



The Seafarers Log

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

New Tanker Delivered

Aker Philadelphia Shipyard in mid-November delivered the Seafarers-contracted tanker *Overseas Los Angeles* (right), the third vessel in a series of new builds operated by OSG in the Jones Act trade. Later that month, Aker American Shipping announced its entry into an "option agreement" with the union-contracted shipyard to construct as many as 13 additional product tankers. The agreement means that the company aims to expand its fleet from 12 to 25 new tankers. Page 3.



Overseas Los Angeles Joins SIU-Crewed Fleet; Agreement Signed for up to 13 More Vessels

Paul Hall Center Course Guide

The Seafarers-affiliated Paul Hall Center for Maritime Training and Education offers thorough instruction for mariners whether they're just entering the industry or upgrading their skills, including license programs. The school also features academic support including GED and college degree programs. Pictured below are students in a few of the dozens of classes offered at the Piney Point, Md. campus. Detailed course descriptions and dates are included in an eight-page section beginning on page 9.



Seafarers Deliver 'MRAPs' For U.S. Troops in Iraq



Fulfilling their ongoing mission as part of the nation's fourth arm of defense, Seafarers aboard the *Alliance New York* (above) and *Great Land*, respectively, recently helped deliver cargoes of Mine-Resistant, Ambush-Protected Vehicles (MRAPs) to American troops in Iraq. The vehicles are part of a new program designed to better protect our soldiers. Pages 2, 24.

President's Report

Many Gains in 2007

By the time most Seafarers read this article, the New Year will have arrived, undoubtedly bringing with it the usual assortment of resolutions and personal goals for the next 12 months. It goes without saying that I wish all the best to our members and retirees and their families in 2008 and the years that follow.



Michael Sacco

Professionally, this is the time of year when most organizations take stock of their activities from the previous 12 months, as well as look ahead. For the SIU, while we're a multi-faceted union, our first measure of success is protecting members' job security and gaining new shipboard employment opportunities for the present and future. On that front, I'm happy to report good news in 2007.

Among other gains, we saw significant progress in the new tanker construction projects in Philadelphia and San Diego. We welcomed new work in the Government Services Division, including aboard ammunition ships. We climbed the gangways when new tonnage arrived in the private sector, whether the ships were replacement vessels or outright additions. This was true not only in the deep-sea fleet but also the coastal and inland trades, where our members gained employment on new, state-of-the-art ATBs and tugs.

If you've read the *LOG* or attended membership meetings during the past year, you know that Seafarers continued delivering the goods in Operations Enduring Freedom and Iraqi Freedom. Those stories may almost seem routine by now, but if so, that's a credit to the men and women of the SIU who have been so reliable from the first moments of OIF and OEF. My hat is off to them, and I also appreciate the numerous military officers and government representatives who've gone out of their way to publicly acknowledge the fine work of Seafarers around the world.

Similarly, it was hard to miss the fact that the SIU-affiliated Paul Hall Center for Maritime Training and Education last year celebrated its 40th anniversary. Without trying to recap all of the history in this limited space, I must say the school remains a source of pride and a true leader in the maritime industry. I'm sure that its namesake, the SIU's second president, is looking down at the Piney Point campus, nodding in approval – and probably chomping down on a cigar, too.

As mentioned, not all of our activities are specific to maritime. We are part of not only the overall labor movement, both domestically and internationally, but also members of our communities as a whole. That's why we continue working closely with the International Transport Workers' Federation and its other affiliates. It's why we continue throwing our efforts behind grassroots activities that will benefit not only Seafarers but all working families. In particular, we will not give up the fight for affordable health care for every American. And, we will not be discouraged at temporary setbacks involving the Employee Free Choice Act – badly needed legislation that would restore fairness to the process of workers' choosing whether or not to form a union.

This is just a sampling of what we accomplished in 2007 and what we're still working on as the calendar turns to 2008. I remain confident in our future, grateful for your support, and enthusiastic about promoting our membership at every opportunity.

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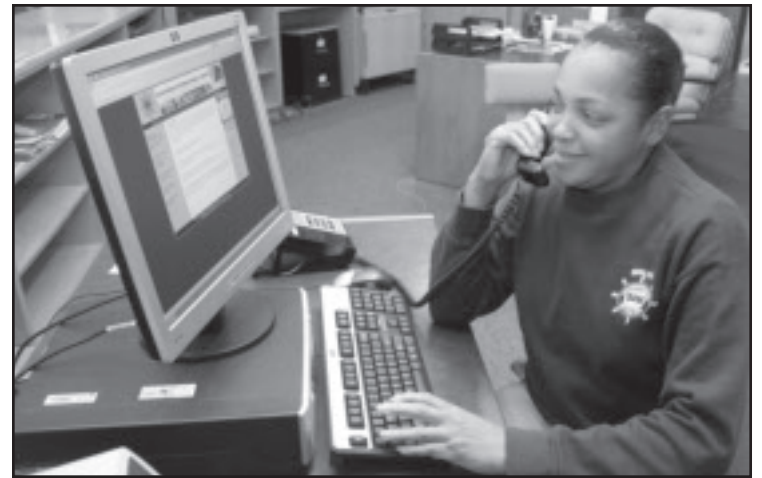
New SIU Department is 'One-Stop Shop' for Help

Membership Assistance is Just a Phone Call Away at 1-800-252-4674

As the SIU continues striving to provide enhanced services for Seafarers, effective Jan. 1, 2008, headquarters has established a new department known as the "Membership Assistance Program" (MAP).

MAP aims to aid members on all Seafarers Plans matters in one centralized area. The department will be responsible for coordinating membership information such as addresses, beneficiaries, etc. MAP will also send information regarding benefits to members when they become eligible as well as requesting documents that may be missing (birth or marriage certificates, for example). These packages will include a welcome letter, summary plan description booklets, enrollment forms, beneficiary cards and more.

The department will also direct calls from its toll-free number – 1-800-252-4674 – to other appropriate headquarters departments if necessary. In



Seafarers may utilize a new toll-free number – 1-800-252-4674 – for assistance from union headquarters, which is based in Camp Springs, Md.

essence, MAP will become a one-stop shop for most member needs related to the union and Seafarers Plans.

MAP will offer a Spanish-speaking coordinator to assist Latin American members and their dependents. It will also be responsible for coordinating

assistance with the claims department, pension and other departments.

Again, MAP can be reached at 1-800-252-4674. Members and port personnel are encouraged to contact the department when they need information regarding benefits.

Global Labor Leaders Stress Freedom to Join Unions

Labor leaders from the U.S. and around the world told members of Congress Dec. 11 at a special congressional forum on Capitol Hill that restoring workers' freedom to form and join unions in the U.S. is critical to workers' rights around the world. The forum concluded an historic two-day conference, "Going Global: Organizing, Recognition and Union Rights," which was sponsored by the Council of Global Unions (CGU) and hosted by the AFL-CIO at the National Labor College.

"In an age of rampant global corporate outlaws, the world's workers must forge new alliances to defend their democratic freedom to come together in unions to improve their lives," AFL-CIO President John Sweeney said. "When workers are free to exercise their right to bargain collectively, everyone benefits. Wages increase, inequality decreases, and democracy is strengthened. And when workers' freedom to form unions is thwarted, standards of living plummet."

Speaker of the House Nancy Pelosi, who opened the congressional forum, said workers' freedom to join unions is a basic right that must be protected. Pelosi said global cooperation among workers and trade unions is key to bol-

stering the middle class worldwide.

"This historic conference is essential to protecting and strengthening the rights of workers as the world grows increasingly interdependent and national boundaries become less relevant," Pelosi said. "Out of this forum will come the ideas and solutions that will help win collective bargaining rights and other labor protections that are essential to building vital democracies and strong middle-class communities throughout the world."

Global labor leaders echoed that theme and said when workers are truly able to exercise their freedom to join unions and bargain collectively, everyone benefits, not just the rich.

"We reject an economic model that impoverishes workers while the very few get wealthy," said Sharan Burrow, president of the International Trade Union Confederation, which represents 168 million workers worldwide.

Trade union leaders discussed why respect for freedom of association and collective bargaining is crucial to the survival of human rights and democracy around the world. They urged for the passage of the Employee Free Choice Act in the United States because it is vital to the effort to

achieve full organizing and bargaining rights in their own countries and with multinational companies.

"Today, collective bargaining rights have expanded throughout much of the world," said Communications Workers of America President Larry Cohen. "In the United States, however, we're going in the wrong direction. Labor law here is broken, to the point that bargaining and organizing rights in the United States are inferior to virtually every other democracy, including newly emerging democracies like South Africa, Taiwan and Brazil."

Two panels composed of labor officials and workers presented testimony to members of Congress outlining the various hurdles workers face when trying to form and join unions and bargain collectively. Senator Edward Kennedy, presiding over the first panel, "U.S. Crisis in Collective Bargaining," focused on the badly broken labor law system in the U.S.

The second panel, chaired by Rep. George Miller, "Global Organizing and Bargaining Rights," focused on the importance of labor law reform in the U.S. to workers' rights worldwide.

Seafarers Deliver for U.S. Troops

SIU members aboard Totem Ocean Trailer Express, Inc.'s (TOTE) SS *Great Land* recently delivered more than 100 Mine-Resistant, Ambush-Protected (MRAP) vehicles from Port Charleston, S.C., to our troops in Iraq. MRAPs provide better protection for our military forces than the humvees currently in use. The delivery comes after one made by SIU members aboard the *Alliance New York* (see back page) but is the largest to date. The U.S.-flagged SS *Great Land* delivered the goods under the U.S. Maritime Security Program (MSP). SIU members on board included: Bosun **Marco Galliano**, A/Bs **John Elias**, **Steven Roquemore**, **Mott Arnold**, **Todd Homer** and **Danny**

Davis, QMED **Barry Knowles**, GUDEs **Ronald Williams** and **Apolonio Cruz**, OMUs **Hector Frederick**, **Legarrius Jones** and **Manuel Martinez**,

Steward/Baker **Antoinette Amato**, Chief Cook **Dionesio Moreira-Martinez** and SAs **Juan Martinez** and **Mike Bubaker**.



Agreement Signed for up to 13 More Tankers

Seafarers-Contracted Overseas Los Angeles Delivered by Aker Philadelphia Shipyard

In a potentially huge development for the Jones Act fleet, Aker American Shipping ASA in late November announced it has entered into an "option agreement" with union-contracted Aker Philadelphia Shipyard to build up to 13 product tankers at a total contract value of \$1.3 billion.

With this agreement, Aker American Shipping stated that the company aims to expand its fleet from 12 to 25 state-of-the-art vessels.

Aker American Shipping's fleet comprises 10 product tankers and two shuttle tankers, all of which are chartered to SIU-contracted Overseas Shipholding Group (OSG) under bareboat charter agreements. OSG has already time-chartered 11 of these vessels to oil companies and refineries in the U.S.

The new agreement with Aker

Philadelphia Shipyard allows for a fleet expansion by an additional 13 vessels, for delivery between July 2011 and July 2015. There was no immediate word concerning charters for those vessels. However, according to the company, the ships "are of the robust, double-hull Veteran MT-46 Jones Act product tanker design; they can be easily modified to allow for deployment as shuttle tankers or chemical carriers."

That wasn't the only big news recently announced about the tanker programs. On Nov. 16, the third tanker built at the Philadelphia Shipyard – the *Overseas Los Angeles* – was delivered. The occasion marked the first time in the yard's history that three vessels were delivered in the same year.

Following very successful sea trials and final testing and commissioning, the ship joins two sis-

ter vessels in the Jones Act trades that were built at the same yard: the *Overseas Houston* and *Overseas Long Beach*. Each of the ships is 600 feet long and capable of carrying 330,000 barrels of petroleum products. Each vessel weighs approximately 46,000 deadweight tons.

Aker American Shipping President and CEO Dave Meehan stated, "This vessel is powerful evidence of the value of series construction. Built in a shorter period of time and delivered with zero outstanding inspection comments, this vessel will serve its crew and charterers well."

Three additional tankers are currently under construction at the yard, with the next vessel scheduled for delivery in the second quarter of 2008. In all, nine further tankers are slated to be delivered by the yard through 2011.



Tanker construction is ongoing at Aker Philadelphia Shipyard, where the fourth vessel in the Veteran Class series (above) now has its rudder and propeller attached, with the deckhouse also set in place.



Nine tankers are on order for SIU-contracted U.S. Shipping Partners. Shown above is an artist's conception of one of the new ships.

NASSCO Lays Keel of 1st Product Tanker for U.S. Shipping Partners

A keel-laying ceremony took place Dec. 11 at the General Dynamics NASSCO shipyard in San Diego, signaling progress on the first ship in a new class of Seafarers-contracted product carriers (PC-1).

The double-hulled vessel is being built for U.S. Shipping Partners and is scheduled to be delivered in early 2009. It is one of nine such tankers scheduled to be constructed at NASSCO. The build program itself includes options for five additional ships.

Each PC-1 ship will be 600 feet long, displace about 49,000 deadweight tons and have a cargo capacity of 331,000 barrels. The ships are based on a design of DSEC, a wholly owned subsidiary of Daewoo Shipbuilding and Marine Engineering of Okpo, Korea.

NASSCO began construction of the first tanker in the series in August. U.S. Shipping Partners previously announced that the ship will be named *Golden State*, the state nickname of California.

General Dynamics NASSCO employs more than 4,600 people and is the only major ship construction yard on the West Coast of the United States. In addition to the PC-1 program, the San Diego shipyard has contracts to build nine T-AKE class dry cargo-ammunition ships for the U.S. Navy (vessels that will be crewed by members of the SIU Government Services Division), and an agreement to build up to five additional ships.

U.S. Shipping Partners' current fleet includes the *ITF Baltimore*, *ITB Groton*, *ITB Jacksonville*, *ITB Mobile*, *ITB New York*, *ITB Philadelphia*, *SS Chemical Pioneer*, *MV Houston*, *MV Charleston*, *MV Sea Venture* and *ATB Freeport*.

Seventy Reap Gains After Two Months of Negotiations

Bisso Crews Approve Contract Extension

SIU boatmen employed at E.N. Bisso in New Orleans recently approved a contract extension featuring significant gains.

The contract covers approximately 70 members who sail as deckhands and engineers. Bisso operates 14 boats in the New Orleans area – mostly involved in ship docking along with some offshore work.

What became an extension lasting through November 2010 at first was only supposed to be a wage reopener. However, as negotiations progressed over a period of about two months, both parties agreed to expand their scope. In the end, rank-and-file members overwhelmingly approved an extension calling for an across-the-board daily wage increase (retroactive to September 2007) including a boost to entry-level pay; a bonus for employees with at least 90 days of service at Bisso; an increase in the company's matching contributions to the 401(k) plan; improvements to pension benefits; maintenance of Core Plus health benefits; and company reimbursement of up to \$100 per year for safety shoes.

Representing the SIU during negotiations were Vice President Gulf Coast Dean Corgey, New Orleans Port Agent Chris Westbrook, Deckhand Delegate **Matt Marchand** and Engineer Delegate **Robert Jordan**.

Voting took place aboard Bisso boats from mid- to late-October. The votes were nearly unanimous in favor of the contract extension. (The pact originally had been scheduled to expire in 2009.)

Corgey noted, "Consistent with industry trends, the union and the company successfully negotiated a competitive compensation package that will help enable Bisso to attract and retain qualified personnel and provide a good standard of living

for our members. The credit goes to the members at Bisso who showed a lot of union solidarity and brotherhood, and also to Bisso management for bargaining in good faith that allowed us to arrive at this fair agreement."



Among those approving the pact are (from left) Benjamin Snyder, Benjamin Shipp, Brandon Chauvin, Robert Jordan, Antoine Wesley, Shane Brulte and Matt Marchand.



Pictured aboard the *Vera Bisso* are (from left) Engineer Delegate Robert Jordan, Deckhand Delegate Matt Marchand and fellow SIU Boatmen Jared Boteler, Thad Hukins, Jeremy Smith, Chris Lambert, Mark Mayeaux and Ramon McDonald.



Standing in front of the *Gladys B* are Matt Marchand, Ricky Lacour, Dwaine Valois, Seth Mayhall, Dustin Jeansonne, Dickie Valois and Robert Jordan.

TSA Issues Guidance For TWIC

The following information, available on the U.S. Transportation Security Administration's (TSA) web site, covers the steps necessary to acquire a Transportation Worker Identification Credential (TWIC). This information has been sent to all SIU halls and will be repeated (in various forms) in upcoming issues of the *Seafarers LOG*.

As reported numerous times, the deadline for U.S. mariners to obtain a TWIC is Sept. 25, 2008. Therefore, the union urges Seafarers to apply for the new card, which eventually will be required of all U.S. mariners who need unescorted access to secure areas of U.S. ports and vessels.

The requirement comes from a federal law called the Maritime Transportation Security Act of 2002.

Seafarers should check with their port agents and/or utilize the TSA contact information that follows for the latest information on the TWIC program, including the "TWIC Quarterly Deployment Plan," which is a list of cities where TWIC enrollment centers are or will be located. Updates also regularly appear on the SIU web site (www.seafarers.org), normally in the "Heard at Headquarters" section). The program itself is very much a work in progress, so periodic if not regular updates are anticipated.

Seafarers are advised that although pre-enrollment for the TWIC is optional, both the agency and the first individual SIU members who have applied for the card strongly recommend it. To pre-enroll, individuals must first register for an ID starting at <https://twicprogram.tsa.dhs.gov/TWICWebApp/>

MERCHANT MARINERS

Will these rules affect all Merchant Mariners?

Yes. All credentialed U.S. merchant mariners must obtain a TWIC. This includes all persons holding a Coast Guard-issued merchant mariner's license, merchant mariner's document (MMD), Standards of Training, Certification and Watchkeeping (STCW) Certificate, or certificate of registry (COR). With the implementation of TWIC, the Coast Guard MMD would primarily serve as proof of the bearer's professional qualifications. The Coast Guard has drafted a supplementary proposed rule (published in the same Federal Register edition as the TWIC final rule) that proposes to combine the elements of all four current merchant mariner professional credentials into one certificate called the Merchant Mariner Credential (MMC). The Coast Guard and TSA are streamlining the process for the two credentials to reduce costs, duplication of effort, and processing time for mariners. If the MMC proposed rulemaking is finalized as currently written, the Coast Guard would begin issuing the MMC in September of 2008 and would phase in the replacement of mariner's current credentials over a period of five years. Mariners would be issued their credential in the form of an MMC at the time they renew their current credential, or when applying for a new credential. The proposed rulemaking would not affect the validity of a mariner's current credential.

ENROLLMENT

TSA states that applicants must apply at a TWIC enrollment center and that TSA will be expanding the number of centers and also providing

mobile enrollment centers.

The enrollment process consists of the following components: optional pre-enrollment, in-person enrollment, security threat assessment and notification of the results, and issuance of the TWIC to the applicant. Applicants may pre-enroll online to enter all of the biographic information required for the threat assessment and make an appointment at the enrollment center to complete the process (although appointments are not required). Then, applicants must visit the enrollment center where they will pay the enrollment fee, complete a TWIC Application Disclosure Form, provide biographic information and a complete set of fingerprints, and sit for a digital photograph. The applicant must bring identity verification documents to enrollment and in the case of aliens, immigration documents that verify their immigration status, so that the documents can be scanned into the electronic enrollment record.

What documentation is required for a TWIC?

Applicants must provide the appropriate documents in order to verify their identity. They must provide one document from list A, or two from list B, one of which must be a government-issued photo ID:

List A

- Unexpired passport
- Unexpired Permanent Resident card or Unexpired Alien Registration Receipt Card with photograph
- Unexpired foreign passport with one of the following:
 - ✧ I-551 Stamp;
 - ✧ Attached INS Form I-94 indicating unexpired employment authorization;
 - ✧ Unexpired Employment Authorization Document (I-766);
 - ✧ Unexpired Employment Authorization Card (INS-688B);
 - ✧ Or with one of the following Unexpired Visas: E-1, E-2, E-3, H-1B, H-1B1, L-1, O-1, TN, M-1, C-1/D, B1/OCS
- Free and Secure Trade (FAST) Card
- Merchant Mariner Document (MMD)

List B (need two and one must be a government-issued photo ID)

- U.S. Certificate of Citizenship (N-560, 561)
- U.S. Certificate of Naturalization (N-550 or 570)
- Driver's license or ID card issued by a State or outlying possession of the United States
- Original or certified copy of birth certificate issued by a State, county, municipal authority, or outlying possession of the United States bearing an official seal
- Voter's registration card
- U.S. military ID card or U.S. retired military ID
- U.S. military dependent's card
- Consular Report of Birth Abroad
 - Expired U.S. passport
 - Native American tribal document
 - U.S. Social Security card
 - U.S. Citizen card I-197
 - U.S. Military discharge papers DD-214
 - Department of Transportation

(DOT) medical card

- Civil marriage certificate
- MML (Merchant Mariner License) bearing an official raised seal, or a certified copy

What is the purpose of the TWIC Disclosure Form?

The form, available in PDF format at: http://www.tsa.gov/assets/pdf/twic_applicant_disclosure_form_2212.pdf provides additional information to the applicant on the security threat assessment process, as well as a notice on privacy and paperwork reduction. The applicant is also required to review and certify statements pertaining to eligibility for a TWIC, military service, and, once a TWIC is issued to the applicant, their responsibility to disclose information to TSA that would disqualify them from holding a TWIC. The applicant signs and dates the form, and if required, the helper/translator will also sign the form and provide contact information.

Applicants are encouraged to review the TWIC Disclosure Form in order to familiarize themselves with

Online TWIC Enrollment Guidelines

The Transportation Security Administration (TSA) has a web site — <https://twicprogram.tsa.dhs.gov/TWICWebApp/AboutTWIC.do> — explaining the Transportation Worker Identification Credential (TWIC) Program and enrollment process.

FOR MORE INFORMATION

On the web: www.tsa.gov/twic
 By phone: TWIC Program Help Desk, 1-866-DHS-TWIC (1-866-347-8942)
 By email: credentialing@dhs.gov

it, and to complete and bring it with them to the enrollment center.

PRE-ENROLLMENT

TSA says there is a pre-enrollment process that might help speed up the process of receiving a TWIC card at its web site: <https://twicprogram.tsa.dhs.gov/TWICWebApp/>

COSTS AND PAYMENT

The fee for a TWIC will be \$132.50 and it is valid for five years. Workers with current, comparable background checks may pay a reduced fee of \$105.25. If workers are eligible to pay the lower price, their TWIC will expire 5 years from the date of the comparable credential (additional information is provided in the next question). The cost of a replacement TWIC, if the original is lost, stolen or damaged is \$60.

If I have a comparable assessment, how can I determine which fee is more economical — the reduced fee or the full, 5 year fee?

According to the TSA, it is most beneficial for applicants who will use a comparable security threat assessment and pay the reduced fee to do so within 12 months of receiving the comparable threat assessment. After 12 months, it is more cost effective to pay the full fee for TSA to complete the security threat assessment and issue a TWIC with an expiration date 5 years from the date of issuance.

What are the methods of payment?

Payment must be made with credit card (Visa or MasterCard only), money order, or certified/cashier's check. Checks should be made payable to Lockheed Martin. An additional option has been provided through the use of company pur-

chased pre-paid debit cards. For companies choosing to use the pre-paid option, the website is <http://www.twiccard.com>.

In all cases, payment will be made at the enrollment center at the beginning of the enrollment process.

What is the pre-paid debit card for the TWIC Program?

This method of payment is a pre-paid Visa® card and is intended for employers who wish to purchase TWICs for their employees. They may be purchased in bulk and are redeemable at any TWIC enrollment center. The website for additional information or purchasing them is at <http://www.twiccard.com>.

What is the fee for a replacement card?

The card replacement fee (for lost, stolen, or damaged TWICs) is \$60.

SECURITY ASSESSMENT

What does the security threat assessment consist of?

The assessment includes checks against criminal history records, terrorist watch lists, and immigration status. If no adverse information is disclosed, TSA typically completes a security threat assessment in less than ten days. However, processing time increases for an applicant with a criminal history or other disqualifying information, and is further lengthened if the applicant initiates an appeal or waiver. This security threat assessment is the same for those applying

for, transferring, or renewing a HAZMAT endorsement (HME) on their state-issued commercial drivers licenses (CDL).

Will the results of my threat assessment be shared with my employer?

If TSA determines that an applicant poses an imminent threat to transportation or national security, TSA may notify the applicant's employer. Generally, TSA will not provide the reasons for a disqualification to an employer. However, if TSA has reliable information concerning an imminent threat posed by an applicant and providing limited threat information to an employer, facility, vessel owner, or Coast Guard Captain of the Port would minimize the risk, then TSA would provide such information.

What if I have already completed a comparable threat assessment?

A reduced fee of \$105.25 will be made available for applicants who will not require the security threat assessment. The reduced fee is available for the following:

- applicants who hold a valid Hazardous Materials Endorsement (HME) issued after May 31, 2005,
- applicants who hold a valid Free and Secure Trade (FAST) card,
- applicants who hold a Merchant Mariner Document (MMD) issued after February 3, 2003, or
- applicants who hold a Merchant Marine License (MML) issued after January 13, 2006.

For those applicants seeking to pay the reduced fee, they must present their HME, FAST card, MMD, or MML (meeting the requirements

outlined above) at the time of enrollment.

WAIVERS AND APPEALS

Is there going to be an appeals and waivers process?

Yes. Applicants who are denied a TWIC will be notified of the reason for denial and instructed on how to apply for an appeal or waiver. All applicants have the opportunity to appeal a disqualification, and may apply to TSA for a waiver if disqualified for certain crimes, or if they are aliens in Temporary Protected Status. Applicants who seek a waiver and are denied may seek review by an Administrative Law Judge (ALJ). Also, applicants who are disqualified due to intelligence-related issues and are denied an appeal or a waiver may seek ALJ review.

How long does someone have to file an appeal or waiver?

The applicant has 60 days from the time they receive a Final Determination of Threat Assessment to provide the required information to TSA for consideration.

If someone is denied, can they access secure areas of a port pending the appeal/waiver process or do they have to wait for its completion?

Access to these areas will depend on the owner/operator security plan and their escorting procedures, as well as the enforcement and compliance date for that particular USCG Captain of the Port zone.

CARD ISSUANCE

How will the cards be issued?

The applicant will be notified by email or phone, as specified during enrollment, when his/her credential is available at the enrollment center. The applicant must return to the same enrollment center to pick up his/her TWIC.

How long is the TWIC card good for?

TWICs remain valid for five years, unless the expiration date was based on a comparable credential (FAST card, Merchant Mariner Document or Hazmat Endorsement). The expiration date is displayed on the face of the credential and TWIC holders will be responsible for renewal. For applicants who pay the reduced fee, the expiration date of their TWIC will be 5 years from the date listed on the credential associated with the comparable security threat assessment.

How will I be notified to get a TWIC?

Facility and vessel owners/operators are required to inform employees of their responsibility to possess a TWIC and what parts of the facility and vessel will require a TWIC for unescorted access. The intent of this requirement is for owners/operators to determine which of their employees will need a TWIC and inform those employees in enough time for them to comply with the requirements. Owners/operators are also encouraged, but not required, to provide this same information to personnel who are not facility or vessel employees, e.g. contractors, truck drivers. Coast Guard Captains of the Port will also be working with the local Area Maritime Security Committees to communicate enrollment center locations and scheduling, as well as TWIC requirements and compliance dates.

Union Makes Great Strides Toward 'Brighter Future'

Armed with the principles of the "Mapping Out a Brighter Future" motto that was unveiled during the Seafarers International Union of North America's convention (an event that took place last September), the SIU's Atlantic, Gulf, Lakes and Inland Waters District/NMU made great strides in 2007 to help ensure a brighter future for its members and the wellbeing of our country and industry.

Brighter Future for Members, Families

Throughout the year, the SIU stood arm in arm with the AFL-CIO Maritime Trades Department and the rest of the federation when calling for improved health and wellness for mariners, other union members and indeed all Americans. Health care is a hot-button issue and promises to be for some time to come. Seeing SIU members involved in rallies, and get-out-the-vote, e-mail and letter-writing campaigns calling for improved and affordable health care for Americans were not uncommon sights.

The SIU not only participated in this national mobilization for better and affordable health care, but also made moves in 2007 for the membership by switching its service provider for the Seafarers Health and Benefits Plan (SHBP) to CIGNA HealthCare. The move broadened the size of the health care network and the agreement set lower deductibles for participants and their families.

The SIU also took a noteworthy step forward in helping members secure their economic futures by introducing a 401(k) savings plan that allows members to contribute before-tax income into a number of investment plans tailored to their needs.

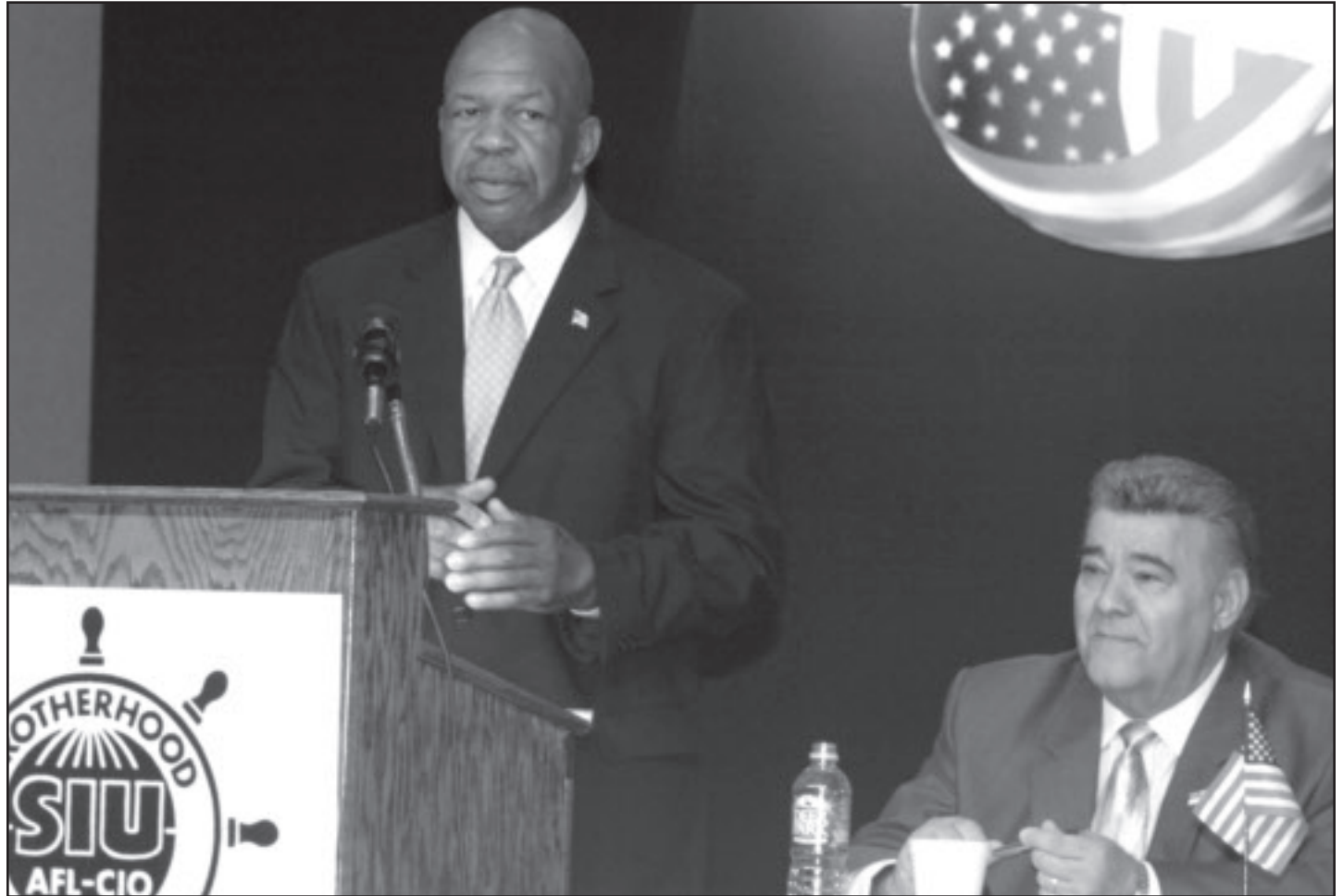
In an annual benefit aimed at improving educational opportunities for members and their families, in May, six dependents of Seafarers were chosen to receive a combined total of \$120,000 in scholarships through the SHBP. The recipients have aspirations to also help brighten futures by taking classwork to eventually learn to cure diseases, for example, and help make the world a better place.

More U.S.-Flagged Ships = More Jobs for U.S. Seafarers

A key reference point for the "brighter future map" is this simple equation: U.S. flags equal U.S. jobs. It's been a driving force behind the SIU's efforts for decades, noted SIU President Michael Sacco.

Last year was no exception, and the results weren't hard to spot. Among other gains and improvements, the newer *Washington Express* joined the Maritime Security Program fleet, replacing the older *Liberator*.

The third and fourth T-AKE ships (the *USNS Alan Shepard* and *USNS Richard E. Byrd*) were launched, signaling new ship-



SIUNA President Michael Sacco (right) listens as U.S. Rep. Elijah Cummings, addressing the SIUNA convention, discusses challenges facing the maritime industry.

board employment opportunities for members of the SIU Government Services Division.

SIU members manned new "duck boats" as part of New York Splash Tours.

Overseas Shipholding Group took delivery of the first three tankers in the new Veteran Class series: the *Overseas Houston*, *Overseas Long Beach* and *Overseas Los Angeles*. OSG also ordered ATBs and additional tankers for the Jones Act fleet. The tankers are being built at Aker Philadelphia Shipyard.

SIU-contracted Horizons Lines added five new ships in 2007.

The MSP fleet continued to grow as the containership *Yorktown Express* was ushered in. Express Marine added the SIU-manned tugboat *Duty* into service.

Crowley welcomed the ATBs *Gulf Reliance* and *Resolve* into its fleet.

SIU-member CIVMARS boarded the Military Sealift Command's *USNS Safeguard*.

Seafarers also crewed up Crowley Ship Management's *National Glory*.

Political Action

Whether helping gather support for maritime staples such as the Jones Act,

cargo preference and the Maritime Security Program, or promoting general labor issues such as the right to form a union, the SIU stayed typically active in 2007 when it came to grassroots action as well as taking their points directly to lawmakers.

When the SIU – along with other unions affiliated with the MTD – weighed in with a resolution of support for the Employee Free Choice Act, it helped bolster the cause in Congress. In 2007, favorable momentum for the bill mushroomed, and the legislation passed in the House. In the Senate, it got tied up in end-of-the-year filibusters in which numerous pieces of national legislation didn't stand a chance of being voted on, including the Belated Thank You legislation that the House approved. It's predicted that Congress has not seen the last of these pieces of legislation, however.

The SIU's expertise was called on in an October hearing before the House

Committee on Transportation and Infrastructure's Subcommittee on Coast Guard and Maritime Transportation. The hearing was about trends and innovations in mariner education and to assess how growing workforce shortages will affect the maritime industry as trade increases. Standing at bat for the SIU was its Executive Vice President Augie Tellez who told the panel that shipboard manpower must be addressed in the context of national security; that sealift lessons learned after the Persian Gulf War mandated the need for a strong Ready Reserve Force; and that the SIU, its contracted operators and affiliated Paul Hall Center for Maritime Training and Education have strongly contributed to the nation's pool of skilled and loyal U.S. citizen seafarers.

Additionally, the union missed no opportunities to weigh in on the

Continued on Page 21



Seafarers continued delivering the goods for U.S. troops in Operations Enduring Freedom and Iraqi Freedom. Above, the SIU-crewed *USNS Charlton* loads a Bradley fighting vehicle in Savannah, Ga.



The *Overseas Long Beach* was one of many new vessels joining the Seafarers-contracted fleet in 2007. It's also part of an ongoing series of new builds at Aker Philadelphia Shipyard, a union facility.



Members of the bosun recertification class who graduated in August visited SIU Headquarters in Camp Springs, Md. In photo above, they are pictured with SIU President Michael Sacco (eighth from left) and SIU Secretary-Treasurer David Heindel (far right).

Two Classes of Bosuns Complete Recertification

The Seafarers International Union over the years consistently has provided unlicensed mariners with the opportunities and skills necessary to achieve success and provide for their loved ones.

Eighteen bosuns took full advantage of this offering recently and parlayed it into milestones in their respective careers. Each earned prominence as a recertified bosun.

The mariners, who comprised two different classes, received their graduation certificates in August, and December respectively, following their completion of the bosun recertification course—the highest level of vocational education available at the Paul Hall Center for Maritime Training and Education to members of the deck department. The SIU-affiliated school is located in Piney Point, Md.

During the month-long course, the 18 Seafarers learned more about the industry in which they work. By their own enthusiastic acknowledgements, each now is better equipped to assume leadership roles by taking this knowledge back to their shipmates at the hiring halls and aboard individual vessels.

Those completing the class in August, and their respective home ports were: Bosuns **Conrad H. Burke** (New York); **Riccardo Ciolino** (Boston, Mass.); **Roberto A. Contreras** (New York); **Philip Corl** (Wilmington, Calif.); **Richard Dobbyn** (Boston); **Basil D'Souza** (New York); **Rudolph Fraser** (New York); **Elkanah B. Ladia** (Jacksonville, Fla.); **Wilfred P.**

Maurice (New York); and **Cecil Yearwood** (New York).

The December group consisted of Bosuns **Egidio Ferreira** (Boston); **Keller Gilyard** (Jacksonville); **Abdul Hassan** (New York); **Raphael James** (New York); **Matthew Sagay** (Houston); **David Shaw** (Wilmington); **Roy Tyler** (Jacksonville) and **Samuel Uyatede** (Houston).

Besides making complimentary remarks about the instruction they received, the new recertified bosuns had high praise for the training center's staff and facilities. Collectively, they lauded the SIU leadership for the fashion in which it is conducting the business of the union and keeping the best interests of its rank-and-file members on the front burner. Each of the graduates also offered words of encouragement to unlicensed apprentices and upgraders who are attending the school. They urged the apprentices to work hard, pay attention and to be good shipmates when they go to their first vessel. Upgraders were advised to continue taking advantage of their opportunities to enhance their skills at the school and to freely share their knowledge with others.

The bosun recertification course blends hands-on training and classroom instruction. It also includes meetings with representatives from the Seafarers Plans and various SIU departments. Topics include fire fighting and other safety training; sealift operations; the amended STCW convention; small arms; computer skills; water survival; other international maritime conventions and more.



Eight bosuns graduated from the bosun recertification class in December. In photo above, they are congratulated on their achievement by SIU VP Atlantic Coast Joseph Soresi (left), SIU Executive VP Augie Tellez (fourth from left), SIU President Sacco (eighth from left), SIU Secretary-Treasurer David Heindel (fourth from right) and SIU VP Contracts George Tricker (second from right).

Piney Point Port Agent Edd Morris Retires

Longtime union official Edward W. "Edd" Morris, who most recently served as the SIU port agent in Piney Point, Md., retired late last year following a career that began aboard deep-sea ships in 1960 and saw him first come ashore in 1965.

It would be an exaggeration to say Morris, 67, saw it all in the SIU – but not by much. He started shipping during what he described as "lean times," took part in a number of key beefs including the Robin Line organizing campaign, and survived harrowing experiences while working for the union overseas from the late 1960s to mid-70s. But he also witnessed a revival of sorts in U.S.-flag shipping, and in particular played his role with steadfast reliability as the SIU continually adapted to changing times.

Through it all, Morris always took a no-nonsense, thorough approach to his job, whether focusing on rank-and-file SIU members or assisting in cases involving the International Transport Workers' Federation (ITF), to which the SIU is affiliated.

"What I enjoyed the most was being able to provide sensible counsel to members in trouble," he recalled. "This job gave me an opportunity to help people have a better life. I think that's what attracted a lot of us to this work – it gives us a significant chance to help others."

"Edd has been one of the most dedicated and loyal union officials I've ever worked with," stated SIU President Michael Sacco. "He absolutely will be missed, but I wish him nothing but the best in a long and healthy retirement."

SIU Secretary-Treasurer David Heindel said Morris had an eye for detail and "you always knew his application of the contract was followed to the letter. He always gave his best and he did a great job."

The son of a union ship-fitter, Morris was born in Dearborn, Mich. He went through the union's old Andrew Furuseth Training School (forerunner to today's Paul Hall Center) and sailed in the engine department, with the exception of one stint in the deck department aboard a Great Lakes ship.

"At that time, it was a difficult industry to get into," he noted. "New people – C-cards – had to stand out in the street. Jobs that were available to C-cards were put out at different times of day, posted on a telephone pole. It was kind of a weird time."

He started working for the union in 1965 in New York, and later served as the SIU representative in Yokohama, Japan – a position with no shortage of challenges. Morris cites his good fortune in that he met his future wife while working overseas from 1968-75, but the job during those days left him constantly on the go, meeting with Seafarers in Singapore, the Philippines, Vietnam, Hong Kong, Manila and

Thailand. The travel alone might have been considered arduous, but it was nothing compared to the regular threat stemming from the fact that when Morris serviced ships – no matter how discreetly – people knew or at least suspected he was carrying money to the crews.

"What people don't realize is that there were individuals out there waiting to rob and kill us," Morris matter-of-factly stated. "We had many issues we dealt with (usually centering on workers' rights) that didn't become public knowledge."

Nevertheless, his only real regret is having missed many family events because of travel for both the SIU and ITF. He often was gone for days or weeks at a time, but, much like the members whom he ultimately served, he accepted it as part of the job.

Of course, part of the reason he frequently travelled is his makeup: detail-oriented, conscientious, and willing to sacrifice for the good of rank-and-file



Piney Point Port Agent Edd Morris (center) is congratulated on his retirement by (from left) Seafarers Plans Administrator Maggie Bowen, SIU President Michael Sacco, Norfolk Port Agent Georg Kenny, VP Contracts George Tricker, Executive VP Augie Tellez and Secretary-Treasurer David Heindel. The photo was taken at the November membership meeting in Piney Point, Md.

members and the union as a whole.

Morris' positions with the SIU included work as a representative in New York during the mid-1970s; San Francisco port agent from 1977-80; Jacksonville, Fla., port agent from 1980-84; various posts at the union-affiliated Paul Hall Center, including port agent, from 1984-89 and again from 2001-07; and headquarters representative from 1990-93.

Considering his usually serious demeanor, it may surprise some that Morris unofficially modified his first name (often affectionately pronounced by others as "E-double-D") largely on a whim. He was at the San Francisco hall in the 1960s when a secretary "who thought it was cute" wrote his name with an extra consonant.

"I said 'Why not?' and went with it as a penname," Morris remembered.

More typically, during one of his last membership meetings as an active employee, he offered this advice to Seafarers: "Have faith and trust in your union officials when things get tough and tight. They are constantly working for your best interests, and sometimes you have to be patient before certain information comes out."

"Also it's important to support SPAD. All union homes live and die with the stroke of a (legislative) pen. That's a fact and we all know it."



Oakland Mayor Ron Dellums is presented with a birthday cake (a few days ahead of his actual birth date) by Recertified Steward Louella Sproul (right) and Tracey Moore, secretary at the Oakland hall.



San Francisco District Attorney Kamala Harris, SIU Asst. VP Nick Celona and San Francisco Fire Chief Joanne Hayes-White.



Sgt. Major Dennis Dineen (USMC, Ret); Leonard Stefanelli, VP of NorthCal and member of Cow Palace board of directors; Lt. Col. Keith Canevaro, 23rd Marine Regiment; and Joey Alioto, owner of Alioto's Restaurant.

Oakland Hall Hosts Successful Thanksgiving Feast

String of Well-Attended West Coast Region Events Continues

Holiday tradition is alive and well at the SIU hall in Oakland, Calif., which recently hosted its 17th annual pre-Thanksgiving feast.

The event took place Nov. 20 (two days before the holiday) and attracted more than 200 guests, including a customary array of Seafarers, retirees, members of Congress, the mayor, military personnel from the U.S. Marine Corps and U.S. Coast Guard, and other visitors from the trade union movement, local government and business community.

This marked the second time the gathering has taken place at the union hall on 7th Street – a facility in which the union set up shop in the summer of 2007. Previously, it had been conducted at the old hall in San Francisco.

Although the yearly get-together has become a labor of love for SIU Assistant Vice President West Coast Nick Celona, who again worked closely with the committee that organized the event, the SIU official noted that for many guests, it also has evolved into a “can’t miss” day.

“It’s really gratifying to see so many people enjoying the celebration and getting into the Thanksgiving spirit,” Celona stated. “The positive feedback each year is amazing.”

He added, “In particular, I want to thank all of the SIU members who

stepped forward and donated their time and energy for this occasion. They did an incredible job, just as they’ve always done for this event, and they deserve tons of credit.”

Also helping ensure that the traditional and plentiful Thanksgiving fare was well-received were Alioto’s Restaurant on Fishermen’s Wharf, and Scott’s Seafood from Jack London Square.

Among the attendees were U.S. Reps. Barbara Lee and Jerry McNerney, Oakland Mayor Ron Dellums, San Francisco District Attorney Kamala Harris, Superior Court Judge Ernest Goldsmith, San Francisco Fire Chief Joanne Hayes-White and U.S. Coast Guard Rear Admiral Craig Bone. Representatives from the 23rd Marine Regiment presented the colors.

Officials and members from a wide range of unions also participated, including the Sheet Metal Workers, Carpenters, Fire Fighters, Police Officers Association, Laborers, IBEW, Plumbers, Sugar Workers, Theatrical Stage Employees, MM&P, AMO, MEBA, MFOW and Machinists. Representatives from the California Labor Federation, the Alameda County Central Labor Council and a number of union-contracted companies also took part in the festivities.



Congresswoman Barbara Lee, SIU Asst. VP Celona and SIU VP West Coast Nick Marrone



Congressman Jerry McNerney and SIU VP West Coast Nick Marrone



Superior Court Judge Ernest Goldsmith



USCG Rear Admiral Craig Bone and Oakland Councilwoman Nancy Nadel



Asst. VP Nick Celona is proud to have in attendance his wife, Denise, and mother, Grace.



California Labor Federation Executive Secretary-Treasurer Art Pulaski



Members of the 23rd Marine Regiment present the colors.



Bosun George Pino



Seafarers and guests enjoy the food and the company.

With Seafarers Aboard the Liberty Glory

These photos of Seafarers aboard the *Liberty Glory* were taken during a recent voyage to

South Africa and Mozambique. Thanks to Third Mate Kevin Corwin for submitting them.



AB Thomas Walker puts the finishing touches on a davit.



AB Nelson Sambula paints the ship's rail.



General Utility Deck/Engine Ramon Sanchez (above, left) and Unlicensed Apprentice Fadel Mohamed are pictured in the machine shop.



GSU Teodoro Flores helps keep the galley clean.



Recertified Bosun Victor Beata touches up paint on a hatch coaming.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Seafarers Scholarship Program Booklet Request Form

Please send me the 2008 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number () _____

This application is for: Self Dependent

Mail this completed form to Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746.

1/08

Paul Hall Center School Supplement

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

Paul Hall Center Course Guide for 2008

In 2007, the Paul Hall Center for Maritime Training and Education appropriately observed its 40th anniversary through various ceremonies, articles and keepsakes. Consistent with its proud tradition, however, the SIU-affiliated school spent far more time enhancing its curriculums than reflecting on the past.

In particular, the school upgraded its facilities to include three auxiliary bridges with z-drive and conventional controls. The Paul Hall Center also upgraded the auxiliary bridges from single-channel visuals to three-channel visuals using plasma screens. The main and auxiliary bridges were further modernized with Transas 4000 software and new radars and radar emulators.

Based in Piney Point, Md., the center also installed a liquefied gas cargo simulator offering comprehensive training in LG familiarization, LG specialization and LG safety.

Looking ahead to 2008, the school remains focused on continuing to deliver the world's best-trained mariners. The Paul Hall Center offers dozens of U.S. Coast Guard-approved classes, most of which empha-

sizes hands-on training. Once again in keeping with a tradition built throughout four decades, the school offers everything from entry-level programs to upgrading classes to license preparation to academic support and more. Students also may receive college credit recommendations for successfully completing certain sanctioned courses.

In recent years, the center has answered America's heightened security needs by implementing comprehensive maritime safety and anti-terrorism training for every student who passes through the front gate. For example, the school added a small-arms range approved by the U.S. Military Sealift Command (along with accompanying curriculums) and then in early 2005 became the first facility to offer a vessel security officer course approved by the U.S. Maritime Administration.

An overview of many of the courses available at Piney Point is contained in this eight-page section and also appears on the web site www.seafarers.org, in the Paul Hall Center section.

Students should note that courses and class dates

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

The basic eligibility for SIU members who want to upgrade at Piney Point includes 150 days' sea time in the previous year, one day of sea time in the last six months prior to the date the class starts, a copy of their z-card (front and back), a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in bold. For more information about the Paul Hall Center or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075, or call (301) 994-0010.

DECK DEPT.

Ratings Forming Part of a Navigational Watch/Able Seaman

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

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

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

Special: 12 months' service on deck, 2

months' sea service under the supervision of the Master, the OIC of the navigational watch, or qualified ratings (STCW)

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

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

Bridge Resource Management

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

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

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

Bridge Resource Management (1600 Tons or less)

Students who successfully complete this course will have the knowledge and experience needed to continually reassess the allocation and use of bridge resources using bridge management principles.

Applicants completing our 26-hour Bridge Resource Management (1600 Tons) course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

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

Celestial Navigation

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

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

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

Electronic Chart Display Information Systems (ECDIS)

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

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

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

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

Electronic Navigation

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

Prerequisite: AB with one year of sea service

Fast Rescue Boats

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

The Paul Hall Center's Fast Rescue Boats course trains students to handle and take charge of fast rescue boats during or after launch in adverse weather and sea conditions. Students learn how to operate

Continued on next page



Course Guide

Continued from Page 9

a fast rescue boat engine, use all locating devices, including communication and signaling equipment between the rescue boat and a helicopter and the ship, and how to carry out search patterns.

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

Fundamental Concepts of Navigation

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

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

Prerequisite: 120 days of sea time as an AB

Global Maritime Distress & Safety System (GMDSS)

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

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

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

Government Vessels

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

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

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

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

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

Prerequisites: No additional

Magnetic and Gyro Compasses

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



sels of 500 or more gross tonnage (ITC). The practical assessments in this course will be accepted as the equivalent of assessments OICNW-1-5A; OICNW-1-5B; OICNW-1-5C; OICNW-1-5D; and OICNW-1-5E from the National Assessment Guidelines for Table A-II/1 of the STCW Code. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

Basic Meteorology

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

Prerequisite: AB with one year of sea service

Radar Observer (Unlimited)

Applicants completing our 5-day Radar Observer (Unlimited) course, including successful demonstration of all practical assessments, satisfy the requirements of 46 CFR 10.480 for an endorsement as Radar Observer (Unlimited) and the radar training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign-off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-2B; OICNW-1-2C; OICNW-3-1A; OICNW-3-1B; OICNW-3-1C; OICNW-3-1D; OICNW-3-1E; OICNW-3-1F; OICNW-3-1G; OICNW-3-1H; OICNW-3-1I; OICNW-3-1J; and OICNW-3-1K.

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

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

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

Radar Observer Recertification

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

Prerequisites: No additional

Radar Observer Refresher

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

Prerequisite: Radar Observer

ARPA

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

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

Prerequisite: Radar Observer

Medical Care Provider

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

Training as a Medical First Aid Provider is the second level of medical training required by STCW. Topics

include a review of cardiac and airway management, rescuer safety, body structure, examining trauma victims and medical patients, treating head and spinal injuries, burns, musculoskeletal injuries, and rescued persons. Also included are obtaining radio medical advice, administering medication, and sterilization techniques.

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

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

Applicants completing our entire 16-week Officer in Charge of a Navigational Watch Program, INCLUDING the 360 days of seagoing service: (1) receive 720 days' sea service credit toward a license as Third Mate of Ocean or Near Coastal Steam or Motor Vessels of Any Gross Tons. Applicants must present evidence of not less than 1 year of qualifying seagoing service obtained AFTER enrollment in the OICNW program, including at least six months performing bridge watch-keeping duties under the supervision of the master or a qualified officer. Applicants must have previously completed our entire Unlicensed Apprentice Program, and sea service awarded for completion of the Unlicensed Apprentice Program may NOT be used to meet the service requirements for OICNW and Third Mate;—AND—(2) Satisfy the training and assessment requirements of 46 CFR 10.910 and Section AII/1 and Table A-II/1 of the STCW Code, Specification of Minimum Standard of Competence for Officers in Charge of a Navigational Watch on Ships of 500 Gross Tonnage or More, PROVIDED that they have also completed the following Coast Guard approved courses within five years of completion of the OICNW program: a) Basic Safety Training; b) Basic and Advanced Fire Fighting; c) Medical Care Provider; d) Proficiency in Survival Craft; e) Tank Ship Familiarization (Dangerous Liquids); f) Celestial Navigation (STCW); g) Radar Observer (Unlimited); h) Automatic Radar Plotting Aids (ARPA); i) Bridge Resource Management; j) Global Maritime Distress and Safety System (GMDSS); and k) Visual Communications.

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

Oil Spill Prevention and Containment

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

Prerequisites: No additional prerequisites

HAZMAT Recertification

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

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

Personal Safety & Social Responsibilities

Applicants completing our 4-hour Personal Safety & Social Responsibilities course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Safety & Social Responsibilities training requirements of 46 CFR 10.205(l)(4) and Section A-VI/1 and Table A-VI/1-4 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code.

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

Prerequisites: No additional prerequisites

Personal Survival Techniques

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

Prerequisites: No additional prerequisites

Proficiency in Survival Craft/Personal Survival Techniques (Lifeboatman)

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

This course helps mariners develop the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment.

Additionally, students learn the procedures necessary to take charge and maintain a survival craft and protect embarked personnel while on board.

Prerequisites: No additional prerequisites

Search and Rescue (Operational Level)

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

Prerequisite: AB with one year of sea service

Specially Trained Ordinary Seaman

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

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

Prerequisites: UA Program Phases 1 and 2

Tank Barge Dangerous Liquids

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

Prerequisites: Present evidence of service in accordance with 46 CFR 13.303. Fire Fighting may be taken simultaneously with the course

Tank Ship Dangerous Liquids

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

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

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

Tank Ship Dangerous Liquids (Simulator)

Applicants completing our 53-hour Tank Ship Dangerous Liquids (Simulator) course satisfy the training requirements of 46 CFR 13.113(d)(1)(ii)(A), 13.115 (b)(1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement;—AND— receive credit for: (1) two loadings and two discharges which may be applied toward satisfying the requirements of 46 CFR 13.203(b)(1);—AND—(2) one commencement of loading and one completion of loading which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(2);—AND—(3) one commencement of discharge and one completion of discharge which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(3).

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

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

Tank Ship Familiarization (Dangerous Liquids)

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

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

Prerequisite: Fire Fighting

Tank Ship Familiarization (Liquefied Gases)

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

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

Prerequisite: Advanced Fire Fighting

Vessel Security Officer

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

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

Prerequisites: No additional prerequisites

Visual Communications (Flashing Light)

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

Prerequisites: No additional prerequisites

Apprentice Mate (Steersman)

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

After obtaining the requisite sea service and fulfilling other U.S. Coast Guard (USCG) requirements pertaining to this license, successful students will be able to take responsibility for the safety of an inspected towing vessel; be aware of

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obligations under Coast Guard regulations concerning safety and protection of passengers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations. Successful students will be issued a certificate of completion for an Apprentice Mate (Steersman), Near Coastal course.

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

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

Master 100 Tons

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

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

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

Successfully completed a USCG-



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

Terrestrial & Coastal Navigation

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

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

Prerequisite: AB with one year of sea service

Emergency Procedures (Operational Level)

The Paul Hall Center's 21-hour Emergency Procedures at the Operational Level course is designed for mariners who are employed, or may be employed, on U.S.-flagged vessels. This stand-alone course is a component of the Paul Hall Center's Officer in Charge of a Navigational Watch (OICNW) Program.

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

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

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

Basic Cargo Handling and Stowage (Operational Level)

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

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



will understand safety precaution used prior to entering enclosed or potentially contaminated spaces.

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

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

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

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

Basic Shiphandling and Steering Control Systems

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

Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

Basic Stability (Operational Level)

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

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

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

Ship Construction (Operational Level)

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

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the operational level; Ship construction.

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

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

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

Watchkeeping (Operational Level)

Any applicant who has successfully completed our 80-hour Watchkeeping (Operational Level) course will satisfy the Watchkeeping training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC); AND the

Bridge Resource Management training requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code.

The practical assessments conducted in this course will be accepted as the equivalent of assessments OICNW-2-1A; OICNW-2-1B, OICNW-2-1C, OICNW-2-1D, OICNW-2-1E, OICNW-2-1F, OICNW-2-2A, OICNW-2-2B, OICNW-2-2C, OICNW-2-2D, OICNW-2-2E, OICNW-2-2F, OICNW-2-3A, OICNW-2-3B, OICNW-2-3C, OICNW-2-3D, OICNW-2-3E, OICNW-2-3F, OICNW-2-3G, AND OICNW-2-3H from the National Assessment Guidelines for Table A-II/1 of the STCW Code.

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

Prerequisite: AB with one year of sea service

ENGINE DEPT.

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

COAST GUARD STCW CERTIFICATION COURSES



Basic Auxiliary Plant Operations

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

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

Prerequisites: Same as FOWT program

Fireman, Oiler & Watertender (FOWT)

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

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

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

JUNIOR ENGINEER PROGRAM

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour

Continued on next page



ACADEMIC DEPARTMENT

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

General Education Program

The GED program is open to all mariners who do not have a high school diploma. Assistance is offered to prepare students to take the test in Maryland or in their home state. Emphasis is placed on writing skills, social studies, science, interpreting literature and art, and mathematics. GED students receive individualized instruction in preparation for the test. The school for many years has successfully prepared mariners to pass the test. For many students, this is a milestone in their lives.

(Prior to taking the test in Maryland, a 12-week residency is required.)

Adult Basic Education

The Adult Basic Education (ABE) program assists students in improving their basic language, technical vocabulary and mathematical skills. These skills help students experience greater success in both vocational and academic classes. Students who receive low scores on the

T'ABE benchmark examinations, given at the Paul Hall Center, are encouraged to enroll in this program. Students may enter these classes while attending upgrader courses or may enroll in an extended ABE course offered throughout the year.

English as a Second Language

The English as a Second Language course assists students in basic English and technical vocabulary skills. The purpose of the class is to give seafarers who have not learned English as their native language and who have difficulty speaking, hearing, understanding and/or writing the English language, the opportunity to gain proficiency in that language. As much as possible, instruction will be provided to give the seafarer the English language skills necessary to perform the essential tasks within the department under which he or she sails. Classes are offered throughout the year for those students requiring in-depth instruction, or students may schedule assistance during their upgrading classes.

Basic Vocational Support Program

The Basic Vocational Support Program assists students in improving course-specific vocational language and mathematic skills. It is designed to assist with the fundamental understanding of concepts and theoretical ideas which are the fundamentals of a given vocational course. Some of these classes are offered prior to the regularly scheduled courses to provide the student with knowledge and skills that will assist them once the class-

es have begun. These courses are ideal for those students who have been away from the classroom, need basic skills or do not use English as their native language.

College Program

The Paul Hall Center is a degree-granting institution approved by the Maryland Higher Education Commission. Vocational courses also are approved for credit by the American Council on Education (ACE). Students may apply for college credit for many of the vocational courses that they take while upgrading at the school. In addition the center offers general education courses required for an associate's degree. The school currently offers Associate of Applied Science degree programs in nautical science technology (deck department students) or marine engineering technology (engine department students). Both degrees offer concentrations in either the deep sea or inland sections of the maritime industry. There also is a certificate program in maritime technology with concentrations in nautical science or marine engineering. All programs are designed to provide the opportunity for mariners to earn a college degree or certificate in their occupational areas and provide a solid academic foundation in general education subjects. Students are required to have a total of 60 to 70 college hours to earn a degree. Students also may take advantage of remedial programs that help prepare them for college level courses. It is recommended that students meet with a counselor to plan a college program.

Course Guide

Continued from Page 13

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

Prerequisites: Basic Safety. Recommended: Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea or equivalent service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating

Machinist

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

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

Prerequisites: STCW certification in all areas of basic safety training, USCG physical standards for QMED OR hold the USCG Oiler Rating endorsement, STCW certificate as a RFPEW, completed QMED Junior Engineer training program, and USCG Junior Engineer rating

Marine Electrician

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

This course provides Engine Department personnel with the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators, and controllers on board ship.

Prerequisite: 6 months QMED

Pumpman

The Paul Hall Center's Pumpman course is a 70-hour, 10-day course designed for mariners who are employed, or may be employed, on U.S.-flag vessels.

Training meets or exceeds requirements of 46 CFR Sec. 12.15-9 (c) for Pumpman. The objective of the Pumpman course is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to operate, maintain, and repair the equipment associated with the handling of liquid cargo onboard a tankship. Topics covered in the Pumpman course are Inert Gas Systems, Crude Oil Washing (COW) Systems, Vapor Recovery, and two days of assessment in the Cargo Simulator. On successful completion of this course, students will be awarded a Paul Hall Center certificate.

Each student must meet the following entrance requirements: Paul Hall Center Apprentice Program Phases I, II, and III, including Tanker Familiarization Dangerous Liquids (DL) training, Paul Hall Center FOWT Program, QMED Any Rating, Paul Hall Center QMED Junior Engineer Program

Students taking training prior to April 4, 1997 or who did not have access to the Paul Hall Center UA program must satisfy the following requirements: STCW certification in all areas of basic safety training, successful completion of the Paul Hall Center Tanker Familiarization DL course, successful completion of the Paul Hall Center FOWT program (non-rated applicants), USCG-approved sea time and equivalent sea service in the engine room of vessels of at least 6 months, meet all USCG physical standards for qualified members of the engine department

Students entering the industry before August 1, 1998 must hold either the USCG Fireman/WT or Oiler rating endorsements (rated applicants)

Marine Refrigeration Technician

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

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

Each candidate must meet the following entrance requirements:

Successfully completed a USCG-approved STCW Basic Safety Training course; possess current U.S. Merchant Mariner Document (MMD) or USCG license; speak and understand verbal orders in English; six months at sea as a

Qualified Member of the Engineering Department (QMED) Junior Engineer and possess the Electrician's endorsement or the Refrigerating Engineer's endorsement; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5

ENGINEERING SPECIALTY COURSES

Diesel Engine Technology

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

Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems.

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

Prerequisites: QMED-Any Rating or equivalent inland experience

Automated Cargo Operations

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

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

Refrigeration System Maintenance & Operations

Now an elective, this 6-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and operations. Among the topics covered are theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

Standard service techniques are emphasized, such as the operation, troubleshooting, and maintenance of ships' stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, and pantry refrigerators, water coolers, and ice machines.

Hands-on shop training includes the complete fabrication of a working refrigeration system from basic system components. An introduction to refrigerated container units is also presented.

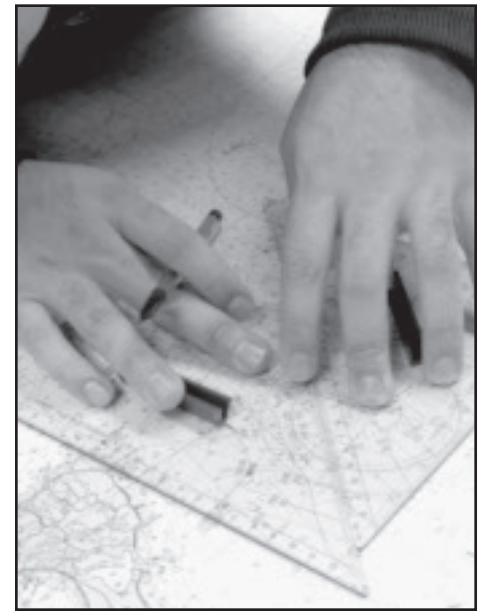
Students must be certified as QMED-Any Rating or have equivalent inland experience or hold Coast Guard endorsements as refrigeration engineer and electrician in order to enroll for this course.

Prerequisites: QMED-Any rating, OR Refrigeration Engineer and Electrician OR equivalent inland experience

Refrigerated Containers Advanced Maintenance

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

Students receive training in all phases of refrigerated container unit operation,



maintenance, repair, and troubleshooting. This includes the various types of engines, refrigeration, and electrical systems.

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

Prerequisites: 6-months' sea time as Wiper; 6 additional months' sea time in any Engineering Department rating. Must hold a QMED-any rating endorsement, or endorsements as Refrigeration Engineer and Electrician, or possess equivalent inland experience

Hydraulics

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

Prerequisite: QMED-Any Rating

Welding

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

Prerequisites: No additional prerequisites

STEWARD DEPT.

Galley Operations

The course consists of two 2-week modules (totaling 4 weeks). Each module is 35 hours with additional time participating in the school's galley operations. This course provides the student with understanding of the basic baking knowledge and skills potentially required of a member of the steward department.

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

Certified Chief Cook

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

Prerequisites: Galley Operations and 180 days' sea time

Advanced Galley Operations

This course consists of four 1-week modules (totaling 4 weeks). The course provides students with a thorough grasp of the advanced baking knowledge and skills



Continued on next page

Course Guide

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required of a member of the steward department.

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

Certified Chief Steward

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

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

Prerequisites: Advanced Galley Operations and 180 days' sea time

SAFETY CLASSES

Basic Safety Training

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

Prerequisites: No additional prerequisites

First Aid & CPR (21-Hour)

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

Students in this class learn the princi-



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

Prerequisites: No additional prerequisites

First Aid (8-Hour)

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

Prerequisites: No additional prerequisites

Advanced Fire Fighting

Applicants completing our 37-hour Advanced Fire Fighting course satisfy the Advanced Fire Fighting training requirements of Section A-VI/3 and Table A-VI/3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

During this course, students learn to blueprint a vessel and organize emergency squads for fire fighting. The class covers effective communication between crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency

squad training. Students also learn to inspect and service personal shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

Prerequisite: Basic Fire Fighting

Basic Fire Fighting (16-Hour)

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

Prerequisites: No additional prerequisites

Basic Fire Fighting (30-Hour)

Applicants completing our 30-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table

A-VI/1-2 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

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

Prerequisites: No additional prerequisites

Combined Basic & Advanced Fire Fighting

Applicants completing our 32-hour Advanced Fire Fighting course satisfy: (1) the Advanced Fire Fighting training requirements of Section A-VI/3 and Table AVI/ 3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

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

Prerequisites: No additional prerequisites

CRUISE SHIPS

Crisis Management & Human Behavior

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

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

munications.

Prerequisites: No additional prerequisites

Crowd Management

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

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

Prerequisites: No additional prerequisites



SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for the first few months of 2008. All programs are geared to improving the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 21	February 15
	March 3	March 28
	April 14	May 8
	May 26	June 20
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	April 14	April 18
	June 16	June 20
Celestial Navigation	January 7	February 1
Lifeboatman/Water Survival	January 7	January 18
	February 18	February 29
	March 31	April 11
	May 12	May 23
Specially Trained Ordinary Seaman	March 3	March 14
	April 28	May 9

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every Monday beginning January 14. Certified Chief Cook/Chief Steward classes start January 7.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	February 25	March 21
	April 21	May 16
	June 16	July 11
Welding	January 7	January 25
	February 4	February 22
	March 3	March 21
	April 7	April 25

Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Fire Fighting	March 17	March 21
	April 14	April 18
	June 16	June 20
Advanced Fire Fighting	January 14	January 25
	March 10	March 21
Basic Safety Training/STCW	June 30	July 11
	February 25	February 29 (AB)
	March 24	March 28 (FOWT)
Medical Care Provider	April 7	April 11 (AB)
	May 12	May 16 (AB)
	January 28	February 1
	March 24	March 28

Academic Department Courses

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

With this application, COPIES of the following must be sent: One hundred and twenty-five (150) days seatime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seatime for the course if it is Coast Guard tested. All OL, AB, JE and Tanker Assistant (DL) applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

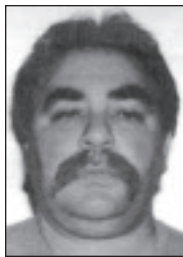
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

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

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



DEEP SEA



CARMINE BOVA, JR., 53, was born in Massachusetts. Brother Bova joined the union in 1971 while in the port of New

York. He initially shipped aboard a Waterman Steamship vessel as a member of the deck department. Brother Bova upgraded his skills often at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. His final voyage was on the *Seabulk Energy*. Brother Bova is a resident of Jupiter, Fla.

DAVID CORDERO, 59, embarked on his seafaring career in 1969. Brother Cordero's earliest journey was aboard the *Jacksonville*.



He was born in Puerto Rico and sailed in the deck department. Brother Cordero attended classes at the Piney Point school on numerous occasions. His last trip to sea was on the *Quality*. Brother Cordero lives in Isabela, P.R.

JOHN EMRICH, 62, donned the SIU colors in 1968. Brother Emrich first shipped aboard the *Buck Monitor*. The



deck department member was born in Illinois. Brother Emrich enhanced his skills on three occasions at the SIU-affiliated school. He most recently worked on the *Horizon Consumer*. Brother Emrich makes his home in Long Beach, Calif.

ANGEL ROMAN, 65, joined the Seafarers in 1970 in the port of New York. Brother Roman's maiden voyage was aboard the *Sea San Juan*. He was a frequent upgrader at the Paul Hall Center. Brother Roman's final expedition was aboard the *Achiever* on which he sailed in the deck department. He resides in New York.



SUZANNE SANTORA, 65, became an SIU member in 1998 in the port of Baltimore. Sister Santora originally shipped in the steward department of the *Charles L. Brown*. She enhanced her seafaring abili-



ties often at the Piney Point School. Sister Santora was born in Washington, DC. Her concluding journey was aboard the *USNS Seay*. Sister Santora calls Greenbelt, Md. home.

IVAN ZULU-AGE, 65, was born in South America. Brother Zuluage joined the MC&S (Marine Cooks & Stewards) in 1979 in the port of San Francisco. He upgraded on two occasions at the Seafarers-affiliated school. Brother Zuluage first went to sea on the *Over Anchor*. His most recent voyage was aboard the *Manoa*. Brother Zuluage lives in Medellin, Colombia.



INLAND



JAMES ZENOS, 59, initiated his seafaring profession in 1973. Boatman Zenos' earliest excursion was on the *Seabulk Tanker*. In 1996, the deck department member enhanced his skills at the maritime training center in Piney Point, Md. Brother Zenos last shipped with Moran Towing of Texas. He is a resident of Port Arthur, Texas.

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.

PIC-FROM-THE-PAST



Seafarer Brandon Maeda submitted this photo of himself (left) and fellow SIU members Dorothy Barnes and Michael Gramer aboard the old cruise ship *Constitution* in 1982. All three of them went on to complete steward recertification at the union-affiliated Paul Hall Center in Piney Point, Md. Maeda said of his time aboard the "*Connie*" and sister ship *Independence*, "Those were the good, fun days."

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

Completes Two College Courses



Hard work and studying has paid off for Upgrader Vadym Gutara, above center, who recently completed a pair of courses—Political Science 101 and Math 102—as part of his academic requirements to enter into an associate's degree program. With Gutara are Peggy Densford, academic instructor, and Rick Prucha, computer instructor. Gutara now has completed four college-level courses at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Reprinted from past issues of the Seafarers LOG.

1941

In an election conducted by the National Labor Relations Board on the ships owned and operated by Robin Line (Sea Shipping Company), the SIU was the winner by an overwhelming majority. Of the 210 men who were eligible to vote, 201 actually voted, with 199 voting in favor of the SIU. There was one crew member who voted against the union and one whose ballot was declared void. This election was a direct result of the contracts being negotiated by the SIU.

1950

The Atlantic and Gulf District of the Seafarers International Union became the first seamen's organization on the East and Gulf coasts to win a company-financed welfare plan for its members in an agreement signed with nine steamship companies. Although Seafarers will not contribute to the welfare fund, the agreement calls for joint administration by a committee representing the union and the operators. Under terms of the contract, each operator will contribute into a common fund of 25 cents per day for each man employed aboard its vessels.

1962

The first agreement of its kind in the maritime industry recently assured that a supply of fresh milk we be available for every working seaman. Development of a new process that allows dairymen to superheat milk and ultra-pasteurize it so that it can be stored in cans without refrigeration has made it possible to have a supply of canned fresh milk aboard ship at all times. Use of the new

canned fresh milk is designed to do away with the problem of purchasing and handling milk in different foreign ports where facilities, supplies and quality are limited. In the future, the SIU Feeding Plan will

ensure that milk is available aboard all contracted ships.

1973

One of the first U.S. ships bringing American grain to the Soviet Union will sail back with Russian oil — reportedly the first Soviet oil to be imported by the United States since the end of World War II. The Overseas Aleutian, manned by members of the Seafarers International Union and now unloading grain at the Black Sea port of Odessa, will pick up 35,000 tons of No. 2 heating oil for its return voyage, Soviet maritime sources said. The oil was bought to ease an expected shortage of heating oil this winter in the American north-east.

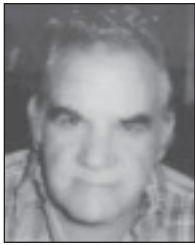
This Month In SIU History

Final Departures

DEEP SEA

JOHN ALTSTATT

Pensioner John Altstatt, 83, passed away May 28. Brother Altstatt embarked on his seafaring career in 1943 while in the port of New York. He was born in Oklahoma and sailed as a member of the deck department. Brother Altstatt initially shipped aboard a Cabin Tanker vessel. Prior to his retirement in 1979, he worked for Michigan Tankers Inc. Brother Altstatt made his home in Beggs, Okla.



LEONARD BAILEY

Pensioner Leonard Bailey, 81, died June 16. Brother Bailey joined the union in 1945 in the port of Baltimore. His maiden voyage was on an Alcoa Steamship Company vessel. Brother Bailey last sailed aboard the *Del Oro*. The deck department member was born in Mississippi. Brother Bailey became a pensioner in 1984 and settled in Perkinston, Miss.



BROOK BOWERS

Brother Brook Bowers, 35, passed away June 6. He began sailing with the SIU in 1999 aboard the *SPC 5 Eric G. Gibson*. Brother Bowers was a native of Memphis, Tenn. His final expedition was on the *ITB Mobile*. Brother Bowers worked in the engine department. He called Fairhope, Ala., home.



RICHARD CHARRION

Pensioner Richard Charrion, 80, died June 15. Brother Charrion started his SIU profession in 1947, originally sailing aboard the *Choctaw*. He was born in Ohio and shipped in the deck department. Brother Charrion's concluding journey was on the *Mariner*. He lived in Auburn, Wash., and went on pension in 1991.



VINCENT CHAVEZ

Pensioner Vincent Chavez, 86, passed away May 5. He became a Seafarer in 1944 while in the port of New York. Brother Chavez's earliest trip to sea was aboard the *Del Norte*. He was a member of the steward department. Born in the Philippines, Brother Chavez last sailed on the *Cape Edmont*. He resided in Covington, Wash., and began collecting his retirement pay in 1985.



WILLIAM DAWSON

Pensioner William Dawson, 75, died June 16. He donned the SIU colors in 1953 in the port of New York.

Brother Dawson was initially employed aboard a vessel operated by A.H. Bull Steamship Company. He worked in the deck department. Brother Dawson's final voyage was on the *Cape Rise*. He was a resident of Norfolk, Va. Brother Dawson retired in 1992.



LUIS ESCOBAR

Brother Luis Escobar, 54, passed away July 19. He joined the SIU ranks in 1989. Brother Escobar first shipped aboard the *Independence* as a member of the steward department. His most recent trip to sea was on the *Brenton Reef*. Brother Escobar made his home in Ruskin, Fla.



EDWARD FORE

Brother Edward Fore, 53, died June 21. He became a Seafarer in 2000 while in the port of Philadelphia. Brother Fore was born in Dillion, S.C. He initially sailed with American Overseas Marine in the engine department. Brother Fore's concluding expedition was aboard the *Freedom*. He called Gresham, S.C., home.



STANLEY KRIEG

Pensioner Stanley Krieg, 80, passed away June 4. Brother Krieg launched his SIU career in 1955, originally sailing from the port of Seattle. The Minnesota native worked in the deck department. Brother Krieg's first ship was the *John B. Waterman*; his last the *Horizon Tacoma*. He went on pension in 1989 and settled in the state of Washington.



LEONARD LELONEK

Pensioner Leonard Lelonek, 79, died May 25. Brother Lelonek initiated his seafaring profession in 1960. He was born in New York and sailed in the steward department. Brother Lelonek's maiden voyage was on the *Del Aires*. Before his retirement in 1997, he shipped aboard the *Endurance*. Brother Lelonek lived in Gardnerville, Nev.



WILLIAM OBER

Pensioner William Ober, 80, passed away June 30. Brother Ober donned the SIU colors in 1965. His earliest trip to sea was on a Hudson Waterways Corporation vessel. Brother Ober was born in Baltimore. His last excursion was aboard the



Tacoma. Brother Ober became a pensioner in 1988 and resided in Mountlake Terrace, Wash.

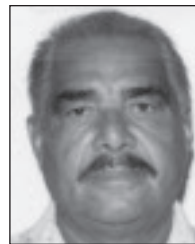
LUIS RODRIGUEZ

Pensioner Luis Rodriguez, 84, died May 16. Brother Rodriguez joined the union in 1951 in the port of New York. His first expedition was on the *Dorothy*. Brother Rodriguez was born in Caguas, Puerto Rico. His final ship was the *San Pedro*. Brother Rodriguez started receiving his retirement compensation in 1984. He continued to be a resident of Puerto Rico.



ADOLFO SCHULTZE

Pensioner Adolfo Schultze, 75, passed away May 15. Brother Schultze embarked on his seafaring career in 1991, his initial trip to sea being aboard the *Senator*. Born in Argentina, he worked as a member of the engine department. Brother Schultze's concluding voyage was on the *Commitment*. He became a pensioner in 2004 and settled in Miami Beach, Fla.



GENE SIVLEY

Pensioner Gene Sivley, 70, died June 1. Brother Sivley began sailing with the SIU in 1967. His earliest journey was aboard the *Over Anchor*. Brother Sivley was born in Alabama and shipped in the steward department. Prior to his retirement in 2001, he was employed on the *Horizon Reliance*. Brother Sivley called Seattle home.



JIM SPENCER

Pensioner Jim Spencer, 82, passed away June 2. Brother Spencer was born in North Carolina. He joined the Seafarers in 1947 while in the port of Norfolk, Va. Brother Spencer originally sailed with Doric Shipping Trade Corporation as a member of the deck department. His last excursion was aboard the *Overseas Valdez*. Brother Spencer retired in 1987 and made his home in Asheboro, N.C.



ALVARO VEGA

Pensioner Alvaro Vega, 90, died May 26. Brother Vega became an SIU member in 1941 in the port of New York. The Puerto Rico born mariner first sailed on the *Suzanne*. Brother Vega worked in the engine department. His concluding voyage was aboard the *New Orleans*. Brother Vega went on pension in 1974 and lived in Temple Terrace, Fla.



INLAND

JOHN BURNELL

Pensioner John Burnell, 83, passed away May 3. Boatman Burnell started his seafaring profession in 1962. He shipped primarily on vessels operated by Moran Towing of Texas. Boatman Burnell was born in Chalmette, La. In 1987, he began collecting his retirement stipends. Boatman Burnell was a resident of Grove, Texas.



JOHN CIESIELSKI

Pensioner John Ciesielski, 90, died May 21. Boatman Ciesielski first went to sea in 1956 while in the port of Baltimore. He initially sailed with Moran Towing of Maryland. Boatman Ciesielski was a Baltimore native. His ending journey was aboard a Charles H. Harper & Associates vessel. Boatman Ciesielski became a retiree in 1979. He resided in Hilldale, W.Va.



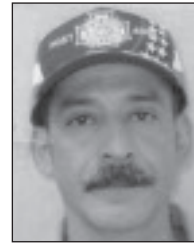
FRANK GIBSON

Pensioner Frank Gibson, 86, passed away June 13. Boatman Gibson launched his SIU career in 1965 in the port of New Orleans. For the duration of his employment, he worked aboard Dixie Carriers vessels. Boatman Gibson retired in 1992 and made his home in Louisiana.



ROBERT LEIJA

Boatman Robert Leija, 46, died June 17. He joined the union in 1997 while in Piney Point, Md. Boatman Leija originally shipped with Moran Towing of Texas as a member of the deck department. He was born in Houston but called Pasadena, Texas home. Boatman Leija most recently sailed on a Penn Maritime Inc. vessel.



JOHN RIDLEY

Pensioner John Ridley, 62, passed away June 26. Boatman Ridley became an SIU member in 1987. He was born in New Orleans and shipped in the steward department. During his SIU career, Boatman Ridley primarily worked aboard vessels operated by Red Circle Transport Company. He went on pension in 2006 and continued to live in Louisiana.



RONALD WILLIAMS

Pensioner Ronald Williams, 68, died June 21. Boatman Williams began sailing with Seafarers in 1972. His earliest trip to sea was on a Dravo Basic Materials company vessel.

Boatman Williams was born in Anson, Texas. His final journey was with Higman Barge Lines Inc. Boatman Williams became a pensioner in 2001 and settled in Kountze, Texas.



GREAT LAKES

SHELDON GILBERT

Pensioner Sheldon Gilbert, 79, passed away June 14. He embarked on his SIU profession in 1960 while in Detroit, Mich. Brother Gilbert was initially employed with Michigan Interstate Railway as a member of the deck department. The Michigan native last worked aboard the *Indiana Harbor*. Brother Gilbert was a resident of Mt. Morris Township, Mich. He started collecting his retirement pay in 1991.



DONALD JAEGLE SR.

Pensioner Donald Jaegle Sr., 81, died Aug. 24. Brother Jaegle joined the Seafarers in 1962. He was born in Toledo, Ohio. Brother Jaegle worked with Great Lakes Towing Company for the duration of his career. He retired in 1987 and made his home in Northwood, Ohio.



CARL MARCIN

Pensioner Carl Marcin, 77, passed away May 24. Brother Marcin donned the SIU colors in 1970. His first ship was the *William Reiss*; his last was the *Kinsman Independent*. Brother Marcin was born in Detroit, Mich. and sailed in the deck department. He went on pension in 1994 and called New York home.



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

Name	Age	DOD
Actipis, Dionysios	85	May 15
Alicia, Jose	83	April 6
Arauz, Jaime	79	April 21
Arizmendi, Perfecto	91	April 18
Ayala, Pedro	80	April 3
Balsano, Joseph	91	May 18
Belmosa, Victor	71	April 16
Benjamin, Herbert	75	May 17
Berry, Donald	67	April 23
Bonnell, Hugh	79	April 9
Brinson, Billy	76	April 18
Broussard, Frank	83	April 30
Camacho, Cecilio	79	May 13
Carlson, Alexander	85	May 11
Christopher, Leroy	78	May 14
Chung, Lai	97	April 13
Cintron, Juan	79	April 28
Da Silva, Lawrence	82	May 27
Duckett, Thomas	87	April 6
Duhon, Emery	83	May 11
Flores, Genaro	88	May 17
Gold, Manny	93	May 22
Gordon, Franklin	92	April 22
Head, Joseph	81	April 25
Heard, Robert	73	April 25
Heng, Loy	92	May 2

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

ACHIEVER (Maersk Line Limited), Oct. 4—Chairman **Teodulfo A. Alanano**, Secretary **Kenneth A. Hagan**, Educational Director **Michael S. Kirby**, Steward Delegate **John G. Reid**. Chairman announced payoff Nov. 8 and explained TWIC enrollment. Educational director encouraged mariners to upgrade skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Steward department was thanked for great meals. Next ports: Charleston, S.C., Houston, and Norfolk, Va.

HONOR (Interocean American Shipping), Oct. 13—Chairman **Stig F. Sasse Jr.**, Secretary **Exxl C. Ronquillo**. Chairman advised members to read the *Seafarers LOG* to stay informed on TWIC information and changes to medical benefits. He also encouraged crew to donate to SPAD to better their future. Secretary thanked everyone for helping straighten up before meals and urged them to upgrade their skills at the Paul Hall Center. No beefs or disputed OT reported. Crew would like new TV & DVD player because the one they have now is broken. It was noted that everyone passed sanitary room inspections. Next ports: Charleston, S.C., and Houston.

GREEN LAKE (Central Gulf Lines), Oct. 14—Chairman **David C. Shaw**, Secretary **MaryAnn Sims**, Educational Director **Claytain Carr**, Engine Delegate **Steven J. Benavides**. Chairman reported good crew and thanked them for being respectful of one another. Secretary addressed an issue involving stores and shipboard food lockers. He stated that if the situation doesn't change, boxes and food lockers will have to be locked. Educational director informed Seafarers that brochures & applications were available for upgrading at the Piney Point School. He suggested they take advantage of the opportunities that are offered to them. No beefs or disputed OT reported. Members requested a coffee machine in crew messhall. Steward department was praised for great food and service. Next ports: Portland, Ore., Benita, Calif., and Long Beach, Calif.

CHARGER (Maersk Line Limited), Oct. 27—Chairman **Robert Pagan Jr.**, Secretary **Rolando M. Lopez**, Educational Director **Randy D. Clark**, Deck Delegate **Raymond P. Vicari**. Bosun reminded crew to leave keys for the next person when departing vessel. He reiterated the proper waste disposal process and discussed safety procedures. Steward department was praised for a job well done. Secretary asked Seafarers to leave clean bedding for incoming crew members. Educational director urged mariners to check out educational opportunities available at the maritime training center. No beefs or disputed OT reported. Recommendations were made regarding medical plan. Next port: Long Beach, Calif.

CHEMICAL TRADER (Intrepid Personnel & Provisioning), Oct. 30—Chairman **Raymond A. Tate**, Secretary **Josue L. Iglesia**, Educational Director **Mark Davis**. Chairman stated payoff to take place in Tampa, Fla., on Nov. 1. Secretary asked all in attendance not to use galley as a passageway. He also urged them to take advantage of opportunities available at the Piney Point School. Educational director stressed the importance of donating to SPAD (Seafarers Political Activity Donation). Treasurer reported \$2,000 in ship's fund. No beefs or disputed OT reported. Suggestion was made to reduce time required to qualify for benefits and to start a 401K plan. Vote of thanks was given to steward department for keeping house clean. Next port: Tampa, Fla.

EL MORRO (Interocean American Shipping), Oct. 31—Chairman **Robert T. Grubbs**, Secretary **Daniel Herrera**, Educational Director **Joseph A. Letang**, Deck Delegate **Cleveland N. West**. Chairman thanked all departments for working well together and announced payoff Nov. 1 in Jacksonville, Fla. He also reminded crewmembers to get their TWIC cards soon. Secretary urged members to start renewal process of necessary seafaring documents early. Educational director encouraged mariners to enhance seafaring abilities when they have a chance at the union-

affiliated school. No beefs or disputed OT reported. President's report was read and discussed. Next ports: Jacksonville, Fla., and San Juan, PR.

MIDNIGHT SUN (Interocean American Shipping), Oct. 25—Chairman **Fadel N. Saleh**, Secretary **Mark S. Scardino**, Educational Director **Christopher W. Cunningham**, Deck Delegate **Bakr M. Elbana**, Engine Delegate **Ahmed O. Sharif**, Steward Delegate **Nasser H. Ahmed**. Bosun reminded crew to dress appropriately for changing weather and watch for ice on deck. Educational director urged members to contribute to SPAD and upgrade skills often at the SIU-affiliated school. Treasurer noted \$1,600 in ship's fund; recommendation was made to purchase a radio for crew lounge. No beefs or disputed OT reported. Suggestion was made to increase pension benefits. Request was made for a new washer and dryer in crew laundry. Steward department was thanked for a job well done. Next ports: Anchorage, Alaska, and Tacoma, Wash.

ST. LOUIS EXPRESS (Marine Transport Lines), Oct. 21—Chairman **Matthew T. Sagay**, Secretary **Christopher B. Amigable**, Educational Director **Daniel G. Ramirez Jr.** Chairman reported payoff to take place in Houston on Oct. 31 and that patrolman would be coming aboard. He reminded Seafarers to check-off with patrolman before departing vessel. Secretary thanked fellow crew members for helping keep messhall and lounge clean. He asked them to leave fresh linen for reliefs. Educational director encouraged mariners to take the time to upgrade at the Paul Hall Center. In addition to donating to SPAD he also suggested they check document expiration dates. No beefs or disputed OT reported. Members were asked to keep music and T.V. volume turned down. Next ports: Charleston, S.C., Miami, Fla., and Houston.

COMMITMENT (Maersk Line Limited), Nov. 21—Chairman **Edward J. O'Connor**, Secretary **Stanley J. Krystosiak**, Educational Director **Dennis R. Baker**, Deck Delegate **Edwin Ortega**, Engine Delegate **Natividad Martinez**, Steward Delegate **Robert P. Wagner**. Chairman expressed his gratitude to crew members for a smooth, safe voyage and informed them that captain's sanitary inspection would take place prior to arrival in Port Elizabeth, N.J. He also announced payoff on Nov. 25 in Port Elizabeth. Crew was asked to ensure all reliefs coming aboard have fresh linen and soap in their rooms. Secretary warned seamen to be careful when using soap as it is very concentrated. He thanked crew members for help keeping ship clean. Educational director advised all mariners to stay current on TWIC information since they will be a requirement in mid-2008. No beefs or disputed OT reported. Recommendations were made to increase pension benefits, reduce seatime requirements and lower retirement age. It was stated that a new freezer was needed on crew side of messhall and new microwaves should arrive in Houston. Next ports: Charleston, S.C., and Houston.

FREEDOM (Interocean American Shipping), Nov. 9—Chairman

Servicing Ships in Diego Garcia



SIU VP West Coast Nick Marrone and SIU Guam Port Agent Jeff Turkus recently serviced a number of Seafarers-crewed vessels in Diego Garcia. These two photos were taken during those travels late last year. Among other topics, the officials and crew members discussed workplace safety, new shipboard job opportunities, and the many ways that federal, state and local politics affects Seafarers' livelihoods. The top photo was taken aboard the *PFC Dewayne T. Williams* (Turkus is third from left, seated, while Marrone is fourth from left). The other photo was snapped aboard the *MV Franklin J. Phillips* which, like the *Williams*, is a repositioning ship.



Stanley A. Gurney, Secretary **Frank J. Starling**, Engine Delegate **Jamal A. Ricks**, Steward Delegate **Lloyd R. Lawrence**. Bosun urged all mariners to enhance seafaring abilities in Piney Point to increase pay potential. Secretary reported new towels and mattresses have been ordered for crew. No beefs or disputed OT reported. Signs were posted in passageways to remind crew to keep noise down while others are sleeping. Suggestions were made pertaining to medical benefits.

HORIZON PRODUCER (Horizon Lines), Nov. 4—Chairman **Roan R. Lightfoot**, Secretary **Alexander Banky III**, Educational Director **Angel S. Hernandez**. Chairman stated payoff would take place in Jacksonville, Fla. on Nov. 9. He reminded crewmembers that the *Seafarers LOG* was the official communication from the union. He advised them to read it and stay informed. Secretary asked Seafarers to keep trash separated. Educational director urged all mariners to check document expiration dates and upgrade whenever possible. Treasurer reported \$3,930 in ship's fund; \$500 of that was donated to the family of Apprentice **Earl Wood** to help pay for his funeral arrangements. Brother Wood died Oct. 23 from natural causes. No beefs or disputed OT reported.

INTEGRITY (Interocean American Shipping), Nov. 4—Chairman

Carl H. Pedersen, Secretary **Thomas E. Kleine**, Steward Delegate **Jorge Bernardez**. Chairman discussed the Seafarers Money Purchase Pension Plan and provided members with contact information if they wanted further information. Educational director urged crew to check out Piney Point facilities to see what they have to offer. No beefs or disputed OT reported. Members suggested having a computer available in all union halls (like in Houston) so members can check most recent contract information before joining the vessel. Request was made for new fitness equipment and to have the basketball hoop replaced. Next ports: Port Elizabeth, N.J., Baltimore and Charleston, S.C.

MAERSK OHIO (Maersk Line Limited), Nov. 4—Chairman **Cecil M. Yearwood**, Secretary **Fidelis Oliveira**, Educational Director **Louis A. Santiago**. Bosun reported that all departments are working well together and in a safe manner. Educational director encouraged crew to upgrade at the Seafarers-affiliated school whenever possible. No beefs or disputed OT reported. Communication from headquarters was read, discussed and posted for everyone to see. Request was made for a microwave in crew messhall and for a radio in crew lounge. Crew talked about contract changes and current vacation agreement.

He Exclaimed As He Sailed Out of Sight...



Recertified Bosun **Tim Burke** helped promote Christmas cheer aboard the *Indiana Harbor* when he made this recent appearance as Santa. Whether at the helm (above, left photo) or in the engine room, Santa, er, Brother Burke helped maintain safe operations and a bright outlook on the holidays. Unnamed sources tell the *LOG* that the real Santa had been scheduled to show up, but he couldn't access the ship without a TWIC.

Unions Rally for Tobacco Workers



The photos above were taken in late October during a rally in Winston-Salem, N.C., supporting tobacco farm workers and their efforts to win justice on the job. Unions participating in the demonstration included the Seafarers, Bakery Workers, Machinists, Letter Carriers, Mine Workers, Postal Workers, Auto Workers, Steelworkers and Teamsters along with state and local labor organizations. More information about both the rally and the campaign may be found on the AFL-CIO web site at: <http://blog.afl-cio.org/2007/10/30/nc-tobacco-farm-workers-march-on-rj-reynolds-for-a-voice-at-work/>

February & March 2008 Membership Meetings

Piney PointMonday: February 4, March 3
 AlgonacFriday: February 8, March 7
 Baltimore.....Thursday: February 7, March 6
 BostonFriday: February 8, March 7
 GuamThursday: February 21, March 20
 Honolulu.....Friday: February 15, March 14
 HoustonMonday: February 11, March 10
 JacksonvilleThursday: February 7, March 6
 JolietThursday: February 14, March 13
 MobileWednesday: February 13, March 12
 New Orleans.....Tuesday: February 12, March 11
 New YorkTuesday: February 5, March 4
 NorfolkThursday: February 7, March 6
 OaklandThursday: February 14, March 13
 Philadelphia.....Wednesday: February 6, March 5
 Port EvergladesThursday: February 14, March 13
 San JuanThursday: February 7, March 6
 St. LouisFriday: February 15, March 14
 TacomaFriday: February 22, March 21
 Wilmington.....Tuesday: February 19,* Monday: March 17

(*change created by Presidents' Day holiday)

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

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 2007

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	4	4	2	2	2	0	0	5	4	2
Anchorage	1	5	1	1	0	0	3	1	12	2
Baltimore	4	6	1	7	3	1	0	8	10	0
Fort Lauderdale	8	17	6	10	12	2	7	15	21	7
Guam	2	3	3	3	4	1	0	2	5	5
Honolulu	6	5	3	2	1	1	4	15	12	3
Houston	34	30	8	23	13	1	25	62	44	11
Jacksonville	31	20	2	24	11	0	18	52	36	4
Joliet	1	4	0	0	0	0	1	1	7	1
Mobile	13	12	2	11	7	0	3	15	13	2
New Orleans	16	8	1	15	4	0	12	21	17	3
New York	39	23	2	22	11	2	24	63	32	4
Norfolk	15	18	6	11	16	4	9	24	23	10
Oakland	22	16	0	13	7	0	19	29	24	0
Philadelphia	4	4	1	0	0	3	3	5	8	2
Piney Point	0	13	0	1	5	0	1	1	10	0
Puerto Rico	8	6	0	6	7	0	5	9	13	0
St. Louis	2	4	1	2	3	0	6	4	7	2
Tacoma	36	25	8	26	18	1	24	60	41	9
Wilmington	29	19	6	14	14	2	15	41	27	7
Totals	275	242	53	193	138	18	179	433	366	74
ENGINE DEPARTMENT										
Algonac	0	2	0	0	2	0	0	1	1	0
Anchorage	0	1	2	0	1	1	0	0	1	1
Baltimore	2	5	0	2	6	0	3	2	5	0
Fort Lauderdale	8	6	4	4	4	1	2	9	8	5
Guam	1	1	0	0	0	1	0	2	2	1
Honolulu	7	3	2	3	2	0	4	14	4	2
Houston	12	19	5	10	10	2	15	21	21	4
Jacksonville	16	17	0	11	5	2	9	23	29	2
Joliet	1	0	1	0	0	0	0	1	0	2
Mobile	7	3	1	7	2	1	2	12	7	1
New Orleans	8	4	0	2	1	0	4	7	7	1
New York	13	8	3	12	8	2	9	19	11	5
Norfolk	14	10	0	4	7	1	8	18	18	3
Oakland	8	6	1	5	5	0	4	11	8	4
Philadelphia	4	1	1	1	2	0	1	3	2	1
Piney Point	1	2	0	0	1	0	0	2	1	0
Puerto Rico	1	6	0	3	1	0	1	2	7	0
St. Louis	0	5	2	0	1	0	0	1	7	2
Tacoma	13	20	0	10	10	0	15	25	24	2
Wilmington	13	9	7	4	5	4	6	17	10	8
Totals	129	128	29	78	73	15	83	190	173	44
STEWARD DEPARTMENT										
Algonac	0	1	0	0	2	0	0	0	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	0	0	0	1	0	0	5	0	0
Fort Lauderdale	5	6	0	4	8	1	6	7	10	0
Guam	4	1	0	2	0	0	0	5	1	0
Honolulu	8	6	0	5	2	0	6	10	10	0
Houston	18	8	1	9	6	1	16	31	11	1
Jacksonville	15	6	0	8	6	0	9	22	10	1
Joliet	2	0	0	2	0	0	0	0	0	0
Mobile	5	5	0	3	3	0	3	11	5	1
New Orleans	5	1	0	4	1	0	1	7	5	0
New York	19	2	2	13	8	3	9	25	5	1
Norfolk	12	14	4	5	8	1	9	17	16	4
Oakland	23	4	0	20	2	0	11	30	9	0
Philadelphia	2	3	0	0	1	0	0	2	2	1
Piney Point	2	1	1	1	1	1	0	4	2	0
Puerto Rico	1	4	0	3	1	0	0	2	4	0
St. Louis	2	0	0	1	0	0	0	3	2	0
Tacoma	18	8	3	7	4	2	12	29	12	2
Wilmington	19	6	1	9	5	0	11	31	7	3
Totals	162	76	12	96	59	9	93	241	111	14
ENTRY DEPARTMENT										
Algonac	0	1	3	0	0	0	0	0	4	7
Anchorage	0	2	0	0	1	0	0	0	3	1
Baltimore	1	3	0	1	4	0	0	0	1	2
Fort Lauderdale	0	6	5	0	3	2	0	0	7	9
Guam	0	3	0	0	1	0	0	0	3	1
Honolulu	6	6	12	2	4	3	0	5	6	19
Houston	6	17	2	3	5	2	0	7	42	6
Jacksonville	3	14	18	1	6	5	0	2	20	22
Joliet	0	1	0	0	1	0	0	0	0	0
Mobile	1	3	2	0	2	1	0	1	4	2
New Orleans	2	6	3	1	2	1	0	3	13	6
New York	8	26	8	3	10	2	0	10	43	18
Norfolk	0	10	14	1	7	6	0	1	17	18
Oakland	3	12	7	3	6	2	0	4	15	12
Philadelphia	0	2	1	0	0	0	0	0	2	1
Piney Point	0	18	28	0	10	17	0	0	14	20
Puerto Rico	0	2	1	0	1	0	0	0	3	2
St. Louis	0	4	0	0	1	1	0	0	3	1
Tacoma	4	17	6	4	9	1	0	5	26	10
Wilmington	1	15	7	1	3	3	0	0	22	11
Totals	35	168	117	20	76	46	0	38	248	168
Totals All Departments	601	614	211	387	346	88	355	902	898	300

*"Total Registered" means the number of Seafarers who actually registered for shipping at the port.

**"Registered on Beach" means the total number of Seafarers registered at the port.

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgoy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

Marine Industrial Park/EDIC
5 Drydock Ave., Boston, MA 02210
(617) 261-0790

GUAM

P.O. Box 315242, Tamuning, Guam 96931-5242
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

HONOLULU

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

HOUSTON

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

JACKSONVILLE

3315 Liberty St., Jacksonville, FL 32206
(904) 353-0987

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

Future Looks Bright For Union, Paul Hall Center

Continued from Page 5

Transportation Worker Identification Credential (TWIC) program. The SIU submitted numerous comments concerning TWIC to Congress, the Department of Transportation, the Coast Guard and the Transportation Security Administration. Initially, the union questioned the need for a new credential program for mariners when, with a few modifications, the current background check and credentialing processes could be used. Some of the current TWIC issues the SIU is watching include whether implementation deadlines can be reached, problems that are cropping up with the biometric card readers and delays that might exist at enrollment centers.

There are other components of the program that the SIU is tracking and time will tell. In the meantime, Seafarers are reminded that U.S. mariners will be required to carry a TWIC by September 25, 2008. Until that date, a valid z-card/merchant mariner document meets the TWIC program requirements where mariners are concerned.

Highly Trained, Skilled & Loyal Fourth Arm of Defense

Seafarers have a long and proud tradition of delivering the goods for those defending our nation. As the war in Iraq continued in 2007, SIU members contin-

ued to support the troops on commercial and Naval Fleet Auxiliary Force ships. From prepositioning supplies to delivering ammo, fuel, food and armored vehicles along with whatever else was needed.

School's 40th Anniversary

Many of the mariners sailing aboard those military support vessels (along with other ships from throughout the Seafarers-crewed fleet) have received training and upgraded their skills at the union-affiliated Paul Hall Center for Maritime Training and Education. Last year, the school celebrated its 40th anniversary, commemorating the historic occasion in several different ways.

Once a bare-bones facility, the Paul Hall Center now offers the most U.S. Coast Guard-approved courses of any maritime school in the nation. It also is the largest training facility for deep sea merchant seafarers and inland waterways boatmen in the U.S.

Highlighting the center's ever-expanding training capabilities in 2007, the school upgraded its state-of-the-art facilities to include three auxiliary bridges with z-drive and conventional controls. It also moved from single-channel visuals to three-channel visuals using plasma screens. Additionally, the center upgraded main and auxiliary bridges to Transas 4000 software and upgraded radars and radar emulators. The center stayed on the

cutting edge of the liquefied natural gas (LNG) industry by installing an LG cargo simulator. Developed by Transas, a highly regarded company, the simulator offers comprehensive training in LG familiarization, LG specialization and LG safety.

Proving itself once again as the "go to place" for expert training, the U.S. Military Sealift Command formally approved the center's shipboard helicopter fire fighting team member course. It is believed that the school is the first private institution to receive MSC accreditation for helo fire fighting training. The class is a one-day curriculum intended primarily for merchant mariners (including CIVMARS) sailing aboard military support ships – particularly vessels equipped with flight decks. Like most other Paul Hall Center courses, this one emphasizes hands-on training. It also includes classroom instruction.

The year included many other milestones for Seafarers, including ratification of new contracts that increase wages and maintain benefits; the aforementioned SIUNA convention, during which guest speakers from Congress, the administration, the military and the domestic and international labor movements expressed strong support for SIUNA unions and the American-flag fleet; and rescues at sea in which SIU members exhibited the finest traditions of the "Brotherhood of the Sea."

Important Notice Regarding the NMU Pension Plan

Merger of the NMU Pension Plan Into the Seafarers Pension Plan

As you probably know, the National Maritime Union of America, (AFL-CIO) ("NMU") merged into the Seafarers International Union AGLIWD/NMU, AFL-CIO ("SIU") on June 4, 2001. Since that time, efforts have been made to logically consolidate the various pension and benefit funds that were sponsored by the NMU into their counterpart plans sponsored by the SIU. We are pleased to inform you that in the near future, the NMU Pension Plan will merge into the Seafarers Pension Plan (SPP). In order to facilitate the merger of the NMU Pension Plan into the SPP, it is necessary to freeze the benefits provided by the NMU Plan as of December 31, 2007.

All individuals who are active participants in the NMU Plan on December 31, 2007 will begin accruing benefits in the Seafarers Pension Plan (the "SPP") on January 1, 2008. This notice affects all current active participants in the NMU Plan. Future benefit accruals of all participants in the NMU Pension Plan (the "NMU Plan") will cease effective December 31, 2007.

Transfer of Responsibilities

On January 1, 2008, the covered employees of those employers that had participated in the NMU Pension Plan will be transferred to the SPP. As of January 1, 2008, the Board of Trustees of the SPP, not the Board of Trustees of the NMU Pension Fund, will have the full responsibility over the NMU Plan.

Guaranteed Benefit Accruals Under the NMU Plan

As of December 31, 2007, the NMU Pension Plan provides a regular pension benefit equal to:

(A) twenty-two dollars (\$22) per month per Pension Credit, if at least five (5) of the last twelve (12) Pension Credits earned by the Participant were earned in a Category I Rating, or

(B) eighteen dollars (\$18) per month per Pension Credit if a Participant does not meet the requirement of paragraph (A) if at least five (5) of the last twelve (12) Pension Credits earned by the Participant were not earned in a Category I Rating.

The NMU Plan provides an additional lump sum pension benefit to a Participant who retires with at least twenty-one (21) Pension Credits. The amount of the lump sum benefit is seven hundred fifty dollars (\$750) for each of the Participant's twenty-first (21st) through thirtieth (30th) Pension Credit if the Regular Pension is based on paragraph (A), above, or four hundred dollars (\$400) for each of the Participant's twenty-first (21st) through thirtieth (30th) Pension Credit if based on paragraph (B), above. Please refer to the Summary Plan Description for the NMU Plan for details regarding Category Ratings, how the Pension Credits are earned, and the definition of "Covered Employment."

Under the NMU Plan amendment described in this notice, any hours of work in Covered Employment that you perform after December 31, 2007 will not count in calculating the amount of your NMU Pension benefit. Further, any compensation you earn after December 31, 2007 will not count for benefit calculation purposes under the NMU Plan. **This amendment means that you will not earn any additional Pension Credits under the NMU Plan after December 31, 2007.**

If you terminated Covered Employment earlier than December 31, 2007, your accrual of benefits under the NMU Plan would have already ceased as of that earlier date.

Only Future Benefits Are Affected

Please note that the NMU Plan change described above only affects future benefit accruals for NMU Plan participants. It will not affect any benefits that you have already earned. In addition, retirement benefits currently payable to retirees will not be affected by the freezing of benefit accruals in the NMU Plan.

Participation and Start of Benefit Accruals Under the Seafarers Pension Plan

Beginning January 1, 2008, if you work in a position covered by a collective bargaining agreement between your employer and the SIU, and you are not already a participant in the SPP, you will then become one. What this means is that any hour of work that you perform in Covered Employment after December 31, 2007 will count toward a pension benefit under the SPP. Based on recommendations from the Actuaries of the Plan, the Board of Trustees of the Seafarers Pension Plan will be providing you additional information regarding your future accruals under the SPP.

The Summary Plan Description of the SPP contains all the information that you need regarding the pension benefits provided under the SPP, and how they are earned. A copy of this Summary Plan Description will be provided to you by the SPP Plan Office, if you have not already received one.

Applying for Benefits

Whether you are applying for your pension benefit earned under the NMU Plan or your benefit earned under the SPP, or both benefits, you will be required to apply to the Seafarers Pension Plan, and all benefits to which you are entitled will be payable by the Seafarers Pension Plan.

The Board of Trustees of the Seafarers Pension Plan reserves the right, in its sole and absolute discretion, to amend, modify or terminate the plan of benefits (including with respect to benefit levels and eligibility requirements), at any time and for any reason, consistent with the terms of any applicable collective bargaining agreement. Any such change to the SPP can only affect future benefit accruals. It will not affect any benefits that you have already earned under the NMU Plan or the SPP. **Benefits already earned cannot be decreased.**

Should you have any questions concerning any of the information provided in this notice, you may write to the Administrator, Miriam Bove, at 5201 Auth Way, Camp Springs, MD 20746 or call 718-499-6600, ext. 242.

Sincerely,
BOARD OF TRUSTEES
NMU Pension Plan

This Notice describes changes to the NMU Pension Plan, which will take effect on January 1, 2008. This summary is intended to satisfy the requirements for the issuance of a Summary of Material Modification ("SMM") under Sections 102(a) and 104(b) of the Employee Retirement Income Security Act of 1974, as amended (a federal law known as "ERISA"). The notice is also provided to you pursuant to Section 4980F of the Internal Revenue Code and Section 204(h) of ERISA. You should take the time to read this notice carefully and keep it with your copy of the Summary Plan Description ("SPD"). If you have any questions regarding these changes, please contact the NMU Fund Office at 635 Fourth Avenue, Brooklyn, NY 11232, or by phone at (718) 499-6600 before January 1, 2008, or the Seafarers Pension Plan Office, 5201 Auth Way, Camp Springs, MD 20746, or by phone at (301) 899-0675 as of January 1, 2008.

This SMM and 204(h) notice is intended to provide you with an easy-to-understand description of certain changes to the NMU Plan. While every effort has been made to make this description as complete and as accurate as possible, this SMM/204(h) notice, of course, cannot contain a full restatement of the terms and provisions of the NMU Plan. If any conflict should arise between this summary and the NMU Plan, or if any point is not discussed in this notice or is only partially discussed, the terms of the NMU Plan will govern in all cases.

The Board of Trustees (or its duly authorized designee) reserves the right, in its sole and absolute discretion, to amend, modify or terminate the NMU Plan, or any benefits provided under the NMU Plan, in whole or in part, at any time and for any reason, in accordance with the applicable amendment procedures. Only the Board of Trustees (or its duly authorized designee) has the exclusive right and power, in its sole and absolute discretion, to interpret the terms of the NMU Plan and decide all matters, legal and/or factual, arising thereunder.

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 696 — Unlicensed apprentices from class 696 recently graduated from the water survival course. Those graduating from the course (above, in alphabetical order) were Jonathan Bennett, Chad Bruch, Jonathan Diaz, Lamar Doctor, Thomas Halliburton, Hector Hernandez-Martinez, Damonte Jones, Darrel Link, Joshua Luna, Michael Maldonado, Aman Mohamed, Fadel Mohamed, Derrick Moore, Michele Pauldo, Marcos Ramos, William Sabo, George Santiago-Cordero, Caleb Swanson, and Brian Sylvester. (Note: Not all are pictured.)



FOWT — Completing the FOWT course Nov. 2 were (above, in no specific order) Ameen Fuller, Seth Burton, Marcus Brown, Fayed Ahmed, Todd Williams, Anthony Dello Russo, Francis Brown, Victor Rios, Christopher McAfee, Joseph Jacobs, Lawrence Todd Jr., Jessie Parente, Aristeo Aquino, Winston Rankin, Scott Thomas and James Burton. Tim Achorn, their instructor, is at far right.



Marine Electrician — On Nov. 16, the following individuals (in no specific order) completed this course: Andrew Linares, David Watkins, Christopher Eason, Randy Slue, Erik Nappier, Jess Cooper, Terrell Alston, Jerome Dooms and Andrew Van Bourg. Their instructor, Jay Henderson, is at far left.



Advanced Fire Fighting — These Crowley boatmen on Nov. 2 graduated from the advanced fire fighting course. Members of the class (above, in no specific order) were Kenneth Graybill, Paul McCool, Leo Venegas, Anthony DeCiccio, Marc Tomuschat, William Jackson and Willie Allen. Their instructor, Tom Cessna, is at left.

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



Fast Rescue Boat — Under the instruction of Stan Beck (far left) are Crowley Boatmen who completed the Nov. 2 fast rescue boat class. They are (in alphabetical order) Robert Bergmann, Mark Gaskill, Kenneth Kuehne, Amr Sonbol and Arthur Stewart.



Tanker Familiarization/Assistant Cargo (DL) — Two classes of Phase III apprentices graduated Oct. 26 from the tankerman assistant course. Those graduating (above, in no specific order) were Edwin Arroyo, Caroline Thomas, Tashara Newston, Terry Taylor, Kenneth Bricker, Cortney Williams, Andrew Geerie, Byran Clark, Riley LeBlanc, David Newsome, Delbra Leslie, Jon Larrinaga, Casey Shannon, Daniel Giles, Weston Hines, Blaine Musk, Amer Saleh, Shawn Panchschak, Zachary Miano, Ben Gonzales, Dominic Tuccio, James Petite, Ladarus Clark, DeAndre Whitley, Sean Jones, Jay Aki, Maurice Beasely, Lamar Walton, Sean Keaton, Ruben Haynes, Elmer Pansho, Destinie LeBlanc, Henry Sheppard, Omar Izquierdo, Andrew Cooper, Leroy Sierra and Cheryl Gutkowski. Their instructor, Jim Shaffer, is not pictured.



Welding — Graduating from the welding course Nov. 15 (above, in no specific order) were Furman Watson, Franklin Rodgers, Philandae Walton, Heather Bushey, David Brewster, Richard Brewster, Richard Wright and Dario Dizon. Their instructor, Buzzy Andrews, is sixth from the left in the back.

Paul Hall Center Classes



STCW — SIU, Nov. 2: Michael Acarello, Mohammed Ali, Abdulwahed Alsharey, William Belcher, Paul Hackney, James Hudson, William Jackson, Rickey Mason, Philip Parisi, Emilio Placides, Adrian Schubert, Daryl Spicer, Gerald Toledo, Jarrell Vick, Henry Wilmarth, Salim Yahya and Carlos Zelaya. Their instructor, Bernabe Pelington, is not pictured.



Advanced Fire Fighting—Eight G&H Towing boatmen completed the advanced fire fighting course Nov. 9. Graduating from the class (above, in no specific order) were Keith Gunning, Clinton Schussler, Blake Morgan, Luther Sarvis III, Jeffery Lobaugh, Charles Walker, Charles Hadley and Michael Batten. Their instructor, Tom Cessna, is at far left.



Helo Fire Fighting — Unlicensed apprentices from Class 699 completed training in the helo fire fighting class on Oct. 24. Graduating from the course (in no specific order) were Jack Forde, Pamela Wilson, Daniel Cortez, Louise Digman, Joshua Johnson, Michael Anderson Jr., Algernon Ramseur, Meghan Blocker, Tonya Gist, Richard Villafane, Chirstopher Shivalier, William Chamberlain, Austen Hess, Hubert Dennis, Matthew Martinson. Their instructors, Tom Cessna and Joseph Zienda, are not pictured.



Bridge Team Training — The above Crowley boatmen completed the Nov. 2 class. Pictured (in alphabetical order) are: Jeremy Abel, Joel Anderson, Dominic Bailey, Darren Bates, John Bertrand, Robert Bouton, Bradley Burkart, Johnny Carraway, Michael Donahue, William Harvell, Robert Joiner, William Palmer, Dale Rausch, Sherman Sakatani, Christopher Valley and Bruce Walsh. Their instructor, Jamie Mixon, is second from the right in the back row. Pictured third from the right, back row, is John Quagliano, Crowley representative.

Be advised that SIU Headquarters and all SIU Hiring Halls will be closed

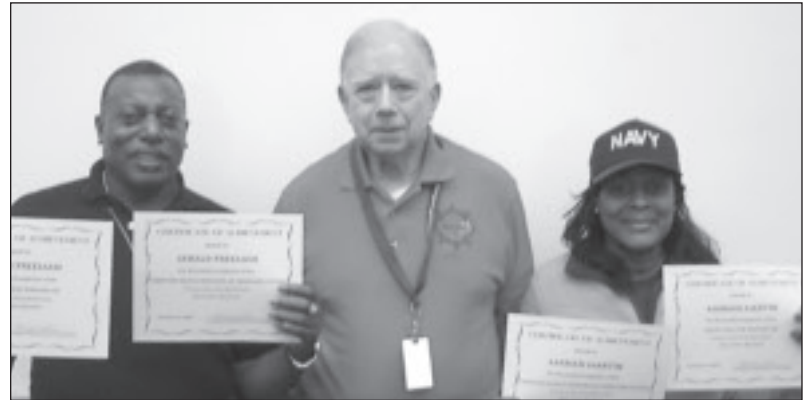
Monday, Feb. 18 for the observance of Presidents'

Day (unless an emergency arises).

Normal business hours will resume the following workday.

Computer Classes

A number of students recently completed various classes in the computer lab at the SIU-affiliated Paul Hall Center for Maritime Training & Education in Piney Point, Md. Their photos, names and descriptions of the training they received follow.



Gerald Freeman (left) and Mariah Marton (right) proudly show off the certificates they earned upon their completion of computer training. Both took and passed classes in Excel 2002 for Windows XP and the Windows XP Operating System. With them is, Rick Prucha, their instructor



Harold Gerber (left) poses with Instructor Prucha after receiving a pair of certificates for his completion of training in Excel 2002 for Windows XP and the Windows XP Operating System.

Noland Earl is proud of the training he received in the Windows XP Operating System. In photo at right, he joins Instructor Prucha while displaying the certificate he earned for his achievement.



Instructor Rick Prucha, center in photo at left, poses with Meili Seegers, left, and Robert Englehart, right, shortly after the two completed a recent computer class at the Paul Hall Center for Maritime Training and Education. Both earned certificates of achievement for their completion of a class in Excel 2002 for Windows XP.



SIU SCHOLARSHIPS
 Seafarers Scholarship
 Program Booklet
 Request Form
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Seafarers Deliver Life-Saving Equipment to Troops in Iraq

SIU Members Swing into Action as Nation's Fourth Arm of Defense

It's no secret that warfare of the 21st Century is increasingly brutal, and personnel protection technology in a combat theater has to adapt and improvise. That's why the Department of Defense, U.S. Army and U.S. Marine Corps developed the Mine-Resistant, Ambush-Protected Vehicle (MRAP) to better shield military personnel in Iraq from today's maiming weaponry such as improvised exploding devices and mines. According to the Army, the vehicles have raised, V-shaped underbellies that deflect the force of improvised explosive devices and other blasts from below better than other vehicles in use.

When an order of these life-saving vehicles was ready to be delivered en masse, the Department of Defense recently turned to reliable mariners who have supported our troops for nearly 70 years – SIU members.

Called "humvees on steroids" by some, 48 MRAPs were recently transported for the first

time to Kuwait for use in Iraq aboard SIU-contracted Liberty Maritime Corporation's *M/V Alliance New York*. Since MRAPs are just being deployed, this was the first delivery of many to our troops in combat.

The *Alliance New York* is a new generation single-screw roll-on/roll-off PC/TC carrier capable of transporting 6,000 cars, heavy vehicles, road trailers, trucks, buses and rolling cargoes for worldwide services.

The *Alliance New York* flies the American Flag under the U.S. Maritime Security Program (MSP). The MSP has been a key element of America's economic and defense security since its enactment in 1996. The program – extended for another 10 years and expanded from 47 to 60 ships commencing in late 2005 – provides for U.S.-flag commercial vessels, particularly container-ships and roll-on/roll-off vessels, which are available to the Department of Defense in times of war or national emergency.



The *Alliance New York* is part of the U.S. Maritime Security Program.

To show support to military members deployed in the combat theater, Liberty Maritime and the SIU crew served breakfast during the discharge and cooked up a Thanksgiving meal with delicacies such as turkey, ham, seafood and all the trimmings. More than 100 individuals attended this special celebration.

"The reception was a big success with military personnel and crew," said Captain Costas R. Balomenos.

Seafarers sailing aboard the *Alliance New York* during this recent voyage included Bosun **Thomas Grosskurth**, ABs **Gregory Peters**, **Antonio Centeno**, **Anthony Heinoldt**, **Jon Silveira** and **Christopher Brady**, GUDEs **Denis Cossio** and **Edwin Sebastian**, Chief Steward **John Walsh III**, Chief Cook **Breon Lucas**, GSU **Jermaine Williams** and Unlicensed Apprentices **Kabir Garcia** and **Robert Day Jr.**



The first MRAP to be delivered rolls down the stern ramp of the SIU-crewed *Alliance New York*.



Seafarers are ready to welcome troops to the crew mess for a delicious meal.



The three photos directly above show some of the MRAPs transported aboard the *Alliance New York*.



Crew members display a sign noting the delivery's historic nature.



U.S. Army General Luis R. Visot (fourth from right) is pictured with troops and civilian shipboard personnel on the Seafarers-contracted vessel.



The driver is in place and ready to move the first MRAP ashore.