

SEAFARERS LOG

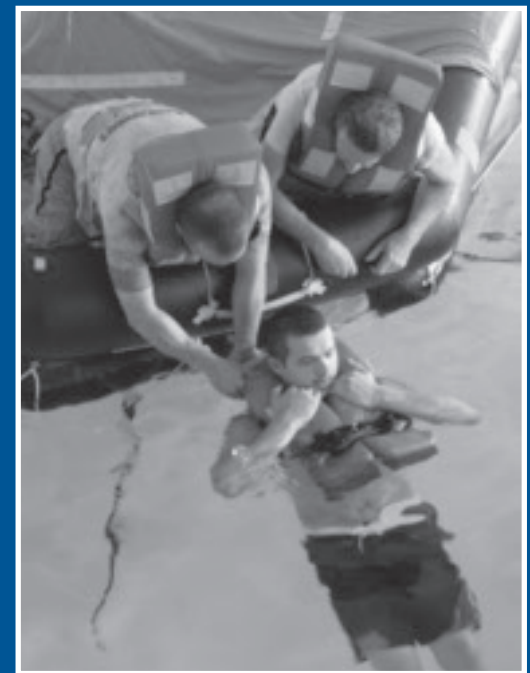
OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

Crowley Orders LNG-Powered Vessels

Ships Set to Sail in Jones Act Trade, Signaling New SIU Jobs



SIU-contracted Crowley Maritime Corporation in late November announced it has signed a contract with VT Halter Marine Inc., of Pascagoula, Miss., to build two LNG-powered, combination container roll-on/roll-off vessels. This image is an artist's rendering of one of the new ships. Page 3.



Paul Hall Center Releases Course Guide For Calendar Year 2014

The SIU-affiliated Paul Hall Center for Maritime Training and Education has released its course guide for 2014, including numerous class dates for the first half of the year. Based in Piney Point, Md., the school offers a wide range of training for mariners in the deck, engine and steward departments. It also features a renowned entry-level apprenticeship program for those just getting started in the industry. The photo at right shows students in an engine department class. The two directly above show safety courses. See pages 9-16 for descriptions of many of the classes along with dates.



President's Report

Ready for More Success

We are hitting the ground running as the New Year begins, and we're going to be out there swinging like never before. Because of ongoing attacks against the American maritime industry, SIU jobs are at stake, and it's really not an overstatement to suggest that the future of the whole U.S. Merchant Marine is at stake, too.

The programs and laws that are most vital to our industry are in different states of health, in my opinion, although they all enjoy bipartisan support. For starters, despite the decades-long record of success with the Food for Peace program, there are members of Congress and people in the administration who want to reduce or eliminate the "food" part of the equation and replace it with direct cash payments. I've written at length about the absolute foolishness of such an approach and won't go into detail again now, but this threat is ongoing – and so are our efforts to stop it. Our fight for this program is the right thing to do, not just for us but for overall U.S. national and economic security, and most definitely for the direct beneficiaries in foreign countries. This program has fed billions – that's not a typo – since its founding. It works.

Also under attack is the Jones Act, which reserves domestic cargo for ships that are crewed, built, owned and flagged American. This too is an ongoing battle but I believe there is very strong support for the law on both sides of the aisle and in the administration. That doesn't mean we'll let our guard down.

There is tremendous support for the U.S. Maritime Security Program (MSP), which helps keep 60 militarily useful, privately owned vessels afloat, but with another round of sequestration looming, it could fall victim to cuts. We are working with supporters, including top military leaders, to make sure this program is fully funded under any circumstance. Our women and men in uniform need to know with 100 percent certainty they can count on American-crewed, American-flag ships to deliver the goods wherever and whenever needed. Chipping away at the MSP would leave our armed forces vulnerable. That can't happen.

I've said before that I know our members have enough to worry about just keeping credentials in order and jumping through all the other hoops that are required before climbing the gangway. But I keep coming back to these political fights because you also need to know what's at stake and why your union needs you to be involved.

Here's an example. Near the end of last year, I heard an informal question-and-answer period with a pro-maritime U.S. senator who was asked about the best way to get others in Congress to support our position on Food for Peace. He didn't hesitate in responding that congressmen and senators listen to their constituents first. That's why we ask you to write or call.

Financial support is very important, too. That's why we have SPAD, the union's voluntary political action fund. Campaigns cost money, and believe me when I say candidates aren't shy about asking us for contributions. It's the system we've got, for better or worse, and by giving that support we get an opportunity to state our positions on issues like Food for Peace and the Jones Act and MSP.

Our approach works, and the evidence is that we have full employment even in tough times. Looking back on the last year, anyone who wanted a job could get one. That doesn't happen by accident. It happens because we work hard and together as a team, both within our own union and with allies throughout maritime labor and the rest of the industry.

We've got another big year ahead. And as always, we are up to the challenge.



Michael Sacco



Mariners from the SIU-crewed *USNS Charles Drew* repair a roof in the Philippines following the devastation brought to the region by Typhoon Haiyan. (U.S. Navy photo)

SIU's Philippine Relief Effort Continues

The work continued into December for Seafarers helping the Philippines recover from Typhoon Haiyan, which struck Nov. 8 and resulted in thousands of deaths and widespread destruction.

The SIU and its members helped in any way they could. While SIU crews sailed to the region as part of the U.S. Navy's George Washington Strike Group (GWSG) and on additional ships operated by Maersk and AMSEA, others did their part by donating to the Seafarers Disaster Relief Fund (SDRF) and other organizations.

Following the example of the crew of the Maersk-operated *USNS Henson* – which immediately began raising money – crews from several other vessels also showed their generosity. In the days after Haiyan, the U.S. crews aboard SIU-contracted APL Maritime vessels raised nearly \$6,000 for the Red Cross, an amount that was matched dollar-for-dollar by the company.

"APL Maritime wants to personally thank all the seafarers aboard the ... U.S.-flag vessels for their generosity and concerns," said Capt. Mark Remijan.

The SIU-affiliated International Transport Workers' Federation (ITF) is also doing its part. Shortly after the typhoon hit, the ITF Seafarer's Trust – the charity arm of the organization – authorized hundreds of thousands of dollars in grants to aid Filipino Seafarers and their families. Beneficiaries of the grants included the Associated Marine Officers' and Seamen's Union of the Philippines and the Philippine Seafarers Union.

"Around 300,000 of the world's seafarers are from the Philippines, many of them from the worst-hit areas. These grants will allow us to provide targeted help to them," said ITF Seafarers' Trust Chair David Heindel, who also serves as SIU secretary-treasurer. "The Seafarers' Trust is trying to alleviate at least some of the awful effects of the tragedy that hit the Philippines, a country which is fundamental to the maritime world. With this aid the trust is hoping to help many seafarers get back on their feet, and to support them at this difficult time."

The SIU crews directly assisting people in the Philippines have also kept busy. Sailing as part of the GWSG, the crews of the *USNS Bowditch*, the *USNS Charles Drew* and the *Emory S. Land* were greeted warmly by the locals.

"The Americans have brought food and water to us," said Guiuan Mayor Sheen Gonzalez, according to U.S. Navy news reports. "But more importantly, they have brought us transportation to and from the island. We were isolated for many days and without the Americans' help, my people would not be eating their regular meals three times a day."

The mission involved several different tasks. The Maersk-operated *Bowditch* spent much of its time surveying the sea floor to ensure the relief efforts were conducted safely, while Military Sealift Command vessels the *Charles Drew* and *Emory S. Land* brought supplies and transportation equipment.

According to the Navy, the *Charles Drew* alone was able to produce up to 50,000 gallons of drinkable water per day. That's on top of the thousands of pounds of food and supplies that were transported to those in need.

"After we delivered the water and supplies, the people were waving their hearts out as we flew away," Air Survival Equipment Specialist 2nd Class Peter Glatt told the Navy.

Other SIU ships – the *USNS 2nd Lt. John Paul Bobo* (operated by Maersk) and *USNS Piliilau* (operated by AMSEA) – also made the trip to the Philippines for disaster relief.

"We appreciate all the support and gratitude we have been given by the American people," Gonzalez said.

With limited exceptions, anyone may donate through the SDRF – you don't have to be an SIU member. (The SDRF cannot accept contributions from a service provider for the union or the SIU Plans, or from a Seafarers-contracted company or any of such a company's representatives.)

Checks should be made payable to Seafarers Disaster Relief Fund. Donations by check or money order may be made at SIU halls or may be mailed to:

Seafarers Disaster Relief Fund
c/o Secretary-Treasurer's Office
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

Additionally, cash donations may be made at the halls. Anyone making a cash donation will receive a receipt.

Companies Receive Environmental Awards

Helping protect the environment has long been an important part of the job for Seafarers and SIU-contracted companies, and a number of them recently were honored for such efforts.

During an annual Chamber of Shipping of America (CSA) ceremony Nov. 13 in Washington, D.C., some 20 SIU-contracted companies received CSA Certificates of Environmental Achievement. According to the sponsor, the average number of years operating without incident for ships and vessels that received awards is 6.9 years. Many have logged more than 10 years each of environmental excellence.

U.S. Coast Guard Rear Adm. Joseph Servidio, assistant commandant for prevention policy, participated in the award ceremony and congratulated the honorees. Acting Maritime Administrator Chip Jaenichen also attended and saluted the environmental accomplishments of the mariners and businesses.

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

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

The CSA traditionally recognizes U.S.-based maritime companies twice a year – once in the summer, when awards are given for sustained accident-free periods, and again near year's end, when environmental accolades are given. (The awards are open to all owners and operators of vessels sailing on oceans or inland waterways. Participation guidance is found on CSA's website: www.knowships.org.)

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

Also earning recognition were Maersk Line, Limited, Moran Towing, Ocean Shipholdings, OSG Ship Management, Pasha Shipping Group, Patriot Contract Services, Sea Star Line, Seabulk Tankers, Totem Ocean Trailer Express, U.S. Shipping Corp., and USS Vessel Management.

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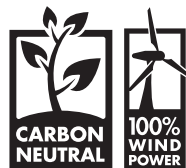
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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.

Seabulk Expands Tanker Order

New jobs and additional tonnage are coming to the SIU following the announcement in November that the parent company of Seafarers-contracted Seabulk Tankers Inc. has added even more vessels to its tanker order with General Dynamics NASSCO.

In a joint press release issued by SEACOR Holdings (Seabulk's parent company) and NASSCO, the companies announced the design and construction of yet another 50,000 deadweight ton, LNG-conversion-ready product carrier with a 330,000-barrel cargo capacity, along with the option for building one additional vessel. Construction is set to begin in 2015, with delivery scheduled for the fourth quarter of 2016.

This latest deal follows an order for two identical vessels late last year, bringing the total number of Seabulk product carriers on order with NASSCO to three, with the option for a fourth. All vessels will be 610 feet long and share the same design and specifications. Construction, meanwhile, will take place at NASSCO's union shipyard in San Diego. NASSCO President Fred Harris is a former union mariner.

According to the companies, the ships will feature excellent fuel efficiency and incorporate the latest environmental protection features, including ballast-water treatment systems.

"NASSCO remains committed to bringing the most economical and environmentally sound

technology to Jones Act owners and operators," said Kevin Graney, NASSCO vice president and general manager. "We are pleased to extend our partnership with SEACOR through a third and potentially a fourth ECO tanker."

Like Graney, SEACOR Executive Chairman Charles Fabrikant was happy with the new order and the continuing relationship between the companies.

"We are pleased to expand our relationship with NASSCO with this additional Jones Act tanker order," Fabrikant said. "These ECO tankers will play a vital role in offering Seabulk's customers some of the most modern and fuel efficient vessels available as they determine their Jones Act transportation requirements for crude oil and refined products over the coming years."

Like the vessels in Seabulk's previous order with NASSCO, these ships will be designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering (DSME) of Busan, South Korea.

"The tankers will have conversion-capable, dual-fuel-capable auxiliary engines and the ability to accommodate the future installation of an LNG fuel-gas system and Type C LNG tanks," SEACOR and NASSCO said in their joint statement. "These additional tankers represent the continuation of NASSCO's successful partnership with DSEC."



The projected general appearance of the newly ordered Seabulk ships is reflected in this artist's rendering.

Crowley Maritime Corp. Places Request for LNG-Powered Ships

Company Chairman Sees Move as 'Clear Evidence of Our Commitment to the U.S. Maritime Industry and Jones Act'

SIU-contracted Crowley Maritime is entering the market of faster, environmentally friendly shipping with the order of two liquefied natural gas (LNG)-powered vessels that will sail between Jacksonville and Puerto Rico.

The two ships, which signify new jobs for SIU members, will be the first of their kind. Designed as combination container and roll-on/roll-off vessels, they will be able to travel at 22 knots while carrying containers up to 53 feet long and hundreds of vehicles in weather-proof decking.

The new ships are scheduled for delivery from VT Halter Marine Inc. of Pascagoula, Miss., in the second and fourth quarters of 2017 and will be named *El Coqui* and *Taino*.

Because of their LNG power, the ships will leave a much smaller carbon footprint than traditionally powered vessels. LNG is the cleanest fossil fuel available and significantly reduces carbon dioxide, a contributor to greenhouse gas emissions, when compared to conventional fossil fuels.

"Our investment in these new ships – the first of their kind in the world – is significant on so many fronts," said Tom Crowley, company chairman and CEO. "Our actions are clear evidence of our commitment to the U.S. maritime industry and the Jones Act. American-built, -crewed and -owned ensures U.S. shipbuilding capabilities, skilled U.S. merchant seamen, and available domestic vessel tonnage, all of which are of vital importance to our national defense."

The vessels will be developed by Wartsila Ship Design in conjunction with Crowley subsidiary

Jensen Maritime. They have been designed to maximize the carriage of containers up to 53 feet long and 8.5 feet wide, which offer the most cubic cargo capacity in the trade. The ships will be 720 feet long and 106 feet wide.

"When we sat down with Jensen and Wartsila to design these ships, we started with a clean slate to address and incorporate the specific needs of the Puerto Rico market," said John Hourihan, Crowley's senior vice president and general manager, Puerto Rico and Caribbean services. "We are very excited to add faster transit times to our existing service offerings while maintaining our ability to handle 53-foot and refrigerated equipment that so many of our customers have come to rely on.... Coupled with the LNG fuel, customers can take satisfaction in that they are getting faster, more reliable service, while reducing the amount of CO2 emissions attributable to each container by approximately 38 percent. This design is a win-win for the customer and for the environment."

Jensen Vice President Johan Sperling added, "Safety and environmental protection were also at the forefront of our design process. For example, one of the superior safety systems we engineered included a feature that places all fuel tanks behind double-wall voids with no exposure to the environment."

Sperling said the ships would meet or exceed all regulatory requirements and have the CLEAN notation, which requires limitations of operational emissions and discharges, as well as the Green Passport, both issued by the classification society Det Norske Veritas.

It's Unanimous: Bisso Crews Ratify Three-Year Contract

Following productive and respectful negotiations between the union and the company, SIU members employed by E.N. Bisso & Son Inc. unanimously approved a new three-year contract that boosts wages, maintains benefits and features other gains.

The SIU represents approximately 70 deckhands, engineers and wheelmen working at New Orleans-based Bisso. Negotiations took place Nov. 5-6 in Kenner, La.; ratification followed Nov. 6-8 aboard the boats. (Bisso has 15 tugs.)

Representing the SIU during the bargaining sessions were Delegates **Robert Jordan**, **Merrell St. Romain** and **Jake Valois** and

Port Agent Chris Westbrook.

"The delegates did a tremendous job," said Westbrook. "Two of them were new, but they did outstanding work. The committee was able to get together, cooperate and understand what needed to be done. The company did a good job, too, hearing us out. We didn't agree on every issue but we came out with a good package that gives our guys upward mobility and allows the company to operate efficiently."

He pointed out the union made no concessions and added, "The guys were all on board, and I think the vote shows there's a lot of solidarity there."

For St. Romain, serving on the bargaining committee for the first time proved eye-opening and worthwhile.

"It was something I've never experienced, but I had a good time," St. Romain said. "We never argued – it was very professional. And I've got to say, Chris is a pro. He showed me a lot.... All three delegates spoke up. The company respected us and we respected them."

Specifically focusing on the contract, St. Romain stated, "It was very successful. Getting a pay raise, getting a little bonus for people who've been here (at least) 10 years, keeping all our insurance – it's very nice.

The rest of the guys in the union were very supportive."

The contract, which took effect Dec. 1, implements a licensed deckhand/wheelman program, raises the daily pay for wheelmen and features annual wage increases for engineers and deckhands.

Under terms of the new agreement, members retain "Core Plus" medical coverage through the Seafarers Health and Benefits Plan – the top level available. Also, some of the more-tenured employees are eligible for increased vacation pay, while some positive work rules and manning-scale clarifications were added.



Among those voting in favor of the contract were (from left) SIU members Rodney Kimball, Merrell St. Romain, Billy Hohensee and Philip Clasen.



Delegates and fellow boatmen are pictured after gathering to discuss the new contract. Pictured left to right are Nicholas Rodriguez, Brian Johnson, Philip Clasen, Merrell St. Romain, Charles Wilkinson and Jake Valois.

SIU Launches Mobile Site, Offers Text-Message Alerts

The union recently launched a mobile version of its website and also began offering text-message alerts to Seafarers who sign up for the service. Both moves were implemented in order to provide better service to rank-and-file members.

More than a third of the traffic on the SIU website already comes from mobile devices, and industry projections show that by the end of 2014, more people will access the Internet via smartphones and tablets than by desktop computers or laptops.

Meanwhile, text messaging (also known as short message service or SMS) is the fastest-growing usage platform, significantly outpacing all others.

SIU Secretary-Treasurer David Heindel described these moves as “keeping up with the times. That’s something our membership has to do in order to sail, and it’s something we have to do as an organization.”

Accessing the SIU’s mobile site requires starting at the home page itself: www.seafarers.org. Visitors may notice a quick redirect to a different web address (URL) that starts with the word “mobile.” From there, the vast majority of the site has been optimized for mobile browsing, although

visitors may scroll to the bottom of most pages and select “Classic” if they’d rather view the traditional design.

Meanwhile, texts will be used to send information relevant to members’ careers, including important news about the SIU, its contracted companies and the industry as a whole. Such messages may include alerts about open jobs, information about grassroots campaigns, and other time-sensitive bulletins.

“We promise not to bombard people with text messages,” Heindel added. “We will pick our spots, and we understand there may be costs associated with receiving messages, depending on an individual’s phone-service plan that they have with their provider.”

For the text service, the SIU is working with New York-based Mobile Commons. The company’s other labor clients include Union Privilege, the Communications Workers of America, the Steelworkers, the Laborers, the United Farm Workers, the American Federation of Teachers, the International Brotherhood of Electrical Workers, the National Football League Players Association, Working America, and others.



The SIU’s mobile site is up and running.



Vietnam and Desert Storm veteran Michael Gurney (left) leads the salute as the U.S. Merchant Marine flag is raised.

Miami Recognizes Merchant Marine Ceremony Celebrates Bravery of American Mariners

The bravery and dedication of the U.S. Merchant Marine was celebrated recently at a ceremony in Miami.

Conducted at the Bruce W. Carter Veterans Administration (VA) Medical Center Sept. 27, the event featured several guest speakers and a flag-raising ceremony. The keynote address was given by Vietnam and Desert Storm veteran **Michael Gurney** – a retired NMU member who has spent years fighting to ensure the nation’s merchant mariners get the recognition they deserve.

In a letter about the event, Gurney said its purpose was to “dedicate, honor and remember the officers and seamen of the United States Merchant Marine.” He added that he wanted to get the word out, to celebrate the hard work and dedication of “my comrades of the United States Merchant Marine.”

The Merchant Marine has been a part of

the United States since the nation’s founding. Since the Revolutionary War, American merchant mariners have come to the aid of their country in times of war and emergency. They have taken part in every major conflict since then.

Most recently, the U.S. Merchant Marine hauled more than 90 percent of the war cargo during the wars in Iraq and Afghanistan, while also helping with relief missions following both American emergencies (Hurricanes Katrina and Sandy) and international disasters (the 2010 Haiti earthquake and Typhoon Haiyan in The Philippines late last year).

Aside from the national security benefits, the U.S. Merchant Marine provides the government with a sealift capability that would cost several billion dollars to replicate on its own.



Bruce W. Carter VA Medical Center Associate Director Mark Morgan addresses the crowd during the ceremony.

To sign up for SIU text alerts, text “join” (without the quotation marks) to 97779. Message and data rates may apply.

Backing Jones Act in Puerto Rico



SIU Port Agent Amancio Crespo (left) poses with other Jones Act supporters following a mid-November forum hosted by the Puerto Rico Chamber of Commerce that focused on how the law benefits the commonwealth. Among those pictured are (holding banner, from left) Crespo, Jose Nazario of Crowley, ILA Local 1575 President Francisco Diaz, Eduardo Iglesias of the MM&P, (continuing from left) Chamber of Commerce President Jorge Canellas, Chief Mate John Diaz and Luis Ayala Colón, owner and president of Luis A. Ayala Colón Sucrs., Inc. A General Accountability Office (GAO) study on the Jones Act in Puerto Rico shows that the U.S. domestic container shipping fleet has provided regular, reliable service while offering significant rate reductions, in addition to other benefits.

Washington Honors Late Senator Daniel Inouye

The late Sen. Daniel Inouye (D-Hawaii) – one of the SIU's closest friends and allies – was honored in Washington recently, culminating in him posthumously receiving the Presidential Medal of Freedom from President Obama.

During a November gala at the Library of Congress on the eve of the Medal of Freedom ceremony, family, friends and colleagues of Inouye gathered to celebrate the man and his life. Among the attendees were SIU President Michael Sacco, Inouye's widow Irene, his son Ken and various members of Congress.

Inouye died Dec. 17, 2012 at the age of 88.

"There's an old saying in Washington: Politics has a short memory and Washington, D.C., has a short memory. When, you're gone, you're gone," said Ken Inouye said during the gala. "But that doesn't appear to be the case. Look at everyone gathered here tonight to remember and appreciate my dad."

Sen. Tom Harkin, (D-Iowa), had a good reason for why Inouye will never be forgotten.

"Here in the Senate, his character and conscience set the standard across five decades," Harkin said.

Obama similarly praised Inouye's service the following day during the Medal of Freedom ceremony at the White House.

Inouye was a World War II veteran who served more than 50 years in Congress and had an enormous impact on the nation, Obama said. He pointed to Inouye's example as helping to guide Obama himself on the path to public service while he came of age in Hawaii.

"As the second-longest serving senator in American history, he showed a generation of young people, including one kid with a funny name growing up in Hawaii, who noticed that there was somebody during those hearings in Washington that didn't look like everybody else, which meant that I had a chance to do something important, too," Obama said. "He taught all of us that no matter what you look like or where you come from, this country has a place for everybody who's willing to serve and work hard."

As she accepted the award on Inouye's behalf, Irene Hirano Inouye said she hoped her husband's memory would continue to inspire young people for years to come.

"For Dan, it was never about the honors... But I think it is wonderful that people learn his story," she said. "I hope it is an inspiration for the next generations, an inspiration for Americans."

Inouye's story is remarkable. His heroics in battle during World War II earned him the Medal of Honor, though as Obama said, "he was humble and didn't like to wear it often. Instead, he liked to wear a pin representing the Good Conduct Medal he earned as a teenage private."

Inouye was later elected to the U.S. House in 1959 and became a U.S. Senator in 1962,



SIU President Michael Sacco (left), pictured with Sen. Inouye in 2011, describes him as an invaluable backer of the U.S. Merchant Marine.



Sen. Inouye was a friend of the union for decades. He is pictured addressing the SIUNA convention in 1971.

remaining there until his death. During that time he was an ardent defendant of the U.S. Merchant Marine and the SIU. He was such a strong ally of the SIU that he was given honorary status as a member.

"In the last 50 years, no one in Congress has been a greater, more influential friend to the maritime industry. His efforts were critical to every piece of maritime legislation enacted in that time," Sacco said in a statement following Inouye's death in 2012. "His support of the Jones Act, the Maritime Security Program, cargo preference and other vital maritime initiatives has been invaluable. He also was instrumental in the rebirth of the U.S.-flag cruise industry in Hawaii."

Senate Committee Takes Up 'Chip' Jaenichen Nomination

Acting MARAD Administrator Testifies on Capitol Hill

Acting Maritime Administrator Paul "Chip" Jaenichen appeared before the Senate Committee on Commerce, Science, and Transportation Nov. 21 as President Obama's nominee to become the official administrator of the U.S. Maritime Administration (MARAD).

Jaenichen – who served for more than 30 years as a U.S. Navy submarine officer – said he would focus on several areas if confirmed, vowing to support key maritime programs and push for policies designed to protect U.S. mariner jobs.

The goal, he said during his testimony, is to revitalize the U.S. Merchant Marine and ensure the country maintains the pool of highly skilled mariners and militarily useful vessels it needs to support both its economy and national security.

"Sustaining a pool of qualified U.S. mariners is critical to meeting the nation's security needs," Jaenichen said. "The U.S.-flag fleet not only provides safe, reliable and environmentally responsible transport of cargo to support economic activity, both domestically and internationally, but also supports Department

of Defense (DOD) sustainment sealift capacity requirements in times of armed conflict or national emergencies."

He added that key programs like the Jones Act and the Maritime Security Program (MSP) must be protected. The Jones Act helps ensure the nation has a pool of well-trained American mariners and reliable vessels by requiring all cargo transported between U.S. ports happens on American-made, -flagged and -crewed vessels. The MSP, meanwhile, provides an annual stipend to ensure a fleet of militarily useful American vessels are available for times of need.

"Without these programs, we will not have the skilled personnel needed to crew government-owned ships in time of armed conflict or national emergency and commercial ships to provide sustainment sealift capacity for the DOD," Jaenichen said.

He then singled out the Jones Act as one of the country's most important maritime rules. Aside from its national security benefits, recent studies have found that the Jones Act accounts for nearly 500,000 American jobs and more than \$100 billion in annual economic output.

"The Jones Act is one of the strongest elements of U.S. maritime policy, encouraging investment in privately owned U.S. companies to operate shipyards and vessels that employ well-trained crews and maritime industry workers," Jaenichen said.

Jaenichen also vowed to support domestic shipbuilding, pointing to a recent MARAD report that found the direct and indirect economic benefits of domestic shipbuilding reached all 50 states and resulted in more than 402,000 jobs, \$23.9 billion in labor income and \$36 billion in Gross Domestic Product.

"In addition, MARAD has seen increased applications in recent months for Maritime Loan Guarantees (Title XI) and small shipyard grants, reflecting a willingness to invest in this critical industry. If confirmed, I plan to focus on improving MARAD's administration of its Title XI ship financing program in order to support this increase in demand as efficiently and effectively as possible," Jaenichen said.

Bringing his testimony before the committee to a conclusion, Jaenichen reiterated the importance of the nation's maritime industry and vowed to do everything he could to strengthen it.

"While there are many challenges facing the U.S. maritime industry, there are also many opportunities," he said. "If confirmed and given the honor to serve as the next maritime administrator, I hope to capitalize on those opportunities and I look forward to working with this committee to address these important issues and restore our nation's status as one of the premier maritime nations in the world."

Senator Reiterates Support For Key Maritime Programs

Senator David Vitter (R-La.) on Nov. 21 reaffirmed his strong backing of critical laws and programs that protect America's national and economic security by helping maintain a viable U.S. Merchant Marine.

Addressing the Washington, D.C., chapter of the Propeller Club of the United States, Vitter credited the industry for great cooperation that has helped turn back some attempts to weaken the American-flag fleet.



Sen. David Vitter (R-La.)

Turning to specific issues, he stated, "I continue to be an ardent supporter and advocate for the Jones Act, and I think we constantly need to stay on guard about that.... There are constant attacks.

"I'm also a big supporter of the Food for Peace pro-

gram," the senator continued. "It's a mainstay of the way we help other nations, and I think it should stay a mainstay because it helps friends and allies abroad and also helps our economy. There are folks, including in the administration, who really want to convert almost all of that to pure cash assistance. I think that is crazy for all sorts of reasons, including the huge opportunity for fraud and abuse – just stealing of cash. And also because you get no positive impact if you convert to that, in terms of our economy. So I'll stay fighting hard on that."

Vitter then said he also will continue to support the U.S. Maritime Security Program (MSP), which is vital to sustaining America's sealift capability.



Acting Maritime Administrator Paul "Chip" Jaenichen speaks to the 2013 MTD Convention in Los Angeles in September. Jaenichen testified before the Senate on Nov. 21 as President Obama's nominee to become the official administrator of the U.S. Maritime Administration.

Thanksgiving at Sea and Ashore

Many Seafarers, officials, family members and guests often celebrate Thanksgiving together during annual gatherings at SIU halls and aboard vessels, and 2013 was no exception. The photos on this page were taken aboard the *Maersk Peary* during the actual holiday, and at the hall in Jacksonville, Fla., leading up to it.

Aboard the Mearsk Peary



Recertified Steward Tony Spain



Chief Cook Robert Boro



SA Raul Ventanilla



AB Fortunato Ranario, AB David Kennedy, Bosun Ron Paradise



At the Port of Jacksonville





U.S. Rep. John Garamendi (center) is pictured with SIU VP Nick Marrone (right) and SIU Asst. VP Nick Celona.



U.S. Rep. George Miller



Calif. Attorney General Kamala Harris (center) is welcomed to the hall by SIU VP West Coast Nick Marrone (left) and SIU Asst. VP Nick Celona.

Rousing Success in Oakland

Thanksgiving Gathering Draws Hundreds

The sentiment that it's not bragging if it's true definitely applies to the annual, highly regarded pre-Thanksgiving gathering at the SIU hall in Oakland, Calif., where hundreds enthusiastically convene for the local kickoff to the holiday season.

On Nov. 26, speaker after speaker at the hall said this is the event they wait for all year long – a feeling echoed by other dignitaries and guests.

"There are no words to describe it anymore," said SIU Assistant Vice President Nick Celona, who worked closely with the committee that organized the event. "It's gratifying that so many people say it's their favorite celebration, and that it's good for the community. It was phenomenal."

More than 200 people – including Seafarers, SIU retirees and their families – filled the hall, where they enjoyed a traditional Thanksgiving spread. Guests included U.S. Reps. John Garamendi, Eric Swalwell, George Miller and Jerry McNerney; California Attorney General Kamala

Harris; Coast Guard Rear Adm. Karl Schultz; Coast Guard Capt. Greg Stump, Sector San Francisco commander; dozens more officials from the Maritime Administration; local, state and international labor organizations including many Building Trades unions; and SIU-contracted companies including Crowley, Horizon, APL, Matson, Starlight Marine, and American Ship Management.

This marked the 23rd such get-together hosted by the SIU in the Oakland/San Francisco region. And while the atmosphere and discussions mostly were celebratory, the speakers turned serious when stating their ongoing support for the U.S. Merchant Marine.

"They all recognized that we are critically important to America's national and economic security, and they all vowed to continue backing and promoting our industry," Celona added.

Editor's note: Special thanks to Charles Farrugia for providing the photos on this page.



Seafarer Adrian Fraccarolli (right) carries the U.S. Merchant Marine flag as members of U.S. Coast Guard Base Alameda (Calif.) present the colors.



Pictured with U.S. Rep. Jerry McNerney (second from left) are (from far left) MFOW President Anthony Poplawski, SIU VP West Coast Nick Marrone, AMO National Asst. VP Daniel Shea, Coast Guard Rear Adm. Karl Schultz and SIU Asst. VP Nick Celona.



Joe Maraccini
Secretary-Treasurer
Sheet Metal Workers
Local 104



SIU Asst. VP Nick Celona, Coast Guard Rear Adm. Karl Schultz, U.S. Rep. Eric Swalwell, SIU VP Nick Marrone



Hundreds of guests (photos at left, above, below left and below right) packed the hall for the 23rd annual pre-Thanksgiving gathering.



Capt. Pete McIsaac of San Francisco Bar Pilots, Hon. Judge Ernest Goldsmith



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

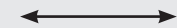
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Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services



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Inquiring Seafarer

Editor's note: This month's question was answered by SIU members in Baltimore.

Question: What are some of the things you're looking forward to in the New Year?



Johnie Chavis
AB

Continue to work, and that's about it. I have no hobbies whatsoever. I've been doing this since 1985. I go to work and then when I'm done, I unwind and relax until it's time to go to work again.



Aldwyn Keith
OMU

I'm thinking of retiring. I've been sailing for over 40 years; I used to sail chief engineer on foreign-flag ships. I joined the SIU in 2007. I've enjoyed my time here but I plan to hang it up next year.



Gregory Attawora
Wiper

I just came off vacation so I'm looking for a job. Vacation was great – I went to see the family and had a good time with them. I'm also looking forward to upgrading. That's a great opportunity you get with the SIU.



Juan Bernal Helices
AB

Get a permanent job, save a little money, and just try to make things easier. In another five years I'll be 66 and it'll be time to retire. I'm just trying to make some money before it's over. When I retire I plan to go back to Spain. I'm from there.



Theodore Butler
ACU

I'm looking forward to taking care of my family and making more money. I just upgraded at Piney Point and plan to go back for chief cook. I'm looking forward to that, too, and I liked the school.

Pic-From-The-Past



Steward department Seafarers Larry Conlon (left) and Cheryl Plyler hone their skills in 1981 at the union-affiliated school in Piney Point, Md.

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

SEAFARERS LOG

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

Paul Hall Center School Supplement

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

Introduction

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

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

Tens of thousands of rated and licensed mari-

ners have completed upgrading classes at the training center. Additionally, more than 23,000 men and women from every state in the U.S., Puerto Rico and several U.S. territories have graduated from the trainee program for those just beginning their maritime careers.

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

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

Paul Hall Center section.

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

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

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, or email admissions@seafarers.org.

Paul Hall Center Course Guide for 2014

Deck Department

Able Seafarer-Deck (SHLSOS-731)

The Able Seafarer (AB) – Deck course consists of 120 hours of classroom and practical training for mariners who are serving or who may be serving on U.S.-flagged seagoing ships of 500 gross tonnage or more as required by STCW 2010 Code. Students will be able to demonstrate the competence to perform functions at the support level as specified in column 1 of table A-II/5: contribute to navigation at the support level, cargo handling and stowage at the support level, controlling the operation of the ship and care for persons on board at the support level, and contribute to maintenance and repair at the support level. It is the culmination of our Unlicensed Apprentice to AS-D Program and differs from the old UA program in that we have added a new RFPNW course, which combines elements of the old STOS and RFPNW/AB courses and added this Able Seafarer-Deck course.

Prerequisites: Each candidate must be at least eighteen (18) years of age; be capable of speaking and understanding written English in

accordance with 46 CFR 12.05-9; possess a U.S. Merchant Mariner's Credential (MMC) as applicable; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-5; hold a valid Transportation Workers Identification Card (TWIC); have served as Able Seaman or as a Rating Forming Part of a Navigational Watch (RFPNW) for not less than 360 days within the past 5 years prior to application for the endorsement, or in an approved training program; AND possess current lifeboat endorsement and Basic Safety Training.

Advanced Navigation (SHLSOS-19)

This course meets the mandatory minimum requirements for knowledge, understanding, and proficiency in Table A-II/2 of STCW 1995 for the function, "Navigation at the Management Level." It is intended for mariners sailing or wishing to sail aboard U.S.A.-flagged ships under contract to Seafarers International Union and who meet all of the requirements to enroll in the course. This functional element provides detailed knowledge to support the training outcomes related to the Navigation at

the Management Level. This course supports training in the following Management Level control sheets: M-1-1A, Create a Navigation Plan; M-1-1B, Position Reporting Systems; M-1-2G, Great Circle Sailing; M-1-2H, Mercator Sailing – Course & Distance; M-1-2I, Mercator Sailing – Final Position; M-1-3A, Position Fix by Terrestrial Bearings; M-1-4A, GPS Waypoint Entry; M-2-1A, Determine Magnetic compass Deviation; M-2-1B, Construct a Deviation Table; M-2-1C, Amplitude of the Sun; M-2-1D, Apply Compass Error to Magnetic Course; M-1-2E, Apply Compass Error to Magnetic Bearings; and M-2-1F, Apply Compass Error to Gyrocompass Course.

Prerequisite: Meet eligibility requirements for Management level license

Advanced Shiphandling (SHLSOS-22)

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

This course specifically addresses the following Advanced Shiphandling (Management Level) assessments: M-7-1A Actions after Grounding, M-7-2A Re-floating a Grounded Ship, M-7-3A Prepare for Collision, M-7-3B Actions After a Collision, M-7-4A Emergency Steering, M-7-5A Emergency Towing, M-8-1A Maneuver to Embark/Disembark a Pilot, M-8-2A Transit Restricted Waters, M-8-3A Constant Rate of Turn Techniques, M-8-4A Shallow Water Effects—Squat, M-8-5A Shallow Water Effects—Passing Vessels, M-8-6A Vessel Docking—Starboard Side To, M-8-6B Vessel Docking—Port Side To, M-8-7A Turn vessel with Tug Assistance, M-8-8A Anchoring, M-8-9A Dragging anchor.

Prerequisite: Meet eligibility requirements for Management level license

Apprentice Mate (Steersman) (SHLSOS-31)

The Paul Hall Center's 103-hour Apprentice Mate (Steersman), Near Coastal course is a self-certifying course for mariners who are employed, or maybe employed, on uninspected

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

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

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

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

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

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

Prerequisite: Radar Observer



Basic Meteorology (SHLSOS-62)

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

Advanced Meteorology (SHLSOS-18)

The Advanced Meteorology course provides training in marine weather forecasting including extra-tropical and tropical weather systems, wave motion theory, extreme weather phenomena, and the access and use of HF facsimile (including NWS FTP mail) weather charts for minimizing the destructive effects of weather on ship operations. This program satisfies the STCW 95 competencies for Meteorology as defined in Table A-II/2, Plan and Conduct a Passage and Determine Position, and the objectives and assessment requirements for Chief Mate and Master licenses applicable to vessels greater than 3000 gross tons as specified in NMC Policy Letter 04-02, assessment task Control Sheets M-6-1A and M-6-2A, and Officer in Charge of a Navigation Watch of greater than 500 Gross Tons and assessment task Control Sheets M-6-1A Weather forecast (24 hours out) and M-6-2A Identify Weather Fronts.

Prerequisites: Successfully complete a USCG-approved basic meteorology course within 5 years of enrolling in the Advanced Meteorology course or pass a pre-test based on a distance learning basic meteorology review course administered by SHLSS Computer Assisted Learning Administrator.

Bridge Resource Management (SHLSOS-75)

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

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

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

Students who successfully complete this course will have the knowledge and experience needed to continually reassess the allocation and use of bridge resources using bridge management principles. Applicants completing our 26-hour Bridge Resource Management (1600 Tons) course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section



B-VIII/2, Part 3-1 of the STCW Code. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

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

Celestial Navigation (SHLSOS-103)

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

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

Prerequisites: ARPA, Radar Observer

Crisis Management & Human Behavior (SHLSOS-138)

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

This course is designed for any person responsible for the safety of passengers in an emergency on passenger ships. The training includes organizing the safe movement of pas-

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

Prerequisites: No additional prerequisites

Crowd Management (SHLSOS-142)

Applicants completing our 4-hour Crowd Management course satisfy: (1) the Crowd Management training requirements of Paragraph 1 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels;—AND—(2) the Safety Training requirements of Paragraph 3 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels. This course profiles the required knowledge and applicable skills for crowd management including controlling a crowd in an emergency, locating safety and emergency equipment on board a vessel, complying with ships' emergency procedures, effective communications during an emergency, and demonstrating the use of personal lifesaving devices.

Prerequisites: No additional prerequisites

Designated Duty Engineer (Non-STCW)

This course prepares the student for the USCG examination for Designated Duty Engineer (DDE). The object of the course is to familiarize the student with the subjects and topics required for successful preparation for the USCG examination and to prepare the student to act in these capacities as outlined in the Code of Federal Regulations (CFR). Instruction includes the CFR, environmental protection and oil pollution, general safety precautions for engine room personnel, piping, air, hydraulics, power and control systems, refrigeration, heating, air conditioning and ventilation systems, electrical theory and shipboard lighting and auxiliary deck machinery.

Prerequisites: Prior Coast Guard approval letter valid through test dates of the class. Must have completed lifeboat, advanced fire fighting, and medical care provider, plus 180 days' sea time after completing FOWT.

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

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

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

data contents, system integration, information layers, and data updating, are covered in depth.

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

Electronic Navigation (SHLSOS-181) (NST 246)

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

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

Fast Rescue Boats (SHLSOS-193)

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

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

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

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

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

Magnetic and Gyro Compasses (SHLSOS-262)

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



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

Prerequisite: AB with one year of sea service

**Master 100 Tons
(SHLSOS-281)**

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

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

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

**Medical Care Provider
(SHLSOS-310)**

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

Training as a Medical First Aid Provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body structure, examining trauma victims and medical patients, treating head and spinal injuries,

burns, musculoskeletal injuries, and rescued persons. Also included are obtaining radio medical advice, administering medication, and sterilization techniques.

Prerequisites: No additional prerequisites.

Oil Spill Prevention and Containment

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

Prerequisites: No additional prerequisites

**Personal Safety & Social Responsibilities
(SHLSOS-359)**

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

Prerequisites: No additional prerequisites

**Personal Survival Techniques
(SHLSOS-363)**

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

Prerequisites: No additional prerequisites

Proficiency in Survival Craft/Personal Survival Techniques (Lifeboatman)

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



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

Prerequisites: 180 days of deck sea time

**Radar Observer (Unlimited)
(SHLSOS-399)**

Applicants completing our five-day Radar Observer (Unlimited) course, including successful demonstration of all practical assessments, satisfy the requirements of 46CFR 10.480 for an endorsement as Radar Observer (Unlimited) and the radar training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-2B; OICNW-1-2C; OICNW-3-1A; OICNW-3-1B; OICNW-3-1C; OICNW-3-1D; OICNW-3-1E; OICNW-3-1F; OICNW-3-1G; OICNW-3-1H; OICNW-3-1I; OICNW-3-1J; and OICNW-3-1K. This course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise. Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

Prerequisites: General admission requirements

**Radar Observer Recertification
(SHLSOS-402)**

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

Prerequisites: Radar Observer Unlimited valid in last six months.

**Radar Observer Refresher
(SHLSOS-406)**

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

Prerequisite: Radar Observer Unlimited

**Search and Rescue (Operational Level)
(SHLSOS-447)**

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

**Tank Barge Dangerous Liquids
(SHLSOS-491)**

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

Prerequisites: Basic Fire Fighting

**Tank Ship Dangerous Liquids
(SHLSOS-501)**

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

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

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

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

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



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

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

Prerequisite: Fire Fighting

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

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

Prerequisite: Advanced Fire Fighting

Vessel Security Officer (SHLSOS-573)

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

Prerequisites: No additional prerequisites

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

This course provides the knowledge required for vessel personnel who are assigned specific security duties in connection with a Vessel Security Plan (VSP) to perform their duties in accordance with the requirements of the Maritime Transportation Security Act of 2002 and/or Chapter XI-2 of SOLAS 74 as amended and/or the IMO ISPS Code and/or U.S. Coast Guard regulations contained in 33 CFR Chapter 1 Subchapter H and Policy Letter 12-06.

Those who successfully complete the course will be able to demonstrate sufficient knowledge to undertake the duties assigned under the VSO. This knowledge includes: knowledge of current security threats and patterns, specifically piracy and armed robbery; recognition and detection of weapons, dangerous substances and devices; recognition, on a non-discriminatory basis, of characteristics and behavioral patterns of persons who are likely to threaten security; techniques used to circumvent security measures; crowd management and control techniques; security-related communications; knowledge of emergency

procedures and contingency plans; operation of security equipment and systems; testing, calibration and at-sea maintenance of security equipment and systems; inspection, control, and monitoring techniques; and methods of physical searches of persons, personal effects, baggage, cargo, and vessel stores.

Prerequisites: Prior to the scheduled class convening date, each candidate must have reached his or her 18th birthday; must be able to speak, read, and understand the English language in accordance with 46 CFR 13.111; and provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5. It is assumed that students attending this course are workers whose duties place them in the vicinity of vessels, facilities, and ports or who are otherwise associated with the marine transportation system.

Maritime Security Awareness (SHLSOS-561)

This course provides the knowledge required for all personnel who are not assigned specific duties in connection with a security plan but are involved in the work of ports, facilities, and vessels and are affected by the requirements of the Maritime Transportation Security Act of 2002, and/or Chapter XI-2 of SOLAS 74 as amended, and/or the IMO ISPS Code, and/or U.S. Coast Guard regulations contained in 33 CFR Chapter 1 Subchapter H. Successful students will earn an SHLSS Maritime Security Awareness course completion certificate.

Prerequisites: Prior to the scheduled class convening date, each candidate must have reached his or her 18th birthday; must speak, read, and understand the English language in accordance with 46 CFR 13.111; and provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5. It is assumed that those attending this course will be workers whose duties place them in the vicinity of vessels, facilities, and ports or who are otherwise associated with the marine transportation system.

Visual Communications (Flashing Light) (SHLSOS-542)

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

Prerequisites: Must hold license (200 tons or greater).

Water Survival (SHLSOS-549)

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

Terrestrial & Coastal Navigation (SHLSOS-512)

Any applicant who has successfully completed our 80-hour Terrestrial & Coastal Navigation course will satisfy the Terrestrial Navigation and Coastal Navigation training requirements for certification as Officer in



Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments conducted in this course will be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table AII/1 of the STCW Code: OICNW-1-2A; OICNW-1-2B; OICNW-1-2C; OICNW-1-2D; OICNW-1-3A; OICNW-1-3B; and OICNW-1-3C. Applicants who have successfully completed the course need not present completed “Control Sheets” for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

Emergency Procedures (Operational Level) (SHLSOS-185)

The Paul Hall Center’s 21-hour Emergency Procedures at the Operational Level course is designed for mariners who are employed, or may be employed, on U.S.-flagged vessels. This stand-alone course is a component of the Paul Hall Center’s Officer in Charge of a Navigational Watch (OICNW) Program. The functional elements of this course specifically meet Function 1: Navigation at the Operational Level; Competence 1.4 Respond to Emergencies; and Knowledge, Understanding, and Proficiency 1.4.1 Precautions for Protection and Safety of Passengers of the International Maritime Organization’s (IMO) OICNW Model Course No. 7.03 and the requirements of USCG Policy Letter 01-02. No OICNW assessments will be conducted in this course. Successful candidates will earn a Paul Hall Center certificate of training for Emergency Procedures at the Operational Level.

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

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

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

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

Students should be able to supervise the preparation and dunnaging of holds and the operation of ships’ cargo gear and will be aware of the importance of adequately securing cargo to prevent damage to the ship or cargo. Trainees will identify dangerous goods and know that they are stowed and separated according to requirements of the IMDG Code. They will

also know the hazards related to some bulk cargoes and the precautions to take during their loading, carriage, and discharge. Trainees will also have a basic knowledge of the piping and pumping arrangements of oil tankers.

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

Prior to the scheduled class convening date, each candidate must meet the following entrance requirements: Possess a current TWIC, U.S. Merchant Mariner Credential/Document; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 13.125; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling USCG-approved sea time requirements, completion of Basic Stability course

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

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

Prerequisite: AB with one year of sea service

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

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

This course is open to watchkeeping officers, seamen who are training to become watchkeeping officers, and those who are responsible for loading cargoes. Trainees will



be expected to use simple graphs and basic arithmetical skills and must meet the following requirements: USCG-approved STCW Basic Safety Training course; a current TWIC, U.S. Merchant Mariner Credential/Document/ or USCG license; read, speak and understand the English language at a level sufficient to perform job duties; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-7

Watchkeeping

(Operational Level) (NST 248)

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

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

Prerequisite: AB with one year of sea service

Engine Department

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

Able Seafarer-Engine

The Able Seafarer-Engine course consists of our Unlicensed Apprentice to FOWT program. Successful students who present our certificate of training within one year of the completion of training will receive 90 days of sea service credit towards a QMED – Oiler, or QMED – Fireman/Watertender endorsement and an endorsement in accordance with 46 CFR 12.15.7(b)(2); AND will satisfy the examination requirements for QMED-Oiler and QMED-Fireman/Watertender rating endorsements in accordance with 46 CFR 12.15-9; AND the

training and assessment requirements of Section A-III/4 and Table A-III/4 and Section A III/5 and Table A-III/5 of the STCW Code, as an Able Seafarer – Engine for ratings forming part of a watch in a manned engine-room, or for those designated to perform duties in a periodically unmanned engine-room.

Automated Cargo Operations

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

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

Basic Auxiliary Plant Operations (SHLSOS-51)

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

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

Prerequisites: 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 pro-



gram for ratings forming part of an engineering watch; meet all USCG physical standards for qualified members of the engine department

Basic Electricity (SHLSOS-52)

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

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

Basic Motor Plant Operations (SHLSOS-63)

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

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

The Paul Hall Center's Basic Refrigeration & Heating, Ventilation, and Air Conditioning (HVAC) course is a 10-day (70 hour) course for students who have completed the Ratings Forming Part of an Engineering Watch program or rated engine department personnel desiring to upgrade their skills. The course is a stand-alone course within the Qualified Member of the Engine Department (QMED) program and is designed for those seeking qualification as a QMED and Junior Engineer endorsement.

The course provides the mariner the cognitive and practical mechanical skills required of rated engine department personnel in the area of Basic Refrigeration and HVAC as they sail in the capacity of Junior Engineer during voyages on U.S.-flagged vessels. This objective is accomplished through classroom lectures

and practical exercises. Proficiency and competency assessments are conducted through knowledge-based written tests and practical demonstrations of skills. Areas covered are electrical and refrigeration safety, refrigeration theory, an introduction to the refrigeration cycle and systems, troubleshooting, and an introduction to HVAC systems. Detailed learning objectives are identified in Section II.

Basic Steam Plant Operations (SHLSOS-73)

This course is designed for entry level engine department personnel desiring to upgrade to rated Firemen/Watertenders and Oilers (FOWT). It exceeds requirements prescribed in table A-III/4 of the STCW Code. The objective of this course is to provide the mariner skills required of rated engine department watchstanders in the area of steam plant watchstanding. This objective is accomplished through classroom lectures as well as shoreside steam plant simulator practical exercises. Areas covered are the steam and water cycle and steam thermodynamics, boiler types and classification, boiler waterside construction and arrangements, boiler fireside construction and arrangements, air registers and fuel atomizers, forced draft systems, fuel oil service systems, flame/smoke and stack gas analysis, automatic combustion controls, boiler protective devices, and boiler water chemistry and treatment. Also included are turbine types and classification, turbine construction, turbine protective devices and operating controls, steam condensers, condensate systems and air removal equipment, direct contact heaters, feed systems, steam systems, condensate drains systems, steam plant propulsion machinery, lubricating oil systems, and sea water systems. Additionally, steam plant simulator operations, casualty control procedures, burner atomizer maintenance, manual light-off of non-automated boilers, and watchkeeping and conducting machinery space rounds are covered.

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

Diesel Engine Technology

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



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. There are a variety of opportunities offered to all students. Specific questions about the programs can be answered by contacting the Academic Department at (301) 994-0010, ext. 5411

General Education Program – Maryland High School Diploma

The GED program is open to all mariners who do not have a high school diploma. As-

sistance is offered to prepare students to take the new computer-based GED test in Maryland or in their home state. Emphasis is placed on writing skills, social studies, science, interpreting literature and art, and mathematics. GED students receive individualized instruction in preparation for the test. The school for many years has successfully prepared mariners to pass the test. For many students, this is a milestone in their lives. Successful students will receive a Maryland High School Diploma upon completion of this program. (A 12-week residency is required prior to taking the test in Maryland.)

Basic Vocational Support Program

The vocational support system assists students in improving course-specific voca-

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

College Program

The Paul Hall Center is a degree-granting institution approved by the Maryland Higher Education Commission. Students may apply for college credit for many of the vocational courses that they take while upgrading at the school. In addition, the center offers general education courses required for an associate's

degree. The school currently offers Associate of Applied Science degree programs in Nautical Science Technology (deck department students) or Marine Engineering Technology (engine department students). There also is a certificate program in maritime technology with concentrations in nautical science or marine engineering. All programs are designed to provide the opportunity for mariners to earn a college degree or certificate in their occupational areas and provide a solid academic foundation in general education subjects. Students are required to have a total of 60 to 70 college hours to earn a degree. Students also may take advantage of remedial programs that help prepare them for college level courses. It is recommended that students meet with a counselor to plan a college program.



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

Prerequisites: QMED-Any Rating or equivalent inland experience

Engineering Plant Maintenance (SHLSOS-191)

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

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

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

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

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

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

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

Hydraulics

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

Prerequisite: QMED-Any Rating

Junior Engineer

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

Prerequisites: FOWT, and must hold Rating Forming Part of an Engineering Watch (RFPEW)

Machinist (SHLSOS-261)

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 1YEAR of the completion of training, for the Machinist examination module, provided they also present evidence of completing the requirements to be endorsed with a Junior Engineer rating endorsement prior to commencing the above training. This course provides mariners cognitive and practical mechanical skills in the area of general metalworking and machine tool operations.

Prerequisites: SHLSS Junior Engineer or QMED-Any Rating

Marine Electrician (SHLSOS-269)

Applicants completing our 280-hour Marine Electrician course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1YEAR 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.

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

Marine Refrigeration Technician (SHLSOS-274)

The Paul Hall Center's Marine Refrigeration Technician course is a six-week (210-

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

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

Pumpman (SHLSOS-380)

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

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

Refrigerated Containers Advanced Maintenance

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

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

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

Welding and Metallurgy Skills and Practices (SHLSOS-551)

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

Prerequisites: Must be QE1 or higher

Steward Department

ServSafe Manager

The ServSafe Manager is an online course managed by the National Restaurant Association and is based on their text, *The ServSafe Manager Book* (formerly *ServSafe Essentials*). This course is ideal for preparing students to take the ServSafe Food Protection Manager Certification Exam. It covers critical principles including: personal hygiene, cross contamination, time and temperature, receiving and storage, food safety management systems, training hourly employees, and more. ServSafe classroom training is accepted in all 50 states for regulatory requirements up to 16 hours.

Prerequisites: None.

Galley Operations

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

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

Certified Chief Cook

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

Prerequisites: One year of sea time

Advanced Galley Operations

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

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

Certified Chief Steward

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

Prerequisites: Advanced Galley Operations and 180 days' sea time

Safety Classes

Advanced Fire Fighting (SHLSOS-15)

Applicants completing our 35-hour Ad-





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

Prerequisites: No additional prerequisites

Basic Fire Fighting (35-Hour)

Applicants completing our 35-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(1)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement. The objective of this course is to familiarize the student with the chemical process of fire, its behavior and the various methods and equipment used to combat it.

Prerequisites: No additional prerequisites

Basic Safety Training

The Basic Safety Training Program consists of stand-alone courses of components outlined in Basic Fire Fighting, First Aid/CPR, Personal

Safety & Social Responsibilities, and Personal Survival Training.

Basic Safety Training Renewal (SHLSOS-69)

The course was designed for persons sailing aboard military-contracted vessels and satisfies the Military Sealift Command (MSC) three-year BST renewal requirement. It does not replace the requirement of one year of sea duty in the previous five nor the obligation to have completed BST, which is a prerequisite. It does not replace the SHLSS STCW Basic Safety Course, Basic Fire Fighting, or Water Survival training courses required by 46 CFR for USCG endorsement as Lifeboatman. Modules meet or exceed the minimum mandatory requirements of STCW 1995, Section A-VI/1, Mandatory minimum requirements for familiarization and basic safety training and instruction for all seafarers.

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

Prerequisite: BST

Combined Basic & Advanced Fire Fighting (SHLSOS-125)

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

Prerequisites: No additional prerequisites

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

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



a license. Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. Successful students are awarded a certificate from the American Red Cross.

Prerequisites: No additional prerequisites

First Aid (8-Hour)

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

Prerequisites: No additional prerequisites

HAZMAT Recertification

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

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

MSC Courses

Government Vessels

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

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

Prerequisites: No additional prerequisites

Marine Environment

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

Anti-Terrorism

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

1997. This is accomplished exclusively through classroom lecture.

Damage Control

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

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

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

Helicopter Fire Fighting

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

MSC Readiness Refresher

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

Prerequisite: Basic Safety Training and Helicopter Fire Fighting



Welcome Ashore

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



DEEP SEA

PATTEN CALDWELL

Brother Patten Caldwell, 65, started sailing with the Seafarers in 1990. He originally sailed in the inland division aboard a Moran Towing of Texas vessel. Brother Caldwell was a steward department member. He upgraded on three occasions at the SIU-affiliated school in Piney Point, Md. Brother Caldwell's most recent ship was the *Benavidez*. He resides in Corpus Christi, Texas.



CHARLES COLLINS

Brother Charles Collins, 60, signed on with the SIU in 1972 while in Piney Point, Md. He initially shipped with Hudson Waterways Corporation. Brother Collins, a member of the deck department, enhanced his skills three times at the Paul Hall Center. He was born in California and concluded his career aboard the *Alliance Beaumont*. Brother Collins lives in Onalaska, Texas.



ROBERT FARMER

Brother Robert Farmer, 62, joined the SIU ranks in 1972. His first ship was the *Hastings*; his most recent, the *Maersk Texas*. Brother Farmer worked in the engine department. He frequently took advantage of educational opportunities available at the Seafarers-affiliated school in Maryland. Brother Farmer was born in North Carolina and calls Destin, Fla., home.



RONNIE LANER

Brother Ronnie Laner, 67, became an SIU member in 1970. His earliest trip to sea was on the *Carrier Dove*. Brother Laner upgraded often at the Paul Hall Center. He was an engine department member. Brother Laner was last employed aboard the *Leader*. He is a resident of Sussex, N.J.



NORMAN OBEHI

Brother Norman Obehi, 68, began sailing with the Seafarers

in 2001 during the SIU/NMU merger. He was born in Yemen and sailed in the engine department. In 2010, Brother Obehi attended classes at the union-affiliated school in Piney Point, Md. His most recent ship was the *Maersk Alabama*. Brother Obehi makes his home in Ridge-wood, N.Y.

SAM RASHID

Brother Sam Rashid, 65, became an SIU member in 1977, initially sailing on the *Banner*. Brother Rashid worked in the steward department, most recently aboard the *President Adams*. In 1982 he upgraded at the Piney Point school. Brother Rashid lives in Las Vegas.



JAMES SHORT

Brother James Short, 71, donned the SIU colors in 2001. Brother Short first sailed on the *Patriot*. He shipped in both the engine and steward departments. Brother Short enhanced his skills at the maritime training center on numerous occasions. His most recent trip was on the *SBX*. He settled in Kirby, Texas.



EUGENE STONE

Brother Eugene Stone, 65, started shipping with the union in 1971 while in the port of New York. His first voyage was aboard the *Beth-flor*; his most recent was on a Crowley ship. Brother Stone was born in Florida. In 1972 and 1973, he attended classes at the Paul Hall Center. Brother Stone, a member of the engine department, continues to reside in Florida.



INLAND

RICHARD ARMENTOR

Brother Richard Armentor, 62, joined the SIU in 1999. The deck department member primarily sailed with Westbank Riverboat Service. Brother Armentor calls Plaquemine, La., home.

CARLTON DOUGHTIE

Brother Carlton Doughtie, 58, signed on with the union in 1989. He initially shipped with Mariner Towing. Brother



Doughtie was a member of the deck department. He was a frequent upgrader at the union-affiliated school. Brother Doughtie's most recent trip was aboard an OSG Ship Management vessel. He makes his home in Weeki Wachee, Fla.

GARRY KLECZ

Brother Garry Klecz, 62, began his seafaring career in 1989 while in Philadelphia. He worked mainly aboard OSG Ship Management vessels. Brother Klecz sailed in the deck department. He lives in Burleigh, N.J.



JOHN NEAL

Brother John Neal, 62, first donned the SIU colors in 2002. For the duration of his career he sailed with Penn Maritime Inc. Brother Neal sailed in the deck department. He attended classes on three occasions at the Seafarers-affiliated school in Piney Point, Md. Brother Neal is a resident of Mi-

linocket, Maine.

PAUL PONT

Brother Paul Pont, 65, started sailing with the union in 1970. He primarily worked with Interstate Oil Transport Company. Brother Pont was a member of the deck department. He upgraded in 1978 at the Paul Hall Center. Brother Pont calls Williston, Fla., home.



PHILLIP SPOERLE

Brother Phillip Spoerle, 59, was born in Alabama. He signed on with the SIU in 1975. Brother Spoerle enhanced his skills often at the Piney Point school. A member of the deck department, he worked aboard vessels operated by Allied Transportation Company. Brother Spoerle makes his home in St. Augustine, Fla.



GREAT LAKES

VERNON ESHELMAN

Brother Vernon Eshelman, 70, started shipping with the Seafarers in 2001 during the SIU/

NMU merger. The deck department member was born in Superior, Wisc. Brother Eshelman upgraded in 2008 at the maritime training center in Piney Point, Md. His most recent ship was the *American Spirit*. Brother Eshelman lives in Poplar, Wisc.



NATIONAL MARITIME UNION

EDWIN PUIG

Brother Edwin Puig, 65, joined the SIU in 2001 when the NMU merged into the Seafarers International Union. He resides in Deltona, Fla.



WALTER RALEIGH

Brother Walter Raleigh, 66, spent the majority of his seafaring career sailing with the NMU until 2001 when the NMU merged into the Seafarers International Union. He lives in Seabrook, N.H.



This Month In SIU History

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

1942

Early on the morning of Jan. 25, the ore carrier *SS Venore* was torpedoed off the Carolina coast and went down with the loss of the skipper, the radio operator and 18 SIU crew members. The 21 survivors of the *Venore*, after spending 38 hours in an open lifeboat, were picked up by a rescue vessel and taken into Norfolk. The submarine responsible for the attack masqueraded as a lightship and blinked a message for the *Venore* to come closer. When the unsuspecting ship got within range, the submarine fired two torpedoes and then shelled her with a deck gun. In spite of recent promises that all ships would be armed, this ship did not even have a cap pistol aboard. She was a sitting duck.

1957

In anticipation of emergency shipping needs, the SIU built up a "ready reserve" of Seafarers working ashore. After the Korean War crisis, the union, over several years, developed a detailed and accurate listing of thousands of men who were available as emergency period seamen. Arranged on an area, and then on a port

basis, the reserve manpower crew is in constant touch with SIU headquarters. Thus the union is in a position to supply the needed ratings – deck, engine and steward – that they would have to turn in within practically hours' notice.

1966

Engine department Seafarers now have the opportunity to qualify for engineers' licenses under a new program being offered by the SIU's Harry Lundberg School of Seamanship. The program, the first of its type to be operated in the industry, will provide a new avenue for Seafarers wishing to upgrade their skills. The program will last from 30 to 40 days.

1970

Members of the SIU, Atlantic, Gulf, Lakes and Inland Waters District have voted overwhelmingly to adopt proposed amendments to the constitution. This marks the first time in almost 10 years that significant changes have been made in the union's constitution. The three propositions changed initiation fees, altered the method of paying dues and terminated assessments. None of the changes had any bearing on the job rights of Seafarers. Those rights are preserved within the rules as part of the contract between the union and the shipowners.



Final Departures



DEEP SEA

VICTOR ARDOWSKI

Pensioner Victor Ardowski, 86, passed away July 3. He began sailing with the union in 1965. Brother Ardowski was born in New Jersey and originally worked on the *Topa Topa*. He was a member of the deck department. Brother Ardowski's final ship was the *Spirit*. He retired in 1992 and made his home in Washoe Valley, Nev.



RUBEN CASIN

Pensioner Ruben Casin, 74, died July 11. He became a union member in 1978 in San Francisco. Brother Casin's first vessel was the *Brooks Range*; his last ship was the *Comet*. He was born in North Carolina and sailed in the steward department. Brother Casin went on pension in 2006 and resided in North Las Vegas.



JOHN CHRISTOPHER

Pensioner John Christopher, 89, passed away July 23. He started sailing with the SIU in 1943. Brother Christopher first sailed on the *Alcoa Pioneer*. He was born in Ohio and sailed in the deck department. Brother Christopher's final ship was operated by Michigan Tankers Inc. He became a pensioner 1974 and was a resident of Mobile, Ala.



LEOCADIO COLON

Pensioner Leocadio Colon, 73, died April 2. Born in Honduras, he signed on with the SIU in 1996. Brother Colon's earliest trip was aboard the *USNS Denebola*. He sailed in both the engine and steward departments. Brother Colon most recently shipped aboard the *OSG New Orleans*. He began collecting his pension in 2008. Brother Colon called New Jersey home.

WILLIAM CRIBBS

Pensioner William Cribbs, 73, passed away June 4. He donned the SIU colors in 1956 while in the port of New Orleans. Brother Cribbs initially sailed on the *Steel Age*. He was born in Washington, D.C., and shipped in the engine department. Brother Cribbs last worked aboard the *Crusader*. He started receiving compensation for his retirement in 1996. Brother Cribbs lived in Bridge City, La.

RUDY DEBOISSIERE

Pensioner Rudy Deboissiere, 84, died July 13. Brother Deboissiere joined the union in 1956 in the port

of New York. He first shipped with Ore Navigation Corporation. Brother Deboissiere's final ship was the *Sam Houston*. He was a New York native. The steward department member started collecting his pension in 1995 and resided in Norfolk, Va.



MICHAEL GACIALA

Pensioner Michael Gaciala, 72, passed away May 30. He started shipping with the SIU during the SIU/NMU merger in 2001. Brother Gaciala was born in New York and sailed as a member of the engine department. He most recently worked on the *Meteor*. Brother Gaciala retired in 2011 and made his home in New Jersey.

GERALD HALLIGAN

Pensioner Gerald Halligan, 81, died June 9. Brother Halligan was born in New Orleans. He started his SIU career in 1959. Brother Halligan was a deck department member. He originally shipped on a Calmar Steamship Corporation vessel. Brother Halligan's final ship was the *Green Island*. He went on pension in 1994 and was a resident of Metairie, La.

JAMES HARDEN

Pensioner James Harden, 86, passed away March 23. The Florida native began sailing with the SIU in 1973. Brother Harden was originally employed aboard the *Trenton*. He worked in the steward department. Brother Harden's last trip was on the *OMI Hudson*. He retired in 1992 and called New York home.



AMOS JARAMILLO

Pensioner Amos Jaramillo, 86, died May 31. He became a union member in 1952. Brother Jaramillo's earliest trip was aboard the *Marymar*. He was born in Colorado. The engine department member last worked on the *Reliance*. Brother Jaramillo began receiving his retirement pay in 1998 and resided in Seattle.



CLYDE LUSE

Pensioner Clyde Luse, 75, passed away May 28. Brother Luse joined the SIU in 1977. He initially sailed with Altair Steamship Company. Brother Luse was a native of Missoula, Mont., and worked in the deck department. His final trip was aboard the *Meteor*. Brother Luse went on



pension in 2002. He was a resident of Shelton, Wash.

RICHARD MALEY

Pensioner Richard Maley, 92, died Sept. 25. He was born in Massachusetts. Brother Maley started sailing with the union in 1947 while in the port of New York. His final trip was on the *USNS Bellatrix*. Brother Maley was a deck department member. He lived in Lewiston, Maine, and retired in 1986.



EDUARDO MEDINA

Pensioner Eduardo Medina, 90, passed away June 4. A native of Puerto Rico, Brother Medina signed on with the Seafarers in 1943. One of his earliest voyages was on the *Suzanne* as a member of the engine department. Brother Medina last shipped aboard the *San Juan*. He started receiving compensation for his retirement in 1982 and continued to make his home in Puerto Rico.

JUAN ORTEGA

Brother Juan Ortega, 35, died July 7. He joined the SIU ranks in 2008 in Piney Point, Md. Brother Ortega mainly sailed with Osprey Ship Management. The deck department member was born in Libertyville, Ill. Brother Ortega settled in Inglewood, Ill.

VERNON PAYNE

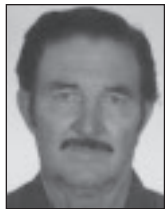
Brother Vernon Payne, 54, passed away May 27. He began shipping with the union in 1978. Brother Payne's first vessel was the *Venture*; his last ship was the *Pfc Eugene A. Obregon*. He worked in the steward department. Brother Payne called Mobile, Ala., home.

LUCIAN PIERSON

Pensioner Lucian Pierson, 75, died June 7. Born in Louisiana, Brother Pierson became an SIU member in 1990. He initially shipped on the *Equality State*. Brother Pierson was a member of the engine department. His final ship was the *Westward Venture*. Brother Pierson began collecting his pension in 2007 and resided in Denham Springs, La.

HORACE RAINS

Pensioner Horace Rains, 85, passed away July 7. Brother Rains joined the Seafarers in 1945. He was originally employed with Bloomfield Steamship Company. Brother Rains was born in Crockett, Texas, and sailed in the deck department. He most recently shipped on the *Cape Taylor*. Brother Rains retired in 1991 and made his home in Houston.



MILTON SABIN

Pensioner Milton Sabin, 71, died July 16. He began sailing with the SIU in 1966. Brother Sabin originally worked with Hudson Waterways Corporation. He was born in Ohio and sailed in the engine department. Brother Sabin's last ship was the *Trader*. He went on pension in 2001 and lived in Taiwan.



GUALBERTO SALARIA

Brother Gualberto Salaria, 57, passed away May 14. He first donned the SIU colors in 1991. Brother Gualberto's first voyage was aboard the *Independence*. His final trip was aboard the *Horizon Falcon*. Brother Salaria sailed in the engine department and called San Jose, Calif., home.

JAMES TEMPLE

Pensioner James Temple, 92, died June 25. Brother Temple was born in New Orleans. He joined the union in 1951, initially sailing with Waterman Steamship Corporation. Brother Temple was a steward department member. Prior to his retirement in 1985, he worked on the *Thompson Pass*. Brother Temple resided in Riverside, Calif.



DANIEL WEHR

Brother Daniel Wehr, 44, passed away May 30. He became a union member in 1992 while in Piney Point, Md. Brother Wehr's earliest trip was aboard the *Ultrasea*. The steward department member most recently worked on the *Maersk Utah*. Brother Wehr lived in Jensen Beach, Fla.

INLAND

SAMUEL ALEJANDRO

Brother Samuel Alejandro, 56, died April 6. He joined the union in 1983, primarily working with Crowley Puerto Rico Service. Brother Alejandro was a member of the engine department. He lived in Puerto Rico.

THOMAS TRENT

Brother Thomas Trent, 57, passed away March 18. He started his SIU career in 1987 while in the port of Philadelphia. Brother Trent was first employed with OSG Ship Management. He worked in the deck department. Brother Trent's last ship was operated by Crowley Liner Service. He called Lansdowne, Pa., home.

GREAT LAKES

VICTOR KUBU

Pensioner Victor Kubu, 80, passed

away Sept. 19. Brother Kubu signed on with the SIU in 1967 while in Detroit. He was primarily employed with Great Lakes Associates. Brother Kubu was born in Philadelphia and sailed in the deck department. He became a pensioner in 1998 and made his home in Scottsdale, Ariz.



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

FRANK GORDON

Pensioner Frank Gordon, 93, died May 1. Brother Gordon was born in Jacksonville, Fla. He went on pension in 1967. Brother Gordon made his home in Gainesville, Fla.

ENRIQUE LAMBERT

Pensioner Enrique Lambert, 78, passed away May 6. Brother Lambert, a native of Honduras, started collecting his retirement compensation in 1997. He lived in Bronx, N.Y.

FREDERICO REGNER

Pensioner Frederico Regner, 89, died April 25. Brother Regner became a pensioner in 1967. He called Cebu City, Philippines, home.

CAMILO REYES

Pensioner Camilo Reyes, 82, passed away May 30. Born in Honduras, Brother Reyes retired in 2000. He resided in Largo, Fla.

Name	Age	DOD
Andrunas, John	89	May 31
Assoon, Albert	91	July 18
Bendiksen, Benny	84	July 4
De vaca, Guillermo	89	April 2
D'hue, Earl	93	March 24
Encarnacion, Cirilo	99	May 29
Hogan, Alvin	87	May 3
Hus, Joseph	77	May 10
Magee, Samuel	91	March 11
Mariano, Calixto	77	May 12
Munoz, Cruz	87	July 2
Olsen, Kenneth	88	May 20
Rillieux, Ernest	90	March 30
Rosales, Wilson	92	April 18
Saboe, Paul	85	May 2
Shaw, Vander	89	March 27
Sheppard, Reginaldo	90	May 15
Thibeault, Theodore	96	April 4
Ugarte, Miguel	94	March 27
Nunez, Vicente	90	March 15



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.

HORIZON SPIRIT (Horizon Lines), October 6 – Chairman **Howard Gibbs**, Secretary **Susan Bowman**, Educational Director **Roy Frett**, Deck Delegate **Ronie Llave**, Engine Delegate **Abdul Ahmed**, Steward Delegate **Susano Cortez**. Chairman explained process for getting new security endorsements on mariner credentials. He led discussion on shipboard safety and announced upcoming payoff. Secretary stated the vessel has all SIU forms. Educational director recommended upgrading in Piney Point. No beefs or disputed OT reported. Crew discussed importance of Jones Act and the need to back politicians who support our industry. Steward department was thanked for great food including baked items. Next port: Los Angeles.

MAERSK MEMPHIS (Maersk Line, Limited), October 6 – Chairman **Anthony Heinoldt**, Secretary **John Reid**, Steward Delegate **Rudy Lopez**. Chairman reported smooth trip and announced payoff at sea. Secretary also said it was a good trip and thanked shipmates for their help. Educational director encouraged members to upgrade and also emphasized importance of securing new STCW security credential: “no

sticker, no job.” No beefs or disputed OT reported. Crew donated to Maritime Defense League (MDL). A few minor repairs are needed in laundry. Vote of thanks given to steward department.

OVERSEAS NIKISKI (OSG), October 24 – Chairman **Richard Szabo**, Secretary **Jamie Serrano**, Educational Director **Benjamin Mathews**, Deck Delegate **Clifton Ayars**, Steward Delegate **Paul Diesner**. Chairman said all is well. Crew wants more information about new requirements for eligibility under Seafarers Health and Benefits Plan. Educational director discussed this new requirement and said members are upset about it. No departmental beefs or disputed OT reported.

USNS BRUCE HEEZEN (Maersk Line, Limited), October 5 – Chairman **Robert Natividad**, Educational Director **Latanya Johnson**, Deck Delegate **Merlin Flores**. Chairman said vessel is going to Bahrain for repairs. Educational director recommended upgrading at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew noted that *Seafarers LOG* is available online. Crew made

suggestions for next contract including ones involving adding a day's pay every 60 days, rest period for work done between midnight and 6 a.m., and adding a day's pay for flights lasting longer than eight hours. Deck and steward departments were thanked for barbecue. It was stated that crew members should attend union meetings and also conduct weekly meetings between delegates to keep things running smoothly.

CHARGER (Maersk Line, Limited), November 15 – Chairman **Robert Pagan**, Secretary **Alan Hollinger**, Educational Director **Andrew Linares**, Deck Delegate **Jovencio Cabab**, Engine Delegate **Fernando Ortega**, Steward Delegate **Fernando Abuan**. Chairman said sanitary inspection went well and all rooms were clean. All hands must work together to keep laundry room cleaner. He thanked galley gang for job well done. Secretary thanked crew for helping keep all public spaces clean and tidy. Everyone was reminded to obtain new STCW security endorsement. Educational director recommended upgrading in Piney Point and also thanked steward department. No beefs or disputed OT reported. Crew

Safety Award aboard USNS Henson



On the *USNS Henson*, Capt. Gene Barry (right) – an SIU hawsepiper – presents the Maersk Line, Limited monthly safety award to Storekeeper Deanna Moore “for her attentiveness in all matters relating to the safe operation of the vessel.”

observed an extra minute of silence to remember departed brothers and sisters along with everyone who is suffering in the Philippines: “May God bless them and watch over them.”

LIBERTY EAGLE (Liberty Maritime), November 10 – Chairman **Albert H. Konning**, Secretary **George Quinn**, Educational Director **Mario Standberry**, Deck Delegate **Adiawor Otumfo**, Engine Delegate **Kasim Ahmed**, Steward Delegate **Mariano M. Martinez**. Chairman went over ship's itinerary and announced payoff in Houston on November 13. Educational director encouraged mariners to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Suggestion was made to reduce sea-time requirements for pension. New washing machine was requested for crew laundry. A vote of thanks was given to the steward department.

MAERSK ATLANTA (Maersk Line, Limited), November 6 – Chairman **Thomas P. Flanagan**, Secretary **Glenn Williams**, Educational Director **Paul M. Titus**, Deck Delegate **Abdullah A. Oun**, Steward Delegate **Michael Fernandez**. Bosun thanked everyone for a safe and peaceful voyage. He stated payoff to take place in Newark, N.J., on November 8. Departing members were asked to leave rooms clean for those arriving. Secretary requested crew getting off vessel to put dirty linen in upper deck laundry room. Educational director recommended training at the Piney Point school. No beefs or disputed OT reported. Treasurer reported \$1,500 in ship's fund. Gym equipment is to be purchased in Newark. Crew would like computer in crew lounge and fans for rooms. Next ports: Charleston, S.C., Savannah, Ga., Norfolk, Va. and Newark, N.J.

MAERSK IDAHO (Maersk Line, Limited), November 24 – Chairman **Timothy D. Girard**, Secretary **Franklyn J. Cordero**, Deck Delegate **Alvin V. Jackson**. Chairman reported smooth voyage with great morale. He talked to the membership about the importance of donating to SPAD. They were reminded to renew documents and acquire shipboard security endorsement. Secretary thanked mariners for their help keeping ship clean. No beefs or disputed OT reported. Next port: Port Elizabeth, N.J.

MAERSK MISSOURI (Maersk Line, Limited), November 9 – Chairman **Oliver M. Balico**, Secretary **Billy Gigante**, Educational Director **Alfredo O. Cuevas**, Deck Delegate **Rolando Guity**, Steward Delegate **Asril Syarbani**. Chairman reported good crew and that he was going to check on the requirements for day's pay in lieu of day off. Secretary asked members to leave cabins clean for reliefs. No beefs or disputed OT reported. Thanks given to the steward department for a job well done. Next ports: Charleston, S.C., Savannah, Ga., Houston, Mobile, Ala. and Miami.

MAERSK MONTANA (Maersk Line, Limited), October 10 – Chairman **Raphael James**, Secretary **Michael Carello**, Educational Director **Anthony Kimbrell**, Engine Delegate **Aristeo Aquino**. Under old business, members asked about vacation checks being sent by mail or direct deposit. Chairman gave vote of thanks to steward department. Secretary and educational director reminded fellow members to keep current on physicals as well as VPDS requirements. No beefs or disputed OT reported. Crew discussed importance of reading the *LOG* each month and in particular President Michael Sacco's column. Crew again thanked steward department for excellent voyage.

Kudos to Impeccable Galley Gang



Aboard the Maersk-operated *USNS Impeccable*, crew members celebrated Veterans Day with a meal of crab legs, prime rib, fresh rolls and (for dessert) homemade carrot cake. The crew enjoyed the meal and proudly celebrated the fact that 75 percent of the mariners have served in the military, noted MDR Brandon Maeda, who submitted this photo of (from left) Capt. J. Brokaw, SA Omar Ahmed, Chief Steward John Neal and Chief Cook Mario Siclot. Separately, the *LOG* was copied on the following letter from Kevin Mitchell, system administrator aboard the ship, commending the steward department: “Chief Cook Mario Siclot has impressed me as not only an outstanding cook but as a sincere human being. He has gone above and beyond in his efforts to cater the needs of the entire crew. I am even more directly appreciative of his as well as John Neal's efforts, dedication and concern for my personal dietary needs as a diabetic. As a former seasoned line cook and banquet manager myself, I can really see and appreciate the attention to detail and a high level of pride in their team efforts to present some of the best meals that one could expect from the level of conditions experienced at sea. The personalities that they present at breakfast are some of the best emotions to start one's day. At that time of the morning I find comfort when Mr. Omar takes my order with such enthusiasm and a touch of humor. Because of their crew concerns and awareness, they have on occasions actually presented my meals without taking my order. I find their humanities very rewarding and uplifting throughout a normal day's activity. This is only my second USNS class ship as well as second mission but I can already see the chemistry of this team to be special. I am only one voice and one opinion but I will stand 100 percent behind the fact that I find John Neal, Mario Siclot and Ahmed Omar to be one of the finest culinary teams that I have ever been served by.”

Officials Release Annual Funding Notice for SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your pension plan ("the Plan") and general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is for the plan year beginning August 1, 2012 and ending July 31, 2013 ("Plan Year").

How Well Funded Is Your Plan?

Under federal law, the plan must report how well it is funded by using a measure called the "funded percentage." This percentage is obtained by dividing the Plan's assets by its liabilities on the Valuation Date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan's funded percentage for the Plan Year and each of the two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2012	2011	2010
Valuation Date	August 1, 2012	August 1, 2011	August 1, 2010
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$110,679,929	\$114,837,515	\$119,122,143
Value of Liabilities	\$90,249,292	\$93,787,206	\$94,181,966

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are actuarial values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Substituting the market value of assets for the actuarial value used in the above chart would show a clearer picture of a plan's funded status as of the Valuation Date. The fair market value of the Plan's assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table. The value of the Plan assets shown as of July 31, 2013 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2012 annual report filed with the Department of Labor in May, 2014.

	July 31, 2013	July 31, 2012	July 31, 2011
Fair Market Value of Assets	\$110,881,124	\$109,212,800	\$112,857,554

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

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

Participant Information

The total number of participants in the Plan as of the Plan's valuation date was 2,697. Of this number, 651 were active participants, 1,390 were retired or separated from service and receiving benefits, and 656 were retired or separated from service and entitled to future benefits.

Funding and Investment Policies

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

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

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

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	8.78%
2. U.S. Government securities	26.57%
3. Corporate debt instruments	26.72%
4. Corporate stocks (other than employer securities):	37.43%
5. Other	.50%

Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. The Plan's 2010 and 2011 annual reports are available now. The Plan's 2012 annual report will be available after it is filed with the U.S. Department of Labor in May 2014. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling (202) 693-8673. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan's annual report by going to www.efast.dol.gov and using the Form 5500 search function. Or you may obtain a copy of the Plan's annual report by making a written request to Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator.

Summary of Rules Governing Plans in Reorganization and Insolvent Status

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

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

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

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

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

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

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

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

Where to Get More Information

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

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

2014 SHBP Scholarship Deadline Nears, Now Less Than Four Months Away

Time rapidly is becoming a factor for Seafarers and dependents who are interested in furthering their education through the Seafarers Health and Benefits Plan (SHBP) 2014 Scholarship Program. The application deadline of April 15 now is less than four months away.

Devised as a means through which the financial challenges of college and vocational studies can be diminished, the 2014 iteration of the annual SHBP program offers eight awards. Three of these offerings specifically are designated for Seafarers; five have been targeted for spouses and dependents. One of the Seafarers scholarships totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. Two other awards are for \$6,000 each and are designed as two-year grants for study at a post-secondary vocational school or community college. The remaining five scholarships are for spouses and dependents. Each is worth \$20,000.

The first step in the application process is to send for the 2014 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, interested individuals need only complete a scholarship program booklet request form and mail it in. The form can be downloaded from the Seafarers website by going to the membership tab and scrolling down to forms. Scholarship program booklets also are available at SIU halls.

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

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

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

February & March Membership Meetings

Piney Point.....	Monday: February 3, March 3
Algonac.....	Friday: February 7, March 7
Baltimore.....	Thursday: February 6, March 6
Guam.....	Thursday: February 20, March 20
Honolulu.....	Friday: February 14, March 14
Houston.....	Monday: February 10, March 10
Jacksonville.....	Thursday: February 6, March 6
Joliet.....	Thursday: February 13, March 13
Mobile.....	Wednesday: February 12, March 12
New Orleans.....	Tuesday: February 11, March 11
New York.....	Tuesday: February 4, March 4
Norfolk.....	Thursday: February 6, March 6
Oakland.....	Thursday: February 13, March 13
Philadelphia.....	Wednesday: February 5, March 5
Port Everglades.....	Thursday: February 13, March 13
San Juan.....	Thursday: February 6, March 6
St. Louis.....	Friday: February 14, March 14
Tacoma.....	Friday: February 21, March 21
Wilmington.....	*Tuesday: February 18, Monday: March 17

*Wilmington change due to Martin Luther King Jr. Day

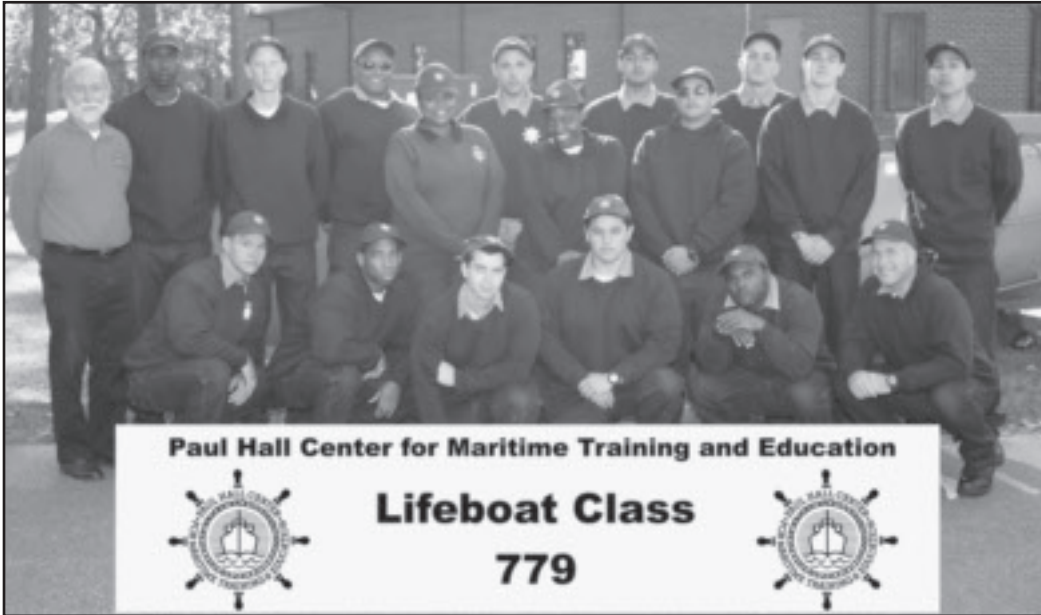
Each port's meeting starts at 10:30 a.m.

Dispatchers' Report for Deep Sea

November 16, 2013 - December 15, 2013

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	12	13	1	8	5	1	3	19	17	1
Anchorage	2	1	0	1	1	0	1	1	3	0
Baltimore	13	4	0	5	4	2	4	18	5	0
Fort Lauderdale	16	14	6	10	6	6	9	24	23	6
Guam	4	3	0	0	2	0	1	5	5	0
Honolulu	10	4	0	5	4	0	3	19	13	1
Houston	44	12	2	31	5	3	14	95	32	8
Jacksonville	37	11	1	34	11	1	23	58	39	6
Joliet	5	2	1	5	3	1	1	5	6	0
Mobile	9	4	2	8	2	1	3	14	7	2
New Orleans	13	1	1	5	1	0	0	26	8	2
New York	52	13	0	26	5	0	17	80	24	5
Norfolk	18	21	4	16	18	5	12	26	36	6
Oakland	25	3	1	15	2	1	11	35	11	1
Philadelphia	5	4	1	2	5	1	5	6	4	2
Piney Point	1	2	1	1	1	1	1	1	2	0
Puerto Rico	11	3	2	3	2	1	4	16	9	4
Tacoma	45	8	2	26	6	2	13	72	16	3
St. Louis	1	1	2	1	2	1	1	4	1	2
Wilmington	42	9	0	22	13	0	20	95	26	3
TOTALS	365	133	27	224	98	27	146	619	287	52
Engine Department										
Algonac	2	3	2	1	1	0	0	4	9	2
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	5	1	0	3	5	0	2	5	5	1
Fort Lauderdale	8	4	4	9	1	3	2	9	11	2
Guam	0	0	0	0	0	0	0	0	1	0
Honolulu	8	8	0	6	3	1	3	23	9	2
Houston	21	7	0	13	6	0	5	38	12	0
Jacksonville	28	9	2	20	13	1	17	51	29	6
Joliet	1	5	0	0	3	0	0	2	4	0
Mobile	3	1	3	5	0	1	4	5	1	3
New Orleans	5	1	0	2	3	0	1	7	3	0
New York	11	14	1	14	7	0	6	22	17	3
Norfolk	10	9	2	8	7	1	1	16	17	3
Oakland	5	5	0	4	6	0	3	11	9	1
Philadelphia	2	1	0	3	1	0	1	5	3	2
Piney Point	1	2	0	0	3	0	1	1	3	0
Puerto Rico	1	0	0	1	3	1	2	5	12	0
Tacoma	12	8	1	12	2	1	5	27	18	3
St. Louis	0	3	0	1	0	0	1	1	5	0
Wilmington	17	16	4	7	7	1	4	29	29	3
TOTALS	141	97	19	109	71	10	58	262	197	31
Steward Department										
Algonac	2	2	1	0	3	1	0	4	5	1
Anchorage	0	0	0	1	0	0	1	0	1	0
Baltimore	5	3	0	3	1	0	3	6	6	0
Fort Lauderdale	11	1	1	7	3	1	4	20	4	2
Guam	0	1	0	0	0	0	0	3	2	0
Honolulu	11	1	0	5	2	0	4	25	2	0
Houston	14	6	0	13	3	0	9	30	8	0
Jacksonville	17	5	1	13	3	1	7	32	14	2
Joliet	0	0	2	0	0	1	1	0	1	1
Mobile	5	2	1	2	2	0	0	4	1	1
New Orleans	6	3	1	3	0	2	3	11	4	3
New York	18	4	0	11	6	0	7	35	9	0
Norfolk	11	10	4	11	4	1	5	16	14	6
Oakland	24	3	0	15	3	0	11	36	5	1
Philadelphia	4	0	1	2	1	0	2	3	0	1
Piney Point	4	4	1	1	1	2	2	4	3	0
Puerto Rico	0	5	0	1	1	0	2	6	5	1
Tacoma	19	3	0	17	0	0	12	23	8	1
St. Louis	2	0	0	2	1	0	2	1	1	0
Wilmington	22	4	1	17	1	1	12	52	7	1
TOTALS	175	57	14	124	35	10	87	311	100	21
Entry Department										
Algonac	3	9	9	1	5	5	0	4	16	22
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	0	0	1	0	3	1	0	1	1	1
Fort Lauderdale	0	6	1	0	2	1	0	2	8	1
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	3	6	5	1	8	3	2	5	13	13
Houston	6	8	2	2	12	4	2	9	15	9
Jacksonville	1	4	10	1	7	4	2	3	18	25
Joliet	0	3	1	0	2	0	0	0	1	2
Mobile	0	2	4	0	0	0	0	1	6	4
New Orleans	0	0	1	0	2	0	0	2	3	1
New York	9	19	9	3	19	4	3	12	36	20
Norfolk	0	16	18	0	10	9	1	0	34	33
Oakland	3	14	2	2	8	3	2	6	24	9
Philadelphia	0	0	1	0	1	0	1	0	1	1
Piney Point	0	2	1	0	0	1	0	1	4	2
Puerto Rico	1	0	1	1	1	0	0	1	0	2
Tacoma	4	10	1	2	8	6	2	9	23	10
St. Louis	0	0	0	0	0	0	0	0	1	0
Wilmington	1	13	16	4	17	5	8	14	29	28
TOTALS	31	112	83	17	105	46	23	70	234	183
GRAND TOTAL:	712	399	143	474	309	93	314	1,262	818	287

Paul Hall Center Classes



Apprentice Water Survival Class 779 – The following individuals (above, in alphabetical order) graduated from this course Nov. 22: Abraham Allamoth, Logan Gatton, Robert Gross, Angela Harvey, Tristian Johnson, Brian Lunsford, Nicholas Martinez, Dina Mott, Edwin Narvasa, Kelly Percy, Noel Reyes, Tyrane Savage, Evan Sawyer, Corbin Soto, Jon Sunga, Hector Tirado-Surillo, Zachary Van Hoose, and Brandon Winfield. Ben Cusic, their instructor, is at the far left. (Note: Not all are pictured.)



Welding – Eight upgraders completed their requirements in this course Nov. 15. Graduating (above, in alphabetical order) were: Ricardo Ducay, William Harrison, Gregory Howard, Ian Jordan, Ronilo Monares, Mana Muhsen, Wendell Wilmoth and Rickey Yancey. Class instructor Buzzy Andrews is at the far left.



Marine Refrigeration Technician – The following upgraders (above, in alphabetical order) finished their requirements in this course Nov. 8: Matthew Bryant, Oscar Garcia, Cirico Geonanga, Eufemiano Gomes, Dwight Hunt, David Kabasinskas, Nat Lamb, Doug McLaughlin, Montree Nakwicheh, Tijani Rashid, Andrew Van Bourg and Lee Weygandt. Their instructor, Jay Henderson, is at the far left.



FOWT – Fifteen Seafarers (above, in alphabetical order) finished their requirements in this course Nov. 8: Jose Alicea Sanchez, Matthew Dalgetty, Daniel Daligon, Brian Deans, Aaron Ellis, Andre Graham, James Grant, Olympia Harley, Arvin Heras, Tristan Jones, Richard Lawson, Jason Knapp, Unis Malahi, William McCrory and Brett Scott. Class instructor Tim Achorn is at the far right. (Note: Not all are pictured.)



Rating Forming Part of a Navigational Watch – The following Seafarers (above, in alphabetical order) graduated from this course Nov. 8: Jason Baker, Dominique Greer, Fadhel Mohamed Hussein, Mason Melland, Jamie Mendoza-Diaz, Ammar Mohamed, Ahmed Mohamed Eissa, Ali Musid, Mark Stahovic, Brett Tiedeman, Andrzej Tlalka and Danylo Zayats. Bernabe Pelington, their instructor, is at the far right.



Computer Training – The following Seafarers (above, starting second from the left) recently completed assorted computer training courses at the Paul Hall Center: Ronilo Monares, Gregory Howard, Michael Souza, Gil Ruben and Edwin Narnasa. Richard Prucha, their instructor, is at the far left.

BST (SIU) – Twenty-three upgraders completed the enhancement of their skills in this course Nov. 22. Graduating (photo at right, in alphabetical order) were: Endang Abidin, Ahmed Yahia Ahmed, Cody Clark, Larry Denney, Van Dixon Jr., Alan Eng, Kenneth Epps, Dwayne Guillory, Lionel Hall, Brian Jackson, Joshua Jones, Victor Jones, Michael Kelly, Arnold Leonard, Gladys Perry, Donna Peterson, Rolando Romanillos, Edwin Sebastian, Trent Sterling, Hung Tran, Charles Washington, Arthur Wolford and Jerry Yancey. Mike Roberts, their instructor, is at the far right.



Paul Hall Center Classes



BST (SIU) – The following upgraders (photo at left, in no particular order) completed this course Nov. 8: Robert Tomo, Jason Greene, Andrei Tretyak, Gregory Blaylock, Jason Beckford, Reynaldo Nuqui, Rolando Dinong, Gene Gallosa, Joseph LoGuidice, Alexis Bonilla, Volodyr Bonares, Alex Domachigo, James East, Ron Sease, Tierra Noble, Tim Heffernan, Virgilio Denegillo, Brian Guiry, Orlando Pabon and Quince Harrington. Class instructor Mike Roberts is at the far right.



Government Vessels – Two classes of upgraders finished their requirements in this course Nov. 15. Graduating (pictured in the two photos above, in alphabetical order) were: Endang Abigin, Noli Aguirre, Ali Bazzi, Christopher Bean, Jason Beckford, Donald Bishop, Gregory Blaylock, Christopher Coston, Larry Denney, Rolando Dinong, Van Dixon, Alex Domadigo, James East, Gene Gallosa, Quince

Harrington, Avis Hawkins, Rupert Henry, Alberto Insong, Victor Jones, Michael Kelly, Emily Lepley, Romeo Macaralg Jr., Gladys Perry, George Pobee, Rolando Romanillos, Ronald Sease, Andrei Tretyak, Charles Washington and Michele Woodley. Mark Cates (pictured at the far right in both photos) served as instructor for both classes



BST (SIU) – Twenty-one Seafarers finished their requirements in this course Oct. 25. Those graduating (above, in alphabetical order) were: Adiener Alfaro, Marciano Amandoron, Godofredo Bana-
tao, Andrew Brzezinski, Nicholas Carey, Roxanne Fike, Charles Herrera, Melvin Kennedy, Edward Krebs, DeMond Lindsey, Michael Munoz, Timothy O'Brien, Jethro Powers, Nathaniel Rivera, Wilfredo Rivera, Aresha Rivers, Paul Ruland, Michael Sykes, Harold Ward, Brenda White-Alexander and Rickey Yancey. (Note: Not all are pictured.)

Steward Department Classes – Five upgraders recently completed training in assorted steward department courses. Those graduating and the respective courses they finished (above, in no particular order starting second from the left) were: Joe Panella, advanced galley operations; David Johnson, chief steward; John Fallon, chief steward; Michael Sanders, chief steward; and Donna Peterson, galley operations. John Hetmanski, who served as their instructor, is at the far left.



BST (Crowley) – Two classes of upgraders employed by union-contracted Crowley Maritime Corporation finished this course Nov. 5. Those graduating (two photos above, in alphabetical order) were: Dennis Blackman, Michael Boidock, Randall Brinza, Roberson Carrier, August Cramer, John Crawford, Vincenzo D'Addico, Alexandra DeJe-

sus, Alfred Drake, Chris Farmer, Emily Gardner, Nicholas Gibbs, William Harvell, Bryan Kneeland, Kenneth Kuehne, Kelsey Longhi, John McCranie IV, Basil Messer, Vincent Mull, Tom Paytosh, Joe Rahill, James Robinson, Ceasar Smith, Jared Smith, Bruce Walsh and Alan Williams.

New Jobs, Relief Missions, Political Victories Highlight 2013

The SIU had quite an eventful year in 2013.

Opportunities for Seafarers continued to expand through new contracts, tonnage and offerings at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC). Those gains led to new SIU jobs and additional training programs.

The SIU fought back against Washington budget cuts that threatened vital maritime programs. Attempts to gut the Maritime Security Program (MSP) and Food for Peace were met with strong opposition. The union once again demonstrated its legislative involvement.

Seafarers also came to the aid of those in need – from helping the millions devastated by Typhoon Haiyan in The Philippines and refugees fleeing the war-torn nation of Syria, to rescuing American crews stranded by rough seas. That bravery would be celebrated by the industry.

Following are the top headlines of 2013:

New Tonnage

When it came to the addition of new tonnage, 2013 had plenty of highlights. The year began with good news from TOTE, which ordered several LNG-powered containerships to operate under the company's SIU-crewed Sea Star Line. January also saw the creation of additional SIU jobs and tonnage when SIU-contracted International Shipholding Corporation acquired United Ocean Services.

That news was followed by a flurry of activity in the spring. It was then that SIU-contracted Maersk Line flagged in the *Maersk Chicago* – the first of eight containerships that would replace eight older, smaller vessels. The company also added the research vessel *USNS Maury* to its fleet.

The SIU also generated new jobs with U.S. Navy. In April, the Navy christened the joint-high-speed vessel *USNS Millinocket*, the third of a planned fleet of 10 vessels. The Navy also accepted delivery of the *USNS Montford Point*, which would be operated by SIU-contracted Ocean Ships.

In May, Crowley christened its 17th articulated tug-barge (ATB), the *Liberty/750-3*, as the final vessel built in a \$1 billion, decade-long ATB construction program undertaken to expand the company's presence in the Jones Act trade. That followed the christening of the Crowley tanker *Florida*, an event that added even more tonnage to the SIU fleet.

Things heated up even more during the summer. In June, American Petroleum Tankers placed an order for four LNG conversion-ready tankers to be managed by Crowley. That was followed by the christening of two tugboats – the *MV Ahbra Franco* and *MV Robert Franco* – by SIU-contracted Harley Marine. Seafarers-contracted Bay-Houston Towing also welcomed an additional SIU tug, the *Chloe K*, in 2013.

In August, Crowley announced an agreement to build up to eight product tankers, furthering SIU tonnage and the prospects for new jobs. Crowley followed that news in the fall with its order of two LNG-powered combination container-roll-on/roll-off (ConRo) ships. Those ConRo vessels were touted as the first of their kind.

SIU-contracted Seabulk Tankers made news with a pair of tanker orders with General Dynamics NASSCO. The company announced an order of two LNG conversion-ready tankers in September, followed by order for an additional tanker and the option of building yet another.

As the year drew toward a close, SIU-contracted Matson Navigation Company announced it was ordering two new containerships. The first ship would be named the *Daniel K. Inouye*, after the late Hawaii senator.

Contracts

Several SIU contracts were approved in 2013.

Seafarers along the Great Lakes had good news early in the year as the union negotiated re-openers covering wages and benefits. Those agreements were reached with: Erie Sand and Gravel; Champion Auto Ferry; Upper Lakes Towing; and VanEnkevort Tug and Barge.

The SIU also reached two well-received, favorable contracts covering boatmen employed by Crescent Towing. The contracts, which applied to New Orleans and Savannah, were nearly identical three-year agreements and were approved overwhelmingly by members.

SIU members also ratified contracts with Matson Navigation and Express Marine during the summer. A four-year agreement was reached with Matson, while the union forged a three-year contract with Express Marine.

Late in the year, SIU boatmen employed at E.N. Bisso & Son unanimously ratified a new three-year contract featuring numerous gains.

Typhoon Relief

As they have done so many times before, Seafarers jumped to action following a major disaster in late 2013.

Typhoon Haiyan hit the Philippines Nov. 8, causing widespread destruction. With thousands dead, millions displaced and infrastructure in many places destroyed, the SIU and its members immediately began doing their part to aid in the recovery.

Several SIU-crewed ships sailed with the U.S. Navy's George Washington Carrier Strike Group (GWSG) – an assembly of vessels sent to support the Third Marine Expeditionary Brigade in assisting the Philippine government. The SIU ships participating included the *USNS Bowditch*, the *USNS Charles Drew* and the *Emory S. Land*. SIU crews on the *USNS 2nd Lt. John Paul Bobo* and *USNS Piliilauu* also made the trip to the Philippines for disaster relief.

Back home, the SIU activated and began soliciting donations for the Seafarers Disaster Relief Fund (SDRF) to help financially. Several SIU crews also began fundraising drives of their own.

Heroics, Recognition

Seafarers also made many at-sea rescues and acts of bravery in 2013, culminating in several crews receiving recognition from United Seamen's Service (USS) at its annual Admiral of the Ocean Seas event.

The crews receiving awards included: the *USNS Bowditch* for rescuing the crew of a grounded ship near The Philippines; the *Maersk Utah* for rescuing 83 stranded Syrian refugees off the Italian coast; the *Ocean Atlas* for fending off an African pirate attack; and the *TS Kennedy*, *TS Empire State* and *SS Wright* for aiding in the recovery of the New York-New Jersey region following Superstorm Sandy.

Political Fights

Despite facing near constant political attacks on key maritime programs, the SIU was able to score some big wins in 2013.

Those victories started in earnest on Dec. 20, 2012, when President Barack Obama signed the Coast Guard and Maritime Transportation Act of 2012. That law included several key components pushed by the SIU, including provisions that increased transparency with Jones Act waivers and made the TWIC process easier for mariners.

That victory was followed by the announcement in February that U.S. Reps. Cedric Richmond (D-La.) and Michael Grimm (R-N.Y.) would form and co-chair Congress' first-ever Maritime Caucus to focus on issues vital to the maritime industry.

The SIU was also victorious in its year-long fight to obtain full funding for the Maritime Security Program (MSP). Threatened by across-the-board spending cuts and a glitch in the previous year's funding, the MSP received its full \$186 million for fiscal year 2014, thanks in part to the efforts of the SIU. The MSP ensures 60 militarily useful, American-crewed, U.S.-flag ships are in service and available to U.S. armed forces in times of conflict or emergency and results in many Seafarer jobs.

Some political battles, however, have not yet been settled. A proposal to dismantle the nation's Food for Peace program was still making its way through Congress as the



SIU/MTD President Michael Sacco (right) presents Gen. William Fraser with a World War II-era U.S. Merchant Marine patch following the general's speech at the Maritime Trades Department, AFL-CIO convention in September. General Fraser, commander of the U.S. Transportation Command, said his agency couldn't get the job done without mariners.

year came to a close. The SIU teamed with its congressional allies to fight back against the measure and entered 2014 determined to ensure Food for Peace – and the thousands of American jobs tied to it – remain intact.

Paul Hall Center

The union-affiliated Paul Hall Center for Maritime Training and Education also had a busy 2013.

The campus' multi-stage restoration project took a big step forward with the unveiling of the school's waterfront park. The park's scenic lighthouse highlighted a nearby brick walkway that began filling up with engraved bricks donated by Seafarers and loved ones to commemorate those they cared about.

The school also announced its decision to expand its AB-to-Mate program to the general membership in 2013, giving Seafarers yet another opportunity to advance their careers.

Saying Goodbye

The SIU said goodbye to several friends and allies who passed away in 2013. They included: SIU Port Agent Jack Allen, Sen. Frank Lautenberg (D-N.J.), former ILA President Richard Hughes and former MEBA President Jesse Calhoun.



Seafarers deliver the goods wherever and whenever needed – a fact illustrated by mariners on the *Ocean Giant* who sailed in the annual resupply mission to McMurdo Station in Antarctica.