasses (SHLSOS-262) 20 hours**

This course satisfies the training requirements for deck officers as listed in 46 CFR 11.304(a). This course addresses the OICNW STCW KUP of "Knowledge of the principles of magnetic and gyro compasses" and "Ability to determine errors of the magnetic and gyro compasses" as found in Table A-II/1 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 12-14: 1.6.A, 1.6.B, 1.6.C, 1.6.D, 1.7.A, 1.7.B, 1.7.C, 1.7.D, 1.7.E, and 1.7.F.

*Prerequisite: AB with 1 year of sea service*







### Master 100 Tons (SHLSOS-281) 90 hours

The Master 100 Tons Near Coastal course meets or exceeds the training requirements of 46 CFR 11.428 and 11.910 (Table 2). 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 11.910.

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.

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

### Meteorology (SHLSOS-316) 40 hours

This course satisfies the Meteorology training requirements for deck officers as listed in 46 CFR 11.304(a). This course specifically addresses the STCW KUP of "Knowledge of the characteristics of the various weather systems, reporting procedures and recording systems" as found in Table A-II/1 of the STCW 2010, as amended. This course specifically addresses the following tasks from NVIC 12-14: 1.10.A, 1.10.B, 1.10.C, 1.10.D, 1.10.E, 1.10.F, 1.10.G. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

*Prerequisite: AB with 1 year of sea service*

### Proficiency in Survival Craft/Personal Survival Techniques (SHLSOS-378) 37 hours

This 1-week course satisfies the competency standards of STCW Code Table A-VI/2-1 for an STCW endorsement for Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats (PSC) and will satisfy the examination and practical demonstration requirements of 46 CFR 12.407(b)(3) and NVIC 04-14 for endorsements for Lifeboatman and PSC. This course also incorporates the personal survival renewal requirements as outlined in Table A-VI/1-1 and Table A-VI/2-1 of the STCW 2010, as amended and NVIC 04-14.

*Prerequisites: 180 days of deck sea time*

### Radar Observer Inland (SHLSOS-396) 5 days

This course will familiarize the student with the fundamentals of radar, operation and use of radar, radar navigation techniques, interpretation and analysis of radar information, and plotting as outlined in 46 CFR 11.480. This is accomplished through classroom lecture, simulated practice exercises, assessment of competency, and mandatory homework assignments. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code.

*Prerequisites: Must be rated with one year as AB*

### Radar Observer Recertification (SHLSOS-402) 1 day

This course satisfies the requirements of 46 CFR 11.480(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.

*Prerequisites: Radar Observer Unlimited valid or not have expired more than 6 months*

### Radar Observer Unlimited (SHLSOS-399) 10 days

This course satisfies the STCW requirements of 46 CFR 11.480 for an endorsement as Radar Observer (Unlimited) and the radar training requirements for deck officers as listed in 46 CFR 11.304(a). This course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise. Students operate modern audio-visual and radar simulation gear as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels.

*Prerequisites: Must be rated with one year as AB*

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

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

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

### Search and Rescue (Operational Level) (SHLSOS-447) 2 days

This course satisfies the training requirements for deck officers as listed in 46 CFR 11.304(a). This course addresses the OICNW STCW KUP of "Respond to a distress signal at sea" as found in Table A-II/1 of the STCW 2010, as amended and tasks in accordance with NVIC 12-14. The course is familiarizes students with the contents of the IMO International Aeronautical and Maritime Search and Rescue Manual (IAMSAR).

*Prerequisite: AB with 1 year of sea service*

### Self-Unloading Advanced 32 hours

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

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

*Prerequisite: Seetime as a Conveyorman with 1 year of sea service*

### Self-Unloading Basic 35 hours

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

*Prerequisite: Seetime as a Conveyorman with 1 year of sea service*

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

This course satisfies the training requirements for deck officers as listed in 46 CFR 11.304(a). This course provides training at the basic level for those whose responsibilities include maintaining the seaworthiness of the ship. On successful completion of this course, students will be able to use cargo plans and tables or diagrams of stability and trim data to calculate the ship's initial stability, drafts, and trim for any given description of cargo and other weights and to determine whether stresses on the ship are within permitted limits by the use of stress data or calculation equipment, or software.

This course addresses the OICNW STCW Competence of "Maintain seaworthiness of the ship" as found in Table A-II/1 of the STCW 2010, as amended and in accordance with NVIC 12-14.

*Prerequisites: AB with 1 year of sea service*

### Ship Management (SHLSOS-451) 70 hours

This course satisfies the training requirements STCW certification as Master or Chief Mate on vessels of 500 or more gross tons (ITC). The practical assessment in this course will be accepted as the equivalent of assessment from the National Assessment Guidelines for Table A-II/2 of the STCW Code 2010 as amended.

This functional element provides the detailed knowledge to support the training outcomes specifically related to ship management and emergency response. Specifically, this encompasses controlling the operation of the ship by complying with legislation to ensure safety of life at sea and protection of the marine environment and maintaining safety and security of crew and passengers through the development of emergency and damage control plans and organizing and managing the crew in emergencies.

*Prerequisite: Meet eligibility requirements for Management level license*

### Terrestrial & Coastal Navigation (SHLSOS-512) 80 hours

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

*Prerequisite: AB with 1 year of sea service*

### UA to AS-D Program (SHLSOS-733)

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

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

This self-study course satisfies the practical signaling requirements for OICNW of 500GT or more as listed in 46 CFR 11.309(4)(vii). Students should practice the flashing light on the computer before committing to test. Completion certificate is only valid for 1 YEAR. Students will be considered to have successfully demonstrated the competence "Receive and Transmit Information by Visual Signaling" of Table A-II/1 of the STCW Code 2010, as amended and NVIC 12-14.

*Prerequisites: Should be near ready to apply for OICNW license*

### Water Survival (Lifeboatman) (SHLSOS-549) 60 hours

This 2-week course satisfies the competency standards of STCW Code Table A-VI/2-1 of the STCW, as amended 2010, for Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats (PSC) and will satisfy the examination and practical demonstration requirements of 46 CFR 12.407(b)(3) for endorsements for Lifeboatman and PSC; AND if presented within one year of the completion of training, the written and practical examination requirements of 46 CFR 12.407 for a Lifeboatman endorsement; AND the written "Survival Craft" examination requirements of 46 CFR 12.409(a)(5) for service on vessels not equipped with lifeboats; AND the Personal Survival Techniques training requirements of Table A-VI/1-1 of the STCW Code and 46 CFR 11.202(b)(1). This course meets the specific tasks outlined in NVIC 04-14 (PSC) and NVIC 08-14 (BT).

*Prerequisites: 180 days seetime*

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

This course satisfies the training requirements for certification as OICNW on vessels of



500 or more gross tons (ITC); AND the Bridge Resource Management training requirements of 46 CFR 11.202(e). The practical assessments conducted in this course will be accepted as the equivalent of the assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code, as amended and tasks in accordance with NVIC 12-14.

*Prerequisite: AB with one year of sea service*

## Engine Department

### UA to FOWT Program (SHLSOS-642)

The Able Seafarer-Engine PROGRAM consists of our Unlicensed Apprentice to FOWT program. Successful students who present our certificate of training within one year of the completion of training will receive 90 days of sea service credit toward a QMED rating; AND will satisfy the examination requirements for QMED-Oiler and QMED-Fireman/Watertender rating endorsements; AND the training and assessment requirements of Table A-III/4 of the STCW Code 2010 as amended.

### Advanced Refrigerated Containers Maintenance

**4 weeks**

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

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

### Basic Auxiliary Plant Operations (SHLSOS-51) 4 weeks

This is the first of three courses required to earn a USCG rating as a Fireman/Watertender Oiler (FOWT) and the first of three courses required to satisfy STCW endorsement as a Ratings Forming Part of the Engineering Watch. The objective of this course is to provide students with knowledge and practical operational skills required of rated engine department watchstanders in auxiliary plants as they prepare to sail in the capacity of FOWT. Successful completion of this course and presentation of the certificate within ONE year of completion, will receive 30 days sea service credit towards a QMED rating, and will be accepted as having completed the tasks for *General Subjects* and *Shipboard Systems and Subsystems* and the general practical assessments from NVIC 07-14.

*Prerequisites: 90 days seatime in engine department*

### Basic Electricity (Junior Engineer Course) (SHLSOS-52) 2 weeks

This is one of three courses required for those seeking a QMED - Junior Engineer endorsement. The course provides the mariner



electrical skills required of a rated member of the engine department. Successful completion of this course and presenting the certificate within ONE year of completion of training, will satisfy the requirements of 46 CFR 12.505 (c), Junior Engineer, PROVIDED the student has completed the Engineering Plant Maintenance and Basic Refrigeration & HVAC courses; AND there is evidence of at least 90 days of sea service while endorsed as a QMED FOWT prior to starting this training.

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

### Basic Motor Plant Operations (SHLSOS-63) 2 weeks

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

*Prerequisites: Must have BAPO and 180 days engine seatime*

### Basic Refrigeration & Heating, Ventilation, and Air Conditioning (HVAC) (Junior Engineer Course) (SHLSOS-64) 2 weeks

This is a one of three courses required for those seeking a QMED - Junior Engineer endorsement. This course provides the cognitive and practical mechanical skills required of Basic Refrigeration and HVAC. Successful completion of this course and presenting the certificate within ONE year of completion of training, will satisfy the requirements of 46 CFR 12.505 (c), Junior Engineer, PROVIDED the student has completed the Engineer-

ing Plant Maintenance and Basic Electricity courses; AND there is evidence of at least 90 days of sea service while endorsed as a QMED FOWT prior to starting this training.

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

### Basic Steam Plant Operations (SHLSOS-73) 2 weeks

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

*Prerequisites: Must have BAPO and 180 days engine seatime*

### Designated Duty Engineer (Non-STCW)

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

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

### Diesel Engine Technology 4 weeks

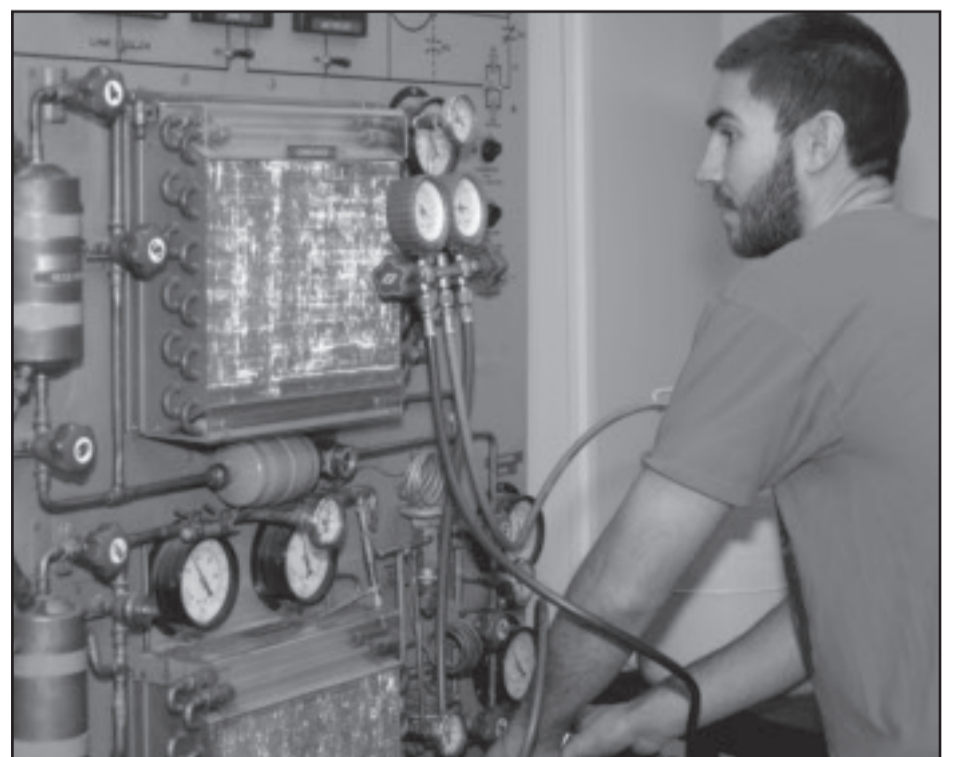
The objective of the Diesel Engine Technology course is to offer the QMED students advanced insight into the history, theory, operations, and maintenance of diesel engines. Topics of instruction include diesel engine theory; 2- and 4-stroke cycle operating principles; and the construction, operation, 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 (Junior Engineer Course) (SHLSOS-191) 4 weeks

This is a one of three courses required for those seeking a QMED - Junior Engineer endorsement. The course provides cognitive and practical mechanical skills required of engineering plant maintenance. Successful completion of this course and presenting the certificate within ONE year of completion of training, will satisfy the requirements of 46 CFR 12.505 (c), Junior Engineer, PROVIDED the student has completed the Basic Refrigeration & HVAC and Basic Electricity courses; AND there is evidence of at least 90 days of sea service while endorsed as a QMED FOWT prior to starting this training. The course will complete a limited number of OICEW assessments in conjunction with this course.

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





## Engineroom Resource Management (SHLSOS-187) 40 hours

Students who successfully complete this course will meet the requirements of 46 CFR parts 11.102 and 11.903(c), STCW Table A/III-1&2 (Engineroom Resource Management Sections), STCW Section B-VIII/1 Part 4-2, Practical assessments from the USCG National Assessment Guidelines for Table A-III/1&2 of STCW 2010 as amended. Topics include team organization and team building, engine room procedures and practices, engine room communications, situational and cultural diversity awareness, and factors affecting human performance. Students develop a greater understanding and awareness of correct watchkeeping procedures and have a greater practical understanding of the interdependency of the various operating machinery. Students will be able to anticipate problems and troubleshoot using critical thinking and situation awareness. They will contribute to the safe and effective operation of the vessel's operation and machinery spaces.

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

## Machinist (SHLSOS-261) 3 weeks

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

Assessments will meet the requirements of NVIC 17-14 for the use of hand tools.

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

## Marine Electrician (SHLSOS-269) 8 weeks

The objective of the Marine Electrician course is to provide Engine Department person-

nel the ability to perform Function: Electrical, Electronic, and Control Engineering at the Support Level; Maintenance and Repair at the Support Level; and Controlling the Operation of the Ship and Care for Persons on Board at the Support Level. This course teaches the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators, and controllers on board ship. Successfully completing this course and presenting the certificate of training WITHIN ONE YEAR OF COMPLETION OF TRAINING will satisfy the examination requirements of 46 CFR 12.501 (c)(5) for the Electrician/Refrigerating Engineer endorsement of 46 CFR 12.501(b)(1)(iv) PROVIDED applicant currently holds a QMED-Refrigerating Engineer rating or has completed an approved QMED-Refrigeration Technician course within one year of this application.

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

## Marine Refrigeration Technician (SHLSOS-274) 6 weeks

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 is also presented. Successfully completing the Marine Refrigeration Technician course and presenting the certificate of training WITHIN ONE YEAR OF COMPLETION OF TRAINING will satisfy the written exam requirements of 46 CFR 12.505(a) for the Refrigerating Engineer portion of the combined QMED-Electrician/Refrigerating Engineer endorsement of 46 CFR 12.501(b)(1)(iv) PROVIDED applicant currently holds a QMED-Electrician rating or has completed and approved QMED-Electrician course within one year of this application.

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



## Pumpman (SHLSOS-380) 2 weeks

The objective is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to operate, maintain, and repair the equipment associated with the handling of liquid cargo on-board a tankship. Topics covered in the Pumpman course are inert gas systems, crude oil washing systems, vapor recovery, and 2 days of assessment in the cargo simulator. Successfully completion of the Pumpman course and presentation of the certificate of training WITHIN ONE YEAR of completion of training will satisfy the written exam requirements of 46 CFR 12.505(a) for the Pumpman portion of the combined QMED-Pumpman/Machinist endorsement of 46 CFR 12.501(b)(1)(v) PROVIDED applicant currently holds a QMED-Machinist rating of has completed an approved QMED-Machinist course within one year of this application, AND complete tasks 5.1.A, 5.2.A, 5.2.B, 5.2.C, 5.2.D, 5.2.E from National Guidelines for OICEW NVIC 17-14. Task sheets need not be presented for STCW certification.

*Prerequisites: Must have completed machinist and welding courses*

## Welding and Metallurgy Skills and Practices (SHLSOS-551) 3 weeks

The objective of the course is to Engine Department personnel to tack and run a straight bead in a variety of situations and to test a weld using dye penetrant. Successful candidates will earn a SHLSS certificate of training in Welding & Metallurgy – Skills and Practices. This course is part of the Pumpman Program and the Officer in Charge of an Engineering Watch Program.

*Prerequisites: Must be Q4*

## Steward Department

### ServSafe Manager 1 week

The ServSafe Manager is an online course managed by the National Restaurant Association and is based on their text, *The ServSafe Manager Book* (formerly *ServSafe Essentials*). This course is ideal for preparing students to

take the ServSafe Food Protection Manager Certification Exam. It covers critical principles including: personal hygiene, cross contamination, time and temperature, receiving and storage, food safety management systems, training hourly employees, and more. A fee is required to take the test.

*Prerequisites: No additional prerequisites*

### Galley Operations 4 weeks

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

*Prerequisites: 365 day's sea time as an SA, or Phase III UA's deciding on a Steward Dept career*

### Certified Chief Cook Six 2-week modules

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

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

### Advanced Galley Operations 4 weeks

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

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

### Chief Steward 6 weeks

This course trains stewards to take charge of a production galley, supervise employees in galley operations, plan and prepare meals,



## Academic Department

The Academic Department has a long history of providing support and services to students at the Paul Hall Center. Since the founding of the school in Piney Point, Maryland., there has been academic support for students taking vocational programs. There are a variety of opportunities offered to all students. Specific questions about the programs can be answered by contacting the Academic Department at (301) 994-0010, ext. 5411

### General Education Program – Maryland High School Diploma

The GED program is open to all mariners who do not have a high school diploma. Assistance is offered to prepare students to take the new computer-based GED test in Maryland or in their home state. Emphasis is placed on writing skills, social studies, science, interpreting literature and art, and

mathematics. GED students receive individualized instruction in preparation for the test. The school for many years has successfully prepared mariners to pass the test. For many students, this is a milestone in their lives. Successful students will receive a Maryland High School Diploma upon completion of this program. (A 12-week residency is required prior to taking the test in Maryland.)

### Basic Vocational Support Program

The vocational support system assists students in improving course-specific vocational language and mathematical skills. It is designed to augment the skills introduced in their vocational training classes. This program may be taken prior to attending the vocational class or concurrently with the vocational class. It is ideal for students who have been away from the classroom; need to

improve basic academic skills.

### College Program

The Paul Hall Center is a degree-granting institution approved by the Maryland Higher Education Commission. Students may apply for college credit for many of the vocational courses that they take while upgrading at the school. In addition, the center offers general education courses required for an associate's degree. The school currently offers Associate of Applied Science degree programs in Nautical Science Technology (deck department students) or Marine Engineering Technology (engine department students). There also is a certificate program in maritime technology with concentrations in nautical science or marine engineering. All programs are designed to provide the opportunity for mariners to earn a college degree or certificate in their occupational areas and provide a solid academic foundation in general

education subjects. Students are required to have a total of 60 to 70 college hours to earn a degree. Students also may take advantage of remedial programs that help prepare them for college level courses. It is recommended that students meet with a counselor to plan a college program.

### Distance Learning Courses

We offer several distance learning courses. All can be done as self-paced courses under the guidance of the Academic department. A few can be done remotely. A list of courses follows:

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

For more information, contact the Academic department.





incorporate a wellness environment in menu structure, order inventory, determine scheduling and oversee galley sanitation. On meeting the minimum requirements for Chief Steward, culinary students will be trained to take charge of a production galley. The course stresses the competencies related to management, breakfast production, communication, leadership, inventory control, ordering, scheduling, sanitation, healthy menu planning and healthy baking.

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

## Safety Courses

### Advanced Fire Fighting (SHLSOS-15) 35 hours

This course satisfies training requirements of Table AVI/3 of the STCW Code 2010 as amended and 46 CFR 11.303;—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.201(h) for an original license. During this course, students learn to blueprint a vessel and organize emergency squads for firefighting. 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: Must be rated*

### Advanced Fire Fighting Revalidation (SHLSOS-777) 3 days

This course renews the competencies required in Table A-VI/3 of the STCW Code 2010 as amended, 46 CFR 10.303(b) and NVIC 09-14. During this course, students learn to blueprint a vessel and organize emergency squads for firefighting. 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: Must have completed Advanced Firefighting or Combined Basic/Advanced Firefighting within the last 5 years*

### Basic Fire Fighting (SHLSOS-53) 16 hours

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

*Prerequisites: No additional prerequisites*

### Basic Fire Fighting (SHLSOS-57) 35 hours

This course part of the UA Program and satisfies the following: 1) Fire Prevention per STCW table A-VI/1; 2) Fire Prevention per 46CFR 11.302(a)(2) and 12.602(a)(2) and ; 3)

Basic Fire Fighting training required by 46CFR 11.201(h)(2) [Basic only]; and 4) Fire Fighting requirements for national tankerman endorsement in 46CFR 13.201(c)(3), 13.301(c)(3), 13.401(d), and 13.501(c)(3). The objective of this course is to familiarize the student with the chemical process of fire, its behavior, and the various methods and equipment used to combat it.

*Prerequisites: No additional prerequisites*

### Basic Training 40 hours

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

*Prerequisites: No additional prerequisites*

### Basic Training Renewal (SHLSOS-69) 21 hours

The course is for persons sailing aboard U.S.-flag merchant vessels. It does not replace the requirement of 1 year of sea duty in the previous 5 nor the obligation to have completed BT, which is a prerequisite. Modules meet or exceed the minimum mandatory requirements of STCW 2010 as amended, Section A-VI/1, and NVIC 08-14.

The course reintroduces students to the fundamental knowledge and skills of basic shipboard safety necessary for employment aboard vessels as set out in the STCW Tables A-VI/1-1 through 1-4. These are personal survival techniques (1-1), fire prevention and firefighting (1-2), elementary first aid (1-3), and personal safety and social responsibilities (1-4).

*Prerequisite: Basic Training within last 5 years*

### Combined Basic & Advanced Fire Fighting (SHLSOS-125) 40 hours

This course satisfies 1) Basic Fire Prevention and Firefighting per STCW table A-VI/1 and A-VI/1-2 of the STCW Code as amended and 46 CFR 11.302(a)(2) and 12.602(a)(2), 2) Basic and Advanced Firefighting training required for an officer endorsement by 46CFR 11.201(h)(2) [Basic only]; 3) Advanced Fire Fighting Training required by Table A-VI/3

and 46 CFR 10.303; and 4) Firefighting requirements for national tankerman endorsement in 46CFR 13.201(c)(3), 13.301(c)(3), 13.401(d), and 13.501(c)(3).

*Prerequisites: Must be rated*

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

This course satisfies the *Control passengers and other personnel during emergency situations* competency requirement of Table A-V/2 of the STCW code as amended and the requirements of 46 CFR 11.1105 for Officers on Passenger Ships on International Voyages.

The training includes organizing the safe movement of passengers when embarking and disembarking, organizing shipboard emergency procedures, optimizing the use of resources, controlling responses to emergencies, controlling passengers and other personnel during emergency situations, and establishing and maintaining effective communications.

*Prerequisites: No additional prerequisites*

### Crowd Management (SHLSOS-142) 4 hours

This course satisfies the Crowd Management training requirements of Paragraph 1 of Section A-V/2 and A-V/3; and the Safety Training requirements of Paragraph 3 and 4 of Section A-V/2 and A-V/3 of the STCW Code as amended; AND satisfies the requirements of 46 CFR 11.1105 for Officers on Passenger Ships on International Voyages.

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

*Prerequisites: No additional prerequisites*

### First Aid & CPR (SHLSOS-197) 21 hours

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

basic first aid, and cardiopulmonary resuscitation (CPR) according to the nationally accepted standards.

*Prerequisites: No additional prerequisites*

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

This course is part of the BT classes and satisfies: (1) the Elementary First Aid per Table A-VI/1-3; (2) Elementary First Aid per 46 CFR 11.302(a)(3) and 46 CFR 12.602(a)(3); and (3) the First Aid and CPR training requirements of 46 CFR 11.201(i)(1). Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the nationally accepted standards.

*Prerequisites: No additional prerequisites*

### HAZMAT Recertification 1 day

This course provides a regulatory overview of Occupational Safety and Health Act requirements, reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection, and monitoring equipment and new technology.

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

### Maritime Security Awareness (SHLSOS-561) 4 hours

This course provides the knowledge required for all personnel who are not assigned specific duties in connection with a security plan but are involved in the work of ports, facilities, and vessels and are affected by the requirements of the Maritime Transportation Security Act of 2002, and/or Chapter XI-2 of SOLAS 74 as amended, and/or the IMO ISPS Code, and/or U.S. Coast Guard regulations contained in 33 CFR 104.225 and NVIC 21-14.

*Prerequisites: No additional prerequisites*

### Medical Care Provider (SHLSOS-310) 21 hours

This course satisfies the Medical First Aid training requirements of Table A-VI/4-1 of the STCW Code, NVIC 05-04 and 46 CFR 11.309. 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: Must be rated*

### Oil Spill Prevention And Containment 5 days

This course consists of classroom and practical training exercises covering oil types and petroleum product 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) 4 hours

This course is part of the BT classes and satisfies the Personal Safety & Social Responsibilities competency and training requirements of Table A-VI/1-4 of the STCW Code 2010 as amended and 46 CFR 10.302(a)(4) and 12.602(a)(4). This course familiarizes students with the fundamental knowledge and skills of basic shipboard safety, social interactions, communication, and sexual harassment as necessary for employment aboard deep-sea vessels. This is accomplished through classroom lectures. This course will also satisfy the renewal requirements for PSSR under STCW Section A-VI/1, as amended.

*Prerequisites: No additional prerequisites*

### Personal Survival Techniques (SHLSOS-363) 12 hours

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





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

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

*Prerequisites: No additional prerequisites*

### Social Responsibilities (SHLSOS-465) 25 hours

This course is part of the UA Program and provides the unlicensed apprentice 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. The course curriculum meets or exceeds requirements of Table A-VI/1-4 of the STCW Code 2010, as amended.

*Prerequisites: No additional prerequisites*

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

This course meets provisions of the Maritime Transportation Security Act of 2002 and/or Chapter XI-2 of SOLAS 74 as amended and/or the IMO ISPS Code and/or U.S. Coast Guard regulations contained in 33 CFR 104.225 and NVIC 21-14.

Students will be able to undertake the duties assigned under the VSO, including knowing current security threats and patterns, specifically piracy and armed robbery; recognition and detection of weapons, dangerous substances and devices; recognition, on a non-discriminatory basis, of characteristics and behavioral patterns of persons who are likely to threaten security; techniques used to circumvent security measures; crowd management and control techniques; security-related communications; knowledge of emergency procedures and contingency plans; operation of security equipment and systems; testing, calibration and at-sea maintenance of security equipment and systems; inspection, control, and monitoring techniques; and methods of physical searches of persons, personal effects, baggage, cargo, and vessel stores.

*Prerequisites: No additional prerequisites*

### Vessel Security Officer (SHLSOS-573) 19.5 hours

This course satisfies the requirements of those wishing to perform the duties and responsibilities of a Vessel Security Officer (VSO) in accordance with the requirements of the Maritime Transportation Security Act of 2002, Chapter X-2 of SOLAS 74 as amended, the IMO ISPS Code, and the US Coast Guard regulations contained in 33 CFR 104.225 and NVIC 21-14. The course meets the mandatory minimum requirements for knowledge, understanding, and proficiency in Table A-VI/5 of the STCW Code and the mandatory training requirements in 33 CFR 104.225 and meets the competencies required in NVIC 21-14.

*Prerequisites: No additional prerequisites*



## Tanker Courses

### Tank Barge Dangerous Liquids (SHLSOS-491) 38 hours

The objective of this course is to provide the student with the required knowledge and application of skills to supervise the safe and pollution-free transfer of dangerous liquids as required by 46 CFR 13.301(b)(4). This is accomplished through classroom lectures and exercises emphasizing the operational aspects of cargo operations. This course satisfies the training requirements for an endorsement as Tankerman-PIC (Barge).

*Prerequisites: Basic Fire Fighting, Tankerman Assistant Endorsement*

### Tank Ship Dangerous Liquids (SHLSOS-501) 38 hours

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. This course satisfies the training requirements of 46 CFR 13.201(c)(4) for an endorsement as Tankerman-PIC DL and 13.201(c)(4) for an endorsement as Tankerman-PIC (Barge) DL; the requirements of 46 CFR 13.603(a)(2), 46 CFR 13.603(b)(2), 46 CFR 13.603(c)(2) and STCW code Table A-V/1-1-2 for an STCW endorsement for Advanced Oil Tanker Cargo Operations; and the requirements of 46 CFR 13.605(a)(2), 46 CFR 13.605(b)(2), 46 CFR 13.605(c)(2) and STCW Code Table A-V/1-1-3 for an STCW endorsement for Advanced Chemical Tanker Cargo Operations. The course will also satisfy training requirements for endorsements as Tankerman-Assistant DL, Tankerman-Engineer DL and Basic Oil and Chemical Tanker Cargo Operations.

*Prerequisites: Basic Firefighting, Tank Ship Familiarization DL course*

### Tank Ship Dangerous Liquids (Simulator) (SHLSOS-503) 53 hours

This course satisfies training requirements of 46 CFR 13.201(c)(4) for an endorsement as Tankerman-PIC DL and 13.201(c)(4) for an endorsement as Tankerman-PIC (Barge) DL; the requirements of 46 CFR 13.603(a)(2), 46 CFR 13.603(b)(2), 46 CFR 13.603(c)(2) and STCW code Table A-V/1-1-2 for an STCW endorsement for Advanced Oil Tanker Cargo Operations; and the requirements of 46 CFR 13.605(a)(2), 46 CFR 13.605(b)(2), 46 CFR 13.605(c)(2) and STCW Code Table A-V/1-1-3 for an STCW endorsement for Advanced Chemical Tanker Cargo Operations. The course will also satisfy training requirements for endorsements as Tankerman-Assistant DL, Tankerman-Engineer DL and Basic Oil and Chemical Tanker Cargo Operations.

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

*Prerequisites: Basic Firefighting, Tank Ship*



*Familiarization DL course*

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

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

*Prerequisite: Basic Fire Fighting within 5 years*

### Tank Ship Familiarization (Liquefied Gases) (SHLSOS-507) 30 hours

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

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

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

## MSC Courses

### Government Vessels 5 days

This week includes the following courses: 1d Marine Environmental Awareness, 2d Damage Control, and 2d Chemical, Biological, Radiological—Defense (CBR-D). See below for course descriptions. This week of training is required of all students in the UA program during Phase 3.

### Marine Environmental Awareness 1 day

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

*Prerequisites: No additional prerequisites*

### Damage Control 2 days

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

through classroom lecture and practical exercises.

*Prerequisites: No additional prerequisites*

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

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

*Prerequisites: No additional prerequisites*

### MSC Individual Small Arms Training and Qualification Course 4 days

This course meets the standards and content of OPNAVINST 3591.1 Series, Small Arms Training and Qualification and Course. The purpose of MSC's Individual Small Arms Training and Qualification Course is to provide CIVMARs, CONMARs, and shipboard contract security personnel with the knowledge, skills and abilities to safely, responsibly and effectively employ small arms in individual and unit self-defense of Department of Defense assets to the standards set by the Office of the Chief of Naval Operations and the Commander, Military Sealift Command.

*Prerequisites: No additional prerequisites*

### Shipboard Helicopter Firefighting Team Member 1 day

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

*Prerequisites: No additional prerequisites*

### MSC Readiness Refresher 39 hours

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

*Prerequisite: Basic Training and Helicopter Fire Fighting*







## 2016 Seafarers Health and Benefits Plan Scholarship Program



*Wilson Hall  
James Madison University*

Scholarships totalling \$132,000 are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

### Seafarers Scholarships

Three scholarships designated for active Seafarers:

- One \$20,000 offering for a four-year course of study at an accredited college or university
- Two scholarships (\$6,000 each) for Seafarers interested in pursuing two-year courses of study at a community college or vocational school

### Dependents Scholarships

Five scholarships designated for dependents:

- Five scholarships, each worth \$20,000, are being offered to dependents (spouses included) to attend four-year courses of study at accredited colleges or universities. Dependents and spouses of active as well as retired Seafarers may apply.

**To take advantage of these opportunities, clip, complete and mail the form below, or visit [www.seafarers.org](http://www.seafarers.org), go to the Member Benefits tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet 2016 (PDF).**

*Please send me the 2016 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



## 2014 Annual Funding Notice for SIU Pacific District Pension Plan

### Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2014 and ending July 31, 2015 (the "2014 Plan Year").

### How Well Funded Is Your Plan

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

### Funded Percentage

	2014 Plan Year	2013 Plan Year	2012 Plan Year
Valuation Date	August 1, 2014	August 1, 2013	August 1, 2012
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$105,886,470	\$106,718,842	\$110,679,929
Value of Liabilities	\$83,624,556	\$90,126,169	\$90,249,292

### Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2015 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2014 annual report filed with the Department of Labor in May 2016.

	July 31, 2015	July 31, 2014	July 31, 2013
Fair Market Value of Assets	\$107,908,514	\$111,642,407	\$110,282,261

### Endangered, Critical, or Critical and Declining Status

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

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

### Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,116. Of this number, 856 were current employees, 1,246 were retired and receiving benefits, and 14 were retired or no longer working for the employer and have a right to future benefits.

### Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. The shipping companies have not been required to make contributions to the Plan since August 1, 1993, and may agree through collective bargaining to make contributions in the future as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code ("Code"). Since August 1, 1993, Plan benefits have been funded by the Plan's investment income. The Plan's funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

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

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

Asset Allocations	Percentage
Cash (Interest bearing and non-interest bearing)	7.8%

U.S. Government securities	18.2%
Corporate debt instruments	26.1%
Corporate stocks (other than employer securities):	47.9%
Other	0.0%

### Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to [www.efast.dol.gov](http://www.efast.dol.gov) and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2013 Plan Year and earlier Plan Years are available now. The annual report for the 2014 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2016. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

### Summary of Rules Governing Insolvent Plans

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

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

This Plan is **not** insolvent and **not** in reorganization, and is over 100 percent funded.

### Benefit Payments Guaranteed by the PBGC

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

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

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

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at [www.pbtc.gov/multiemployer](http://www.pbtc.gov/multiemployer). Please contact your employer or plan administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information" below.

### Where to Get More Information

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



# Welcome Ashore

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



## DEEP SEA

### REGALADO BAYAN

Brother Regalado Bayan, 65, joined the SIU in 1991. His first trip was aboard the *Independence*. Brother Bayan sailed in the steward department. He upgraded twice at the maritime training center in Piney Point, Maryland. Brother Bayan last worked on the *Green Bay*. He calls Honolulu home.



### WENDELL BROWN

Brother Wendell Brown, 69, became a union member in 1989. He initially worked on the *USNS Denebola*. Brother Brown attended classes frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. He was born in Norfolk, Virginia, and sailed in the engine department. Brother Brown's most recent voyage was aboard the *Maersk Ohio*. He continues to make his home in Virginia.

### JOHNES BULATAO

Brother Johnes Bulatao, 65, donned the SIU colors in 1981. He originally sailed on the *Santa Mariana*. Brother Bulatao was born in Manila, Philippines. The engine department member's last trip was on the *USNS Petersburg*. He lives in Anaheim, California.



### JAMES CARLSON

Brother James Carlson, 65, started sailing with the union in 1992. His first trip was aboard the *Sea-lift Indian Ocean*. In 1997, Brother Carlson attended classes at the SIU-affiliated school in Maryland. The deck department member's most recent vessel was the *HMI Astrachem*. Brother Carlson is a resident of Alvin, Texas.



### DANA CELLA

Brother Dana Cella, 63, became an SIU member in 1977. He initially worked aboard the *Long Lines*. Brother Cella sailed in the deck department and most recently shipped on the *Tacoma*. He resides in Auburn, Washington.

### DAVID CROCKETT

Brother David Crockett, 74, joined the SIU ranks in 1999 in Norfolk, Virginia. He initially sailed on the *McDonnell*. Brother Crockett sailed in the medical department. In 2000 and 2003, he upgraded his skills at the Piney Point school. Brother Crockett's most recent ship was the *Sumner*. He calls Portsmouth,



Virginia, home.

### CLEVELAND FREEMAN

Brother Cleveland Freeman, 76, started shipping with the SIU in 2005. He sailed in the engine department aboard the *Pride of America* for the duration of his career. Brother Freeman lives in Hemet, California.

### RANDALL HANKE

Brother Randall Hanke, 69, began sailing with the SIU in 1969. He was first employed on the *Cosmos Trader*. Brother Hanke sailed in the deck department and enhanced his skills in Piney Point, Maryland, in 1977. He most recently worked aboard the *Sagamore*. Brother Hanke makes his home in Santa Rosa, California.



### ETHLYN JACKSON

Sister Ethlyn Jackson, 68, signed on with the SIU in 1999. Her first trip was on the *USNS Pollux* as a member of the steward department. Sister Jackson most recently sailed aboard the *USNS Altair*. She resides in Metairie, Louisiana.



### JASPER JACKSON

Brother Jasper Jackson, 61, joined the union in 1978. He upgraded numerous times at the union-affiliated school in Piney Point, Maryland. Brother Jackson's first ship was the *Santa Maria*; his most recent, the *Green Lake*. He worked in the steward department. Brother Jackson is a resident of Carson City, Nevada.

### DAVID KOORY

Brother David Koory, 65, became a Seafarer in 1990. He was originally employed in the Great Lakes division on the *Walter J. McCarthy*. On three occasions, Brother Koory attended classes at the Piney Point school. The deck department member's most recent vessel was the *Patriot*. Brother Koory calls Ann Arbor, Michigan, home.



### KIM LANTZ

Brother Kim Lantz, 63, started sailing with the SIU in 2001 when the NMU merged into the Seafarers International Union. He upgraded in 2001 at the maritime training center in Piney Point, Maryland. A member of the engine department, Brother Lantz last shipped aboard the *Overseas Boston*. He lives in Lacey, Washington.



## GEORGE MARANOS

Brother George Maranos, 68, joined the union in 1992. He first shipped on the *USNS Triumph*. Brother Maranos was born in Greece and worked in the steward department. He enhanced his skills often at the union-affiliated school



in Piney Point, Maryland. Brother Maranos last sailed aboard the *Cape Texas*. He calls Houston home.

## THOMAS MCARDLE

Brother Thomas McArdle, 66, signed on with the SIU in 1974. His first trip was with National Marine Service. Brother McArdle most recently worked on the *Carolina*. He often took advantage of educational opportunities available at the Paul Hall Center. Brother McArdle sailed in the engine department. He makes his home in Bronx, New York.



## LARRY REED

Brother Larry Reed, 65, began shipping with the Seafarers in 1996. His first vessel was the *Stonewall Jackson*. Brother Reed, who sailed in the deck department, enhanced his skills on two occasions at the Piney Point school. His most recent voyage was aboard the *Pfc. William Baugh*. Brother Reed continues to live in his native state, Louisiana.



## JOEL SPELL

Brother Joel Spell, 65, became a union member in 1978. He initially sailed on the *Del Brazil*. Brother Spell shipped in the engine department. He upgraded frequently at the union-affiliated school in Piney Point, Maryland. Brother Spell last sailed aboard the *OMI Wabash*. He makes his home in Hattiesburg, Mississippi.

## JEROME SUMLIN

Brother Jerome Sumlin, 65, became a union member in 1968. He was first employed on the *Portmar*. A member of the engine department, Brother Sumlin attended classes in 1985 at the maritime training center in Piney Point, Maryland. He last worked aboard the *Falcon Champion*. Brother Sumlin resides in Mobile, Alabama.



## JOSEPH URSO

Brother Joseph Urso, 65, began shipping with the SIU in 2003. His most recent vessel was the *Abby*



G. The deck department member makes his home in Glen Burnie, Maryland.

## AIDROOS YAFAI

Brother Aidroos Yafai, 65, started his seafaring career in 1970. He initially worked aboard the *Mobile*. Brother Yafai was born in Yemen and sailed as a member of all three departments. His most recent trip was on the *Rover*. Brother Yafai has retired to Bronx, New York.



## INLAND

### JAMES ANDERSON

Brother James Anderson, 62, signed on with the SIU in 1993 in Philadelphia. He was first employed with River Bus Inc. as a member of the deck department. Brother Anderson attended classes in 1995 at the maritime training center in Piney Point, Maryland. He last shipped aboard the *Riverlink*. Brother Anderson is a resident of Egg Harbor City, New Jersey.

### CHARLES BIGHAM

Brother Charles Bigham, 55, joined the SIU in 1979. He originally worked with Mariner Towing. Brother Bigham sailed in the engine department. He upgraded in 1979 at the Piney Point school. Brother Bigham most recently sailed with OSG Ship Management. He calls Monroe, North Carolina, home.



### JULIA HILL

Sister Julia Hill, 62, became an SIU member in 1988. She primarily sailed with Delta Queen Steamship Company. Sister Hill was a member of the steward department. She makes her home in Flint, Michigan.



### JOSEPH KRAUSE

Brother Joseph Krause, 62, began shipping with the union in 1972. He first worked with Transit Oil Corporation. Brother Krause was born in Maryland and sailed in the deck department. His last trip was aboard a Moran Towing of Maryland vessel. Brother Krause settled in Perry Hall, Maryland.



### TERRY LAVIOLETTE

Brother Terry Laviolette, 64, first donned the SIU colors in 2003. He shipped with Crowley Towing of Jacksonville for the duration of his career. Brother Laviolette was a member of the deck department. He

calls Arnaudville, Louisiana, home.

### PEDRO MARRERO-VEGA

Brother Pedro Marrero-Vega, 62, became a union member in 1979. He was primarily employed with Crowley Puerto Rico Service, and sailed in the deck department. Brother Marrero-Vega frequently enhanced his skills in Piney Point, Maryland. He is a resident of Carolina, Puerto Rico.



### COLE MATHER

Brother Cole Mather, 66, started shipping with the union in 2001. He mainly sailed aboard vessels operated by Penn Maritime Inc. Brother Mather, a deck department member, enhanced his skills in 2004 at the Piney Point school. He was born in New York City and now makes his home in Strafford, New Hampshire.



### WILLIAM O'NEILL

Brother William O'Neill, 66, joined the SIU ranks in 1967 while in the port of Philadelphia. He initially sailed with Raymond International Inc. Brother O'Neill attended classes at the union-affiliated school in Piney Point, Maryland. He last shipped with Moran Towing of Philadelphia. Brother O'Neill resides in Mendenhall, Pennsylvania.



### DELMAS PRICE

Brother Delmas Price, 72, signed on with the union in 2004. He updated his skills on two occasions at the Paul Hall Center. Brother Price primarily worked with Crowley Towing of Jacksonville. He calls Orange Park, Florida, home.



## GREAT LAKES

### JOYCE SUFAK

Sister Joyce Sufak, 68, started sailing with the SIU in 2001. She originally worked in the Great Lakes division on the *St. Clair*. A member of the steward department, Sister Sufak upgraded her skills twice at the Piney Point school. Her most recent voyage was aboard the *American Spirit*. Sister Sufak lives in Washburn, Wisconsin.





# Final Departures



## DEEP SEA

### RICHARD ANDERSEN

Pensioner Richard Andersen, 85, died September 5. He first shipped on the *Paoli* in 1951. Prior to his retirement in 1989, Brother Andersen, a member of the engine department, sailed aboard the *Elizabeth*. He made his home in New Jersey.



### JAMES CALLAHAN

Pensioner James Callahan, 68, passed away July 14. He joined the SIU during the SIU/NMU merger in 2001. Brother Callahan was born in Seattle, and shipped in the steward department. He last sailed on the *Sgt. Matej Kocak*. Brother Callahan went on pension in 2012 and called Tacoma, Washington, home.

### GERALDINE CARTER

Pensioner Geraldine Carter, 69, died July 29. She joined the union in 1980 in the port of San Francisco. Sister Carter initially worked on the *Santa Adela*; her final ship was the *Oakland*. She was a member of the deck department.



Sister Carter became a pensioner in 2011 and lived in San Francisco, California.

### RALPH DEROCHA

Pensioner Ralph DeRocha, 70, passed away September 17. He started shipping with the Seafarers in 1989. Brother DeRocha first sailed aboard the *USNS Algol*. The New Orleans native was an engine department member. Brother DeRocha's final ship was the *USNS Altair*. He went on pension in 2011 and settled in Marrero, Louisiana.

### LEON FOUNTAIN

Pensioner Leon Fountain, 71, died September 4. Brother Fountain joined the SIU in 1963. The Camden, New Jersey, native originally sailed with Liberty Navigation Trading Co. Brother Fountain last sailed aboard the *Great Land*. A member of the engine department, Brother Fountain started collecting his retirement compensation in 1998. He was a resident of Lake-wood, Washington.



### WALTER HANSEN

Brother John Hansen, 75, passed away May 12. He began sailing with the union in 1986. Brother Hansen first shipped on the *USNS Triumph*. He was born in Brooklyn, New York, and worked



in the steward department. Brother Hansen's final voyage was on the *El Morro*. He made his home in Colorado Springs, Colorado.

### FELIPE NUNEZ

Pensioner Felipe Nunez, 66, died September 26. Born in Mexico, he donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. Brother Nunez was a deck department member. Prior to his retirement in 2015, Brother Nunez worked aboard the *USNS Piliiaau*. He called Houston home.



### NILO REITTI

Pensioner Niilo Reitti, 98, passed away May 5. He signed on with the union in 1947. One of Brother Reitti's first ships was the *Steel Ranger*; his last was the *Market*. A member of the engine department, Brother Reitti began collecting his pension in 1979. He lived in Brooklyn, New York.



### CHING SHIH

Pensioner Ching Shih, 71, died June 12. Brother Shih started sailing with the SIU in 1989. He was originally employed aboard the *Independence*. Brother Shih was born in China. He last shipped on the *Patriot*. Brother Shih retired in 2009 and resided in Honolulu.



### EMILIO SIERRA

Pensioner Emilio Sierra, 87, passed away July 3. Brother Sierra became a union member in 1945. His first trip was with AH Bull Steamship Company. Brother Sierra sailed in the deck department. He most recently worked aboard the



*Pfc William Baugh*. Brother Sierra started receiving his pension in 1994. He settled in Oakland, California.

### JAMES SMITH

Pensioner James Smith, 97, died July 28. He started his seafaring career in 1960 in the port of Seattle. Brother Smith retired in 1983 and lived in Washington State.



### ROBERT STEVENS

Pensioner Robert Stevens, 69, passed away June 26. The New York native signed on with the SIU in 1963. Brother Stevens initially

shipped on the *Steel Direct*. He sailed mainly in the deck department. Brother Stevens started collecting his retirement pay in 2011. He was a resident of Santa Rosa, California.

### NICHOLAOS TSIGOUNIS

Pensioner Nicholas Tsigounis, 76, died August 8. Born in Greece, Brother Tsigounis began sailing with the SIU in 1966. He was initially employed with ISCO Inc. Brother Tsigounis worked in the steward department. He last sailed on the *Pacer*. Brother Tsigounis became a pensioner in 2003 and continued to live in Greece.



### TELESFARO VAZQUEZ

Pensioner Telesfaro Vazquez, 86, passed away June 11. He signed on with the union in 1949. Brother Vazquez originally shipped aboard the *Jefferson City Victory*. Before his retirement in 1989, the deck department member worked on the *Overseas New York*. Brother Vazquez was a resident of Huffman, Texas.



### JERRY WATKINS

Pensioner Jerry Watkins, 74, died August 24. He joined the SIU in 1966 in the port of Mobile, Alabama. Brother Watkins first worked with Ocean Cargo Ships Inc. The steward department member began receiving his pension in 2001 and called Alabama home.



### KLAUDIA ZYLAWSKA

Sister Klaudia Zylawska, 96, passed away June 7. She started shipping with the union in 1970. Sister Zylawska's first vessel was the *Santa Magdalena*; her last was the *Charles L. Brown*. She worked as a member of the steward department. Sister Zylawska lived in San Francisco.

## INLAND

### VERNON VANSANT

Pensioner Vernon Vansant, 82, passed away June 16. He began his union career in 1962. Brother Vansant first worked with Tug Management Corporation. He last shipped aboard a Mariner Towing vessel. Brother Vansant went on pension in 1994 and settled in Port Richey, Florida.



## GREAT LAKES

### MICHAEL MCCARRY

Brother Michael McCarry, 61,

died June 9. He donned the SIU colors in 1974. Born in Michigan, Brother McCarry initially sailed with American Steamship Company. He worked in the deck department. Brother McCarry's final trip was on a Pringle Transit Company vessel. He was a resident of Wilson Township, Michigan.

## NATIONAL MARITIME UNION

### JOHN BROWN

Pensioner John Brown, 86, passed away June 15. The Michigan native retired in 1968. Brother Brown called Murrieta, California, home.

### GEORGE CLOUTIER

Pensioner George Cloutier, 86, died July 8. Born in Alexandria, Louisiana, Brother Cloutier started receiving his pension in 1993. He continued to reside in Louisiana.

### MANUEL CRUZ

Pensioner Manuel Cruz, 85, passed away July 21. He was born in Mexico, and became a pensioner in 1995. Brother Cruz settled in Allentown, Pennsylvania.

### JAMES DALEY

Pensioner James Daley, 90, died July 8. Brother Daley began collecting his retirement pay in 1996. He was a resident of New Jersey.

### JAMES DECLARK

Pensioner James DeClark, 66, passed away July 18. The Pennsylvania native went on pension in 2006. Brother DeClark lived in Orange Park, Florida.

### REGINALD DONALDSON

Pensioner Reginald Donaldson, 102, died July 7. Brother Donaldson was born in Westmoreland, Jamaica. He started receiving compensation for his retirement in 1969 and made his home in New York.

### RICHARD DRIGGERS

Pensioner Richard Driggers, 87, passed away July 11. The South Carolina native became a pensioner in 1985. Brother Driggers called Silsbee, Texas, home.

### PAUL ELLIS

Pensioner Paul Ellis, 91, died July 25. Brother Ellis was born in South America. He went on pension in 1969 and was a resident of Darlington, South Carolina.

### JAMES JENNINGS

Pensioner James Jennings, 95, passed away July 12. He was a native of Chester, Pennsylvania. Brother Jennings retired in 1986 and continued to make his home in Pennsylvania.

### RICHARD JOYCE

Pensioner Richard Joyce, 90, died July 17. Born in Quincy, Massachusetts, Brother Joyce became a pensioner in 1990. He settled in

Newport, Oregon.

### WILLIAM LONGO

Pensioner William Longo, 87, passed away July 13. Brother Longo was born in Dayton, Ohio. He started collecting his retirement pay in 1966. Brother Longo lived in Denton, Texas.

### DAMOCLES LOPEZ

Pensioner Damocles Lopez, 98, died July 28. The Puerto Rico native retired in 1987. He called Pensacola, Florida, home.

### SANTO MILEA

Pensioner Santo Milea, 94, died June 24. He was born in Italy. Brother Milea began receiving compensation for his retirement in 1992. He made his home in Nassau, New York.



### HASSAN MOHAMED

Pensioner Hassan Mohamed, 85, passed away July 28. The New York native became a pensioner in 1992. Brother Mohamed settled in Somalia.

### ARTHUR PANNILL

Pensioner Arthur Pannill, 95, died July 15. Brother Pannill was born in Martinsville, Virginia. He retired in 1970 and resided in New Jersey.

### NOAH RAMIREZ

Pensioner Noah Ramirez, 86, passed away July 25. Born in Houston, Brother Ramirez started collecting his pension in 1973. He continued to call Texas home.

### NICASIO ROCHA



Pensioner Nicasio Rocha, 98, died July 19. He was born in Honduras. Brother Rocha went on pension in 1989 and lived in Houston.

### JUAN RODRIGUEZ

Pensioner Juan Rodriguez, 91, passed away July 9. The Puerto Rico native began receiving his retirement pay in 1968. Brother Rodriguez was a resident of Pennsylvania.

### LUIS TORRES

Pensioner Luis Torres, 90, died June 26. Born in Puerto Rico, Brother Torres retired in 1987. He made his home in Stafford, Virginia.

Name	Age	DOD
Bonich, Rudy	94	July 17
Farina, Luis	89	June 5
Hall, Kathleen	84	June 3
Medina, Lillian	80	June 27
Miller, James	78	July 3
Saleh, Mohamed	83	June 13
Turner, Adrian	72	August 20
Wealty, Marilyn	101	July 11



# 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.

**TEXAS CITY** (OSG Ship Management), September 6 – Chairman **John D. Cedeno**, Secretary **Jeffrey N. Beasley**, Educational Director **Pedro J. Santiago**. Chairman provided details on new ships coming out and pay increases. He suggested talking to patrolman for more information. Educational director urged mariners to keep an eye on expiration dates on necessary seafaring documents. He also advised mariners to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Crew talked about the need for Wi-Fi and increase in the food budget, to keep up with food prices. Thanks given to the steward department for great food and keeping house clean. Crew members expressed gratitude to bosun for getting coolers to keep water on deck. Next ports: Lakes Charles, Louisiana and Corpus Christi, Texas.

**LIBERTY EAGLE** (Liberty Maritime), October 18 – Chairman **Ancito T. Limboy**, Secretary **George Quinn**, Educational Director **Ismael Manley**, Steward Delegate **Wardell L. Paze**. Bosun announced payoff October 21 in Orange, Texas. He thanked crew for a great voyage and for working professionally. Educational director recommended training at the Piney Point school. No beefs or disputed OT reported. Suggestions made regarding retirement benefits. Members would like new washer and dryer for laundry room. Vote of thanks was given to the steward department. Next port: Orange, Texas.

**MAERSK MICHIGAN** (Maersk Line, Limited), October 7 – Chairman **Jay C. Dillon**, Secretary **Gregory G. Keene**, Educational Director **Christopher J. Kirchofer**, Engine Delegate **Richard L. Wright**, Steward Delegate **Cecil R. Husted**. Chairman informed crew that eight pallets of stores are expected in Guam, all hands required. Secretary advised crew members to enhance skills at maritime training center in Piney Point, Maryland. Educational director talked about BST requirements and advised Seafarers to take classes ASAP. No beefs or disputed OT reported. Mariners requested new washing machine and dryer for dress clothes only. Crew held a moment of silence for brothers and sisters aboard the *El Faro* and their families. Next port: Guam.

**NORTH STAR** (TOTE), October 26 – Chairman **Salvador N. Villareal**, Secretary **Mohamed M. Shibly**, Educational Director

**Kevin T. McCagh**, Deck Delegate **Steven Dudley**, Engine Delegate **Omer Sharif**. Chairman advised all members to update their credentials in a timely manner. He thanked crew members for their cooperation. Secretary reminded mariners to leave rooms clean and supplied with fresh linen for reliefs. Educational director recommended training at the Piney Point school. No beefs or disputed OT reported. Crew talked about possibly purchasing a grill for summer cookouts. Ceremony was held in memory of brothers and sisters on the *El Faro*. Next port: Tacoma, Washington.

**ST. LOUIS EXPRESS** (Crowley), October 27 – Chairman **Matthew T. Sagay**, Secretary **Carlos H. Sanchez**, Deck Delegate **Alvin J. Clark**, Engine Delegate **Michael Warner**, Steward Delegate **John A. Stephen**. Bosun reminded mariners to renew documents early and urged them to donate to families of *El Faro* crew members. Secretary thanked crew members for being good shipmates. Treasurer reported \$200 in ship fund. No beefs or disputed OT reported. Recommendation was made regarding payoff procedures. Crew reported job well done by all hands during voyage. Suggestion was made to increase pension benefits.

**USNS WILLIAMS** (Crowley), October 18 – Chairman **Brian C. Guiry**, Secretary **Brad A. Fester**, Educational Director **Morris A. Jeff**, Engine Delegate **Gilbert Johnson**, Steward Delegate **Jesus G. Ortiz**. Chairman reminded crew members of Crowley's "zero tolerance" policy and urged them to mind themselves while ashore and returning to vessel. He thanked mariners for excellent interdepartmental cooperation. Secretary notified crew that menu suggestion sheet would be placed in crew mess, to help meet crew's expectations and desires regarding menu variety. No beefs or disputed OT reported. Request was made for new gym equipment on the second level and a fountain drink machine in crew mess. Suggestions were made regarding vacation, SMPPP and medical benefits. Next port: Saipan.

**CHARLESTON EXPRESS** (Crowley), November 1 – Chairman **George F. Price**, Secretary **Ronald Tarantino**, Educational Director **Angel S. Hernandez**, Deck Delegate **Edmond Francois**, Engine Delegate **Kenneth Powell**, Steward Delegate **Ricardo Arauz**. Chairman encouraged members to participate in Seafarers



Chief Steward Shawn Fujiwara reads from Psalms as part of the shipboard memorial.

## Global Sentinel Salutes El Faro

*Editor's note: This article and the accompanying photos were submitted by Chief Steward Shawn Fujiwara on behalf of the Global Sentinel.*

On Oct. 9 at 1100, the crew and officers of the cable ship *Global Sentinel* gathered as a family to give remembrance to our fallen brothers and sisters from the *El Faro*.

Relief Captain Paul Klippel, an SIU hawsepiper, gathered his crew for a small service to reflect the loss of *El Faro* and her crew. Thirty-three red roses were gathered in a vase to reflect her crew. A candle was also lit in their memory.

Joining the service was Fran Klippel, wife of Captain Klippel. As she read off the crew list, one by one each crew member stepped up and removed a rose from the vase until the vase was empty....

During the service, President Obama's official statement was read by a senior officer, and scriptures were

read. Chief Steward Fujiwara then read from Psalms....

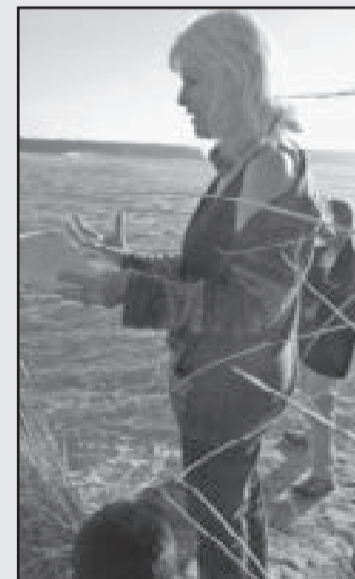
A moment of silence was then held for our lost brothers and sisters.

Then, on Oct. 13 at 1700 on the Oregon Coast in Florence, Oregon, where the Siuslaw River meets the sea, Fran Klippel, Fujiwara and other friends gathered to give remembrance to these great sailors who gave their lives to the sea.

That afternoon, as we all gathered at the ocean's edge on the north jetty of the Siuslaw River, to remember these 33 crew members.... Fran read off each crew member's name as roses were put into the sea. At first the roses were together, then they were gone, swept out to sea....

Psalm 107 was once again read as well as letters. Again a moment of silence was observed, for our 33 lost brothers and sisters who, doing what they loved, paid the heavy price of going to sea.

We the crew of the cable ship *Global Sentinel* would like to send our deepest heartfelt condolences to the family and friends of the crew who lost loved ones on the *El Faro*. May God comfort them in their loss.



Shipmates and friends gather for a seaside remembrance.



Roses are scattered in the water in memory of the *El Faro* crew.

401(k) Plan. That plan is separate from two others: the Seafarers Pension Plan, and the Seafarers Money Purchase Pension Plan. Educational director reported

on 2017 STCW requirements. He also urged members to donate to SPAD (Seafarers Political Activity Donation). No beefs or disputed OT reported. Crew expressed

need for new clothes dryer. Recommendations were made pertaining to retirement and vacation benefits. Next ports: Charleston, South Carolina and Houston.





## Spotlight on Mariner Health

# Millions Suffer From Diabetes

There are an estimated 23.6 million people in the United States that have diabetes. This is a serious, complicated condition.

Many Americans have diabetes but still have not been diagnosed. Diabetes can affect anyone at any time; it does not discriminate.

Diabetes is a problem with metabolism – the way the body can digest food sources and use them for growth and eventually energy in everyday life.

There are different types of diabetes. Usually there are three main types, as follows:

-- Type 1 diabetes (used to be called juvenile onset)

-- Type 2 diabetes (used to be called adult onset)

-- Gestational diabetes (with pregnancy).

Type 1 is usually from an autoimmune disease. (The immune system helps to fight infections)

In this type of diabetes, the body will fight

against itself and will attack the insulin-producing cells in the pancreas, called the beta cells.

Type 2, the most common form of diabetes, is usually associated with older age, obesity, family history, inactivity, and possibly a history of diabetes during pregnancy.

Lastly, there is gestational diabetes. This may occur in some women during pregnancy when their pancreas does not produce enough insulin for the body or does not use the insulin that it has due to insulin resistance.

Diabetes is diagnosed by signs and symptoms, as well as lab work. Family history/genetics does play a big part in the onset of diabetes.

We now have many options for the treatment of diabetes. There are new medications, dietary restrictions, and even pancreatic/insulin transplants being done, as well as genetic research.

## Healthy Recipe

### Caribbean Shrimp (Main Dish, Servings: 25)

7-1/2 lb AP Large Shrimp, peeled and deveined, tails left on  
3/4 cup olive oil  
2 oz EP garlic, finely minced  
2 tablespoons Thyme, dried, whole  
2 tablespoons Rosemary, dried, whole  
1-1/2 teaspoons Black Pepper  
1-1/2 teaspoons crushed red pepper  
1 teaspoon salt  
2 Fresh Limes (optional)

Combine shrimp, oil, and spices. Marinate

(Recipe courtesy of the Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship)

shrimp in refrigerator for 1 hour. Drain. Discard excess marinade. Using a medium-high heat, cook shrimp in a single layer on a lightly oiled griddle or skillet. Cook until shrimp turn pink and are done (145°F, 4-8 minutes). Turn halfway through cooking time.

Garnish with lime wedges.

Per Serving (excluding unknown items): 62 Calories; 7g Fat (93.2% calories from fat); 1g Protein; 1g Carbohydrate; trace Dietary Fiber; 3mg Cholesterol; 89mg Sodium. Exchanges: 0 Grain (Starch); 0 Lean Meat; 0 Vegetable; 1/2 Fat.

## Payoff Aboard Maersk Hartford



This photo, taken late last year at the APM Terminal in New Jersey, originally ran in last month's LOG, but with an erroneous caption. The correct identifications, from left to right: AB John Shank, Safety Director Osvaldo Ramos, Recertified Steward Juan Vallejo, Recertified Steward Johnnie McGill.

## Crowley Project in Puerto Rico Shows Jones Act Means Jobs

Crowley Puerto Rico Services, Inc. announced in mid-November that it has broken ground on a \$48.5-million construction project for a new pier at its Isla Grande Terminal in San Juan, Puerto Rico. The project includes the development of a new 900-foot-long, 114-foot-wide concrete pier and all associated dredging needed to accommodate Crowley's two new SIU-crewed liquefied natural gas (LNG)-powered, Commitment Class ships, which are scheduled for delivery in 2017. Crowley's terminal expansion also includes the installation of three new ship-to-shore container gantry cranes, which will be supplied under a separate contract.

"This important project represents close collaboration between private business and the Puerto Rico Ports Authority (PRPA) to make a major investment in the infrastructure of Puerto Rico," explained Jose "Pache" Ayala, Crowley vice president, Puerto Rico. "We are very pleased to be working with a Puerto Rico-based construction company that is utilizing workers on the island and keeping the money in the local economy."

The construction contract is being executed by L.P.C. & D. Inc., of Las Piedras, Puerto Rico, which began driving the first

piles for the pier earlier in November.

About 75 jobs have been created during the construction phase and about 100 new jobs will be created when the construction is completed in mid-2017 and Crowley begins service with its new Seafarers-crewed ships.

"With the first pile driven, we look forward to watching the coming transformation of our terminal into the most modern and efficient port facility on the island," said Tom Crowley, company chairman and CEO. "Our new terminal infrastructure will help us reposition Puerto Rico as a shipping and logistics hub for the Caribbean Basin and beyond, and open up many new opportunities for our customers."

In all, Crowley is investing about \$500 million in its Puerto Rico service with the construction of two new state-of-the-art ships, the new pier, three new container cranes, new truck access gates, reefer plugs, new containers and container handling equipment, and more.

"This investment, which is resulting in jobs, economic impact, a cleaner environment and significant service enhancements for Puerto Rico shippers, would not be possible without the Jones Act," said Crowley.

## Know Your Rights

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

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

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

proper address for this is:

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.**

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

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

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



# Notice/Reminders About SIU Text Message Alerts

The union occasionally sends text messages to Seafarers (and others) who have signed up for such alerts. Those texts contain information relevant to members' careers, including important news about the SIU, its contracted companies and the industry as a whole. The messages may include alerts about open jobs, information about grassroots campaigns, and other time-sensitive bulletins.

The SIU does not charge for this service, but there may be costs associated with receiving messages, depending on an individual's phone-service plan that they have with their provider. People can unsubscribe from SIU text alerts at any time, simply by texting the word STOP to 97779.

To sign up for the alerts, text the word JOIN to 97779.

### Terms and Conditions

By signing up for this service, you acknowledge that you understand there may be costs associated with the receipt by you of such text messages depending on the cell phone service plan that you have with your provider. You are providing your cell phone number and your consent to use it for these purposes with the understanding that your cell phone number will not be distributed to anyone else without your express consent and that this service will not at any time be used for the purpose of distributing campaign materials for official elections for union office.

## January & February 2016 Membership Meetings

Piney Point.....	Monday: January 4, February 8
Algonac.....	Friday: January 8, February 12
Baltimore.....	Thursday: January 7, February 11
Guam.....	Thursday: January 21, February 25
Honolulu.....	Friday: January 15, February 19
Houston.....	Monday: January 11, * Tuesday: February 16
Jacksonville.....	Thursday: January 7, February 11
Joliet.....	Thursday: January 14, February 18
Mobile.....	Wednesday: January 13, February 17
New Orleans.....	Tuesday: January 12, February 16
Jersey City.....	Tuesday: January 5, February 9
Norfolk.....	Thursday: January 7, February 11
Oakland.....	Thursday: January 14, February 18
Philadelphia.....	Wednesday: January 6, February 10
Port Everglades.....	Thursday: January 14, February 18
San Juan.....	Thursday: January 7, February 11
St. Louis.....	Friday: January 15, February 19
Tacoma.....	Friday: January 22, February 26
Wilmington.....	**Tuesday, January 19, Monday: February 22

\*Houston change due to Washington's Birthday holiday

\*\*Wilmington change due to Martin Luther King Jr.'s Birthday

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



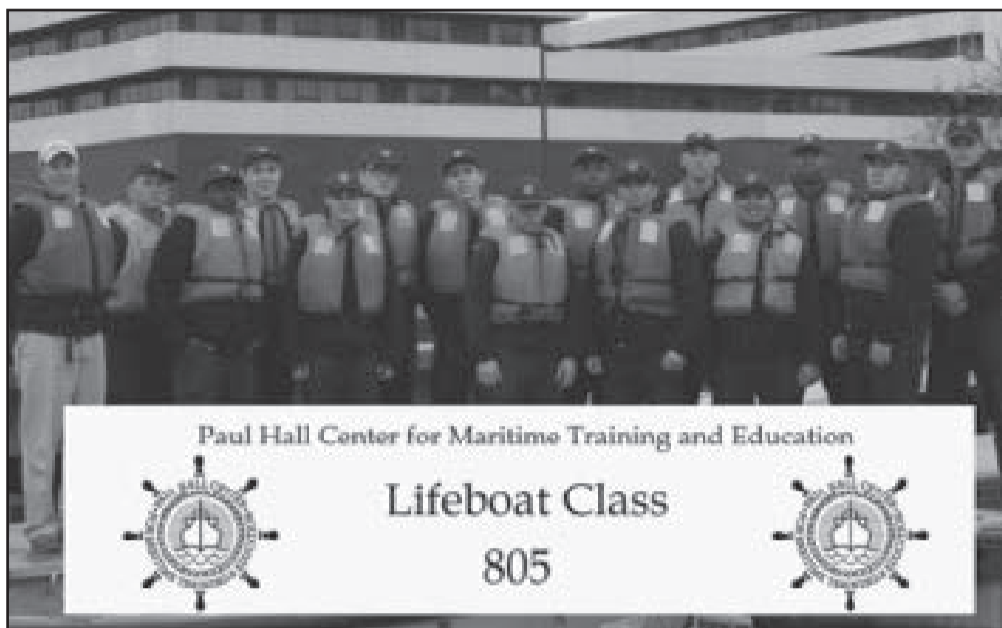
# Dispatchers' Report for Deep Sea

November 16, 2015 - December 13, 2015

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
<b>Deck Department</b>										
Algonac	21	3	0	11	5	0	4	35	7	1
Anchorage	1	1	0	1	2	0	1	3	1	1
Baltimore	9	4	4	7	1	3	3	7	6	2
Fort Lauderdale	22	7	1	12	13	0	8	31	17	5
Guam	2	2	0	3	1	0	1	5	3	0
Harvey	19	3	0	6	1	0	1	19	2	0
Honolulu	11	4	0	7	6	0	3	18	11	1
Houston	40	10	2	35	16	0	26	113	25	7
Jacksonville	33	14	0	30	15	2	25	51	30	2
Jersey City	48	16	2	34	13	1	23	72	17	4
Joliet	7	4	0	4	0	0	0	8	4	0
Mobile	9	6	0	9	0	0	5	15	10	2
Norfolk	29	15	2	19	15	1	11	35	22	4
Oakland	19	3	0	16	3	0	7	30	7	1
Philadelphia	5	3	1	3	5	0	1	8	0	2
Piney Point	0	2	0	0	2	0	1	7	2	1
Puerto Rico	3	4	0	4	3	0	5	17	12	1
Tacoma	31	16	1	33	7	0	16	71	21	1
St. Louis	4	1	0	4	2	0	2	2	2	0
Wilmington	30	12	3	22	13	1	14	54	27	6
<b>TOTALS</b>	<b>343</b>	<b>130</b>	<b>16</b>	<b>260</b>	<b>123</b>	<b>8</b>	<b>157</b>	<b>601</b>	<b>226</b>	<b>41</b>
<b>Engine Department</b>										
Algonac	8	6	1	1	3	1	0	8	8	0
Anchorage	0	0	0	1	0	0	1	0	0	0
Baltimore	3	5	1	0	3	0	1	6	5	2
Fort Lauderdale	10	4	0	2	0	0	1	18	5	1
Guam	0	1	0	0	1	0	0	0	1	0
Harvey	1	1	0	2	1	0	1	2	1	0
Honolulu	8	1	1	3	1	0	0	14	4	1
Houston	19	8	0	13	6	1	9	40	12	2
Jacksonville	23	12	3	15	16	1	17	47	23	4
Jersey City	11	6	1	15	9	0	7	17	8	4
Joliet	6	1	0	1	1	0	0	8	2	0
Mobile	5	2	0	4	1	0	2	12	7	1
Norfolk	12	11	0	12	12	0	11	17	15	0
Oakland	6	5	0	7	4	1	1	21	8	4
Philadelphia	1	0	1	1	1	0	0	5	3	1
Piney Point	1	2	0	0	2	0	0	1	1	0
Puerto Rico	2	3	0	0	4	1	2	6	2	0
Tacoma	16	8	1	11	3	0	6	34	18	5
St. Louis	1	3	0	0	1	0	0	4	2	0
Wilmington	11	9	0	18	7	0	4	16	15	1
<b>TOTALS</b>	<b>144</b>	<b>88</b>	<b>9</b>	<b>106</b>	<b>76</b>	<b>5</b>	<b>63</b>	<b>276</b>	<b>140</b>	<b>26</b>
<b>Steward Department</b>										
Algonac	2	4	0	1	2	0	0	4	4	0
Anchorage	0	1	0	1	0	0	1	0	1	0
Baltimore	6	2	0	2	1	0	1	6	1	0
Fort Lauderdale	8	3	0	13	3	0	6	15	3	1
Guam	2	0	0	0	0	0	0	3	1	0
Harvey	2	1	1	4	0	1	3	7	2	0
Honolulu	12	0	0	12	0	0	9	15	0	0
Houston	26	6	0	16	5	0	6	45	13	0
Jacksonville	16	6	2	14	8	0	8	28	11	2
Jersey City	9	3	0	7	4	0	5	22	5	2
Joliet	1	0	0	0	1	0	0	1	1	0
Mobile	4	2	1	3	2	1	2	9	3	1
Norfolk	14	13	1	12	7	2	7	21	18	2
Oakland	22	4	2	16	3	2	12	25	5	2
Philadelphia	1	0	0	0	0	1	0	1	3	1
Piney Point	3	1	0	1	2	0	2	6	2	1
Puerto Rico	3	0	0	2	1	0	0	4	9	0
Tacoma	17	3	1	12	3	1	6	22	2	0
St. Louis	3	1	0	2	0	0	1	6	1	0
Wilmington	18	4	1	19	3	0	10	40	9	3
<b>TOTAL</b>	<b>169</b>	<b>54</b>	<b>9</b>	<b>137</b>	<b>45</b>	<b>8</b>	<b>79</b>	<b>280</b>	<b>94</b>	<b>15</b>
<b>Entry Department</b>										
Algonac	1	10	4	3	5	2	0	4	10	4
Anchorage	0	1	1	0	1	1	0	0	2	0
Baltimore	0	5	0	1	2	0	0	0	5	0
Fort Lauderdale	0	4	1	1	0	2	0	0	7	0
Guam	0	1	0	0	2	0	0	0	2	0
Harvey	1	2	0	1	1	0	1	2	2	4
Honolulu	0	10	2	1	5	2	0	2	13	5
Houston	4	12	1	2	7	4	2	9	23	0
Jacksonville	2	7	7	1	8	3	3	3	10	13
Jersey City	5	21	0	1	9	2	3	7	32	1
Joliet	0	1	0	0	0	0	0	0	2	1
Mobile	1	2	0	0	0	0	0	1	3	1
Norfolk	0	13	9	0	10	6	3	0	21	11
Oakland	4	8	5	2	5	2	1	4	16	11
Philadelphia	0	1	2	0	0	0	0	0	2	2
Piney Point	0	0	0	0	0	0	0	0	1	0
Puerto Rico	1	1	0	0	0	0	0	1	1	0
Seattle	1	7	5	0	2	2	1	8	19	12
Tacoma	0	1	0	0	0	1	0	0	1	0
Wilmington	3	8	4	3	6	7	1	6	34	26
<b>TOTALS</b>	<b>23</b>	<b>115</b>	<b>41</b>	<b>16</b>	<b>63</b>	<b>34</b>	<b>15</b>	<b>47</b>	<b>206</b>	<b>91</b>
<b>GRAND TOTAL:</b>	<b>679</b>	<b>387</b>	<b>75</b>	<b>519</b>	<b>307</b>	<b>55</b>	<b>314</b>	<b>1,204</b>	<b>666</b>	<b>173</b>



# Paul Hall Center Classes



**Water Survival Class #805** - Fourteen Phase I apprentices completed this course December 4. Graduating (above, in alphabetical order) were: Jonathan Caraway, Todd Colabella, Robert Forbes III, Deondre Gardner, Marcus Jimenez, Connor Keyser, Joshua Lux, Mason McGowan, Daniel Resultan, Dequan Rivera, Mark Smith II, Keon Sumlar, Daniel Surell and Matthew Szczepaniak. Patrick Schoenberger, their instructor, is at the far left.

**Welding** - The following upgraders (above, in alphabetical order) completed their requirements and graduated from this course November 13: Allan Bombita, Alvin Leonardo Cabahit, Mil Jonas Rivera Castro, Oscar Agustin Cordero, Walden Duldulao Galacgac, Lazaro Salvador Rivera Rodriguez, and Anatoli Vetsinov. Class instructor Chris Raley is at the far left.



**Water Survival** - Upgrader Joseph Ritchey (above) completed this course December 4. He is a member of Water Survival Class #805.

**GMDSS** - Six individuals finished this course November 6. Graduating (above, in alphabetical order) were: James Kayser, Ryan Landers, Noel Lau, Tyrone Leonard, Sunnil Motley and Efren Lambinico Pahinag. Patrick Schoenberger, their instructor, is at the far right.

**Engine Room Resource Management** - The following individuals (above, in alphabetical order) graduated from this course November 6: Dominic Castner, Juan Alberto Lima, Marijan Masnov, Freddie Patterson Jr., and Jacob Ward. Class instructor Freddie Toedtmeier is at the far right.



**ECDIS** - Ten Seafarers finished their requirements in this course November 20. Graduating (above, in alphabetical order) were Johnny Dozier III, Benigno Gonzales Jr., James Kayser, James Knute, Brendan O'Brien, Richard Roel Jr., Jon Silveira, Kreg Stiebber, Timothy Van Weezel and Emmanuel Wilson.

**Medical Care Provider** - Thirteen upgraders completed the enhancement of their skills in this course November 20. Graduating (above, in alphabetical order) were: Lindsey Austin, Fontaine Barber, Kevin Daughtry Jr., Caliph Johnson II, Ryan Landers, Noel Lau, Tyrone Leonard, Sunnil Motley, Bryan Page, Harry Phillip, Tijani Rashid, Lionel Rivera and Kareem Walters. Class instructor John Thomas is at the far right. (Note: Not all are pictured.)

**UA to FOWT** - The following Seafarers (photo at right, in alphabetical order) improved their skills by graduating from this course November 6: Ryan Aaron, Carlos Eduardo Amaya-Avila, Loren Arriola, Carlos Jesus Arzuaga Flores, Michael Banks, Jackson Blaty, Nathan Bryant, Kenneth Cabrera, Joseph Dickinson, Christopher Edwards, Jarret Ford, Jonathon Foulks, Randolph Harrell, Trent Jacobsen, Joshua Leonor, Sutton McDaniel, Martin O'Brien, Kelly Percy, Mitchell Rylander, Ethan Schoenbucher, Corbin Soto, Patrick Spark and Gabriel Waiwai. Class instructor Jay Henderson is at the far left. (Note: Not all are pictured.)





# Paul Hall Center Classes



**Basic Firefighting** – The following upgraders (photo at left, in alphabetical order) graduated from this course November 20: Joseph Ayeo Jr., Patrick Brill, Mil Jonas Rivera Castro, James Cronk III, Lydia Dye, Scott Gilleland, Shantaz Harper, Norman Jackson, Randolph Jemmott, Gregory Johnson, Mike Kifle, Paa Polley Kwakye, John Nunez, Victor Nunez, Edmundo Opao, Calgarey Penn, Winston Saavedra Restauero, Charles Searfass, Jacob Teiko, Anatoli Vetsinov, James Walker, Jermeka Williams and Shatina Wright. Class instructors John Thomas and Joseph Zienda are standing at the far left and far right, respectively.

**Basic Firefighting** – Twenty-two Seafarers completed this course November 6. Graduating (photo at right, in alphabetical order) were: Saleh Mohammed Alshawesh, Antajuan Beasley, Christopher Coston, Daniel Daligcon, Kevin Daughtry Jr., Sheryl Farmer, Raymond Fernandez, Hector Ginel, Hussain Mohamed Hafid, Nasser Mohamed Hafid, Niven Hurlston, Hanapiah Ismail, Toni Johnson, Sherwin Jones, Mario Moralita, Dennis Pangan, Tijani Rashid, Jonathan Rivera-Rodriguez, Felix Bonao Somorostro, Frank Starling, Jesse Sunga and Matthew Thompson. John Thomas and Mike Roberts, their instructors, are at the far left and far right, respectively.



**Combined Basic/Advanced Firefighting** – The following individuals (above, in alphabetical order) graduated from this course November 13: Lindsey Austin, Fontaine Barber, Kevin Daughtry Jr., Caliph Johnson II, Ryan Landers, Noel Lau, Tyrone Leonard, Sunnil Motley, Harry Phillip, Tijani Rashid, Lionel Rivera and Jerome Slade. Class instructor John Thomas is at the far left.



**Machinist** – Four upgraders completed their requirements in this course November 6. Graduating (above, in alphabetical order) were: Brandon Mackie, Joseph Parsons, John Peterson and Cameron Siele. Joseph Parsons, their instructor is at the far left. Guest instructor Jason Murphy is at the far right.



**Certified Chief Cook** – Four steward department members enhanced their skills by completing this module November 6. Graduating (above, in alphabetical order) were: Cole Hans-Albert Briggs, Yolanda Martinez, Benjamin Piker and Thomas Smith.



**Advanced Galley Ops** – Two Seafarers who sail in the steward department graduated from this course November 20. Graduating were: Alberto Casintahan Insong (above, right) and Benny Samosan.



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# SEAFARERS LOG

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

## Tragic Sinking Overwhelmingly Dominant Story in 2015 Year Also Included School Upgrades, New Tonnage, Legislative Victories

Looking back on many other years from the union's perspective, it's not always easy to immediately identify a clear-cut main storyline.

Unfortunately, when reflecting on 2015, the biggest story was obvious but tragic: the Oct. 1 sinking of the SIU-crewed *El Faro*, which claimed the lives of all 33 people aboard, including 17 Seafarers.

Following is a look back on the *El Faro*'s final voyage, as well as other significant stories from last year.

### Gone But Not Forgotten

Despite initial hope that the *El Faro* was riding out the storm, when Hurricane Joaquin finally weakened and moved on from the Bahamas, the devastating reality hit home. While en route from Jacksonville, Florida, to Puerto Rico, the ship fell victim to the hurricane on Oct. 1, sinking in 15,000 feet of water. Along with the 17 SIU members who perished, 11 members of the Seafarers-affiliated American Maritime Officers were on board, as were five Polish nationals.

The last time all hands had been lost on an SIU-crewed ship was Oct. 24, 1980, when the *SS Poet* went down without a trace in the Atlantic. There were 34 mariners aboard, including 24 Seafarers.

The *El Faro* tragedy also evoked memories of the 1983 sinking of the National Maritime Union vessel *Marine Electric*, which claimed the lives of 31 of its 34 mariners. It sank in frigid waters off the coast of Virginia on Feb. 12.

The SIU members on the *El Faro* were Bosun **Roan Lightfoot**, ABs **Carey Hatch**, **Jackie Jones**, **Jack Jackson**, **Brookie Davis** and **Frank Hamm**, QEE **Sylvester Crawford**, REI **Louis Champa**, OMUs **Anthony Thomas**, **German Solar Cortes** and **Joe Hargrove**, GUDes **Mariette Wright**, **James Porter** and **Roosevelt Clark**, Steward/Baker **Theodore Quammie**, Chief Cook **Lashawn Rivera** and SA **Lonnie Jordan**.

The AMO members were Capt. Michael Davidson, Chief Mate Steven Shultz, Second Mate Danielle Randolph, Third Mate Jeremie Riehm, Chief Engineer Jeffrey Mathias, Chief Engineer Richard Pusatere,



The *El Faro* tragedy is a grief shared throughout the union. Here, family members, Seafarers, officials and others gather for a memorial at the SIU hall in Jacksonville, Florida.

First Assistant Engineer Keith Griffin, Second Assistant Engineer Howard Schoenly, Third Assistant Engineer Michael Holland, Third Assistant Engineer Mitchell Kuflik and Third Assistant Engineer Dylan Meklin.

The Polish riding gang consisted of Piotr Krause, Marcin Nita, Jan Podgorski, Andrzej Truszkowski and Rafal Zdobych.

When contact with the ship was lost, the SIU hall in Jacksonville, Florida, quickly became the gathering place for family members and other loved ones, and it also served as a briefing center with representatives from the Coast Guard, National Transportation Safety Board and ship operator TOTE Services. SIU President Michael Sacco and Executive Vice President Augie Tellez spent several days with the families.

Within a week of the sinking, the SIU established a memorial fund to benefit the families of the departed Seafarers. The union also received condolences from around the world, including messages from the White House and Congress, the AFL-CIO and the International Transport Workers' Federation.

The ship was located a month later but the vessel recorder remained missing.

*Editor's note: Please see the November*

*2015 issue of the Log for complete coverage.*

### New Tonnage

Throughout the year, the SIU welcomed new ships and vessel orders for its contracted fleet.

That influx included new work for members of the union's Government Services Division, in the forms of the joint high-speed vessels *USNS Trenton* and *USNS Brunswick* as well as the mobile landing platform *USNS Puller*.

The world's first LNG-powered containerships were built at General Dynamics NASSCO for TOTE Services: the *Isla Bella* and the *Perla del Caribe*.

Pasha's car carrier *Marjorie C* entered service, while the heavy lift ship *Ocean Grand* reflagged under the Stars and Stripes, for operation by Intermarine on behalf of Crowley.

Aker Philadelphia Shipyard started construction on two Matson containerships and delivered the Crowley tanker *Ohio*. The yard also accepted an order for four additional tankers that will be SIU-crewed.

Popular commuter ferry company NY Waterway added a new vessel and announced plans for another one in the near future, while American Petroleum Tankers took delivery of the *Lone Star State*.

Construction began on a second Crowley combination container/roll-on-roll-off (ConRo) ship, the LNG-powered *Taino*. That vessel and its sister ship, the *El Coqui*, are being built at VT Halter Marine in Pascagoula, Mississippi.

Maersk Line, Limited continued replacing some of its older tonnage with newer vessels, and also accepted the oceanographic ship *USNS Maury*.

The SIU retained jobs on former Horizon ships that were acquired by Matson and Pasha, respectively.

### Major Upgrades

Early in the year, the SIU-affiliated Paul Hall Center for Maritime Training and Education completed a multi-million dollar upgrade featuring new simulators and modernized classrooms. The project also included major improvements in the training and recreation center hotel and auditorium at the Piney Point, Maryland, campus.

In commemorating some of the milestones, the auditorium was named in memory of the late SIU Executive Vice President John Fay, while a new, multi-purpose building was named in memory of Thomas Crowley Sr., an industry pioneer.

The school hosted Gen. Paul Selva, commander of the U.S. Transportation Command,

one day before he was nominated to serve as vice chairman of the U.S. Joint Chiefs of Staff.

That same week, the school hosted the annual Seafarers Waterfront Classic, benefiting the Wounded Warrior Anglers and the Paul Hall Center.

### Contract Gains, Legislative Wins

Continuing a pattern of defying trends in other industries and in other segments of maritime, the union secured eight new contracts that boost wages while either maintaining or improving benefits. Five-year contracts were ratified at Great Lakes Towing and NY Waterway, respectively, while three-year agreements were reached at Great Lakes Dredge and Dock, Intrepid Personnel and Provisioning, Foss Maritime, Overseas Shipholding Group (inland), Penn Maritime, and G&H Towing.

In the legislative arena, the SIU helped secure three significant wins, working closely with other maritime unions and other allies.

Early in the year, the domestic maritime industry soundly turned back an attempt in the Senate to weaken the Jones Act, a key law that protects U.S. national, economic and homeland security. Jones Act supporters also fought off misguided attempts in Puerto Rico to chip away at the law by mistakenly blaming it for the territory's financial woes.

Near the end of the year, Congress approved and President Obama signed bills renewing the charter of the U.S. Export-Import Bank and increasing funding for the U.S. Maritime Security Program (MSP). Both the bank and the MSP are vital to maintaining a strong U.S. Merchant Marine.

The SIU testified in favor of proposed Coast Guard rules improving mariner access to shore-side facilities.

The SIU of Canada scored several major wins for mariner rights and cabotage laws and helped defeat an anti-cabotage political incumbent.

### Rescues and More

The Brotherhood of the Sea manifested itself in a handful of rescues. Those operations featured the Government Services Division vessels *USNS William McLean* and *USNS Rappahannock* and the Crowley ships *Ocean Crescent*, *USNS Impeccable* and *Philadelphia Express*.

Seafarers also continued another long tradition: philanthropy. SIU members voluntarily assisted others through projects in Tacoma, Washington; Fort Lauderdale, Florida; Saipan; and the Philippines.



SIU President Michael Sacco (right) and Tom Crowley Jr., president and CEO of Crowley Maritime, celebrate a building dedication at the Paul Hall Center.