Jones Act tanker *Liberty* christened

**Third ship in SEA-Vista LLC ECO Class series nears completion**

On Saturday, December 17, the Jones Act tanker *Liberty* was christened at the General Dynamics NASSCO shipyard in San Diego, Calif. The *Liberty* is the third ECO Class tanker in a series built for SEA-Vista LLC.

American Maritime Officers represents all licensed officers aboard the SEA-Vista tankers, which, along with the new articulated tug/barge *Sea Power*, are operated by Eco-Tankers.

Debora Denning, wife of SEACOR Vice President Tom Denning, christened the *Liberty* with the traditional break of a champagne bottle on the side of the ship.

Designed for improved fuel efficiency, the 610-foot-long, 50,000 deadweight ton ECO Class tanker symbolizes the emerging direction of the shipping industry in the U.S. toward cleaner modes of transporting product, NASSCO stated. The ship’s advanced design achieves 33 percent increased fuel efficiency through several features, including a G-series MAN ME slow-speed main engine and an optimized hull form. The ships are built ready to convert for the use of liquefied natural gas (LNG) as a fuel.

The construction and operation of the new ECO Class tankers are aligned with the Jones Act, requiring that ships carrying cargo between U.S. ports be built in U.S. shipyards. The Jones Act is responsible for approximately 500,000 good-paying jobs nationwide and supports U.S. shipyards.

The first two ECO Class tankers in the SEA-Vista LLC series — the *Independence* and *Constitution* — are now operating in domestic trade.

At right: Chief Engineer Marc Lenzi (second from left) and Captain Paul Johnson (right) were joined by American Maritime Officers West Coast Representative William Barrere at the christening of the *Liberty* in San Diego, Calif. on December 17.

**Philly Shipyards lays keel for fourth vessel in APT tanker series**

**Seagoing unions seek to secure shore access for U.S mariners**

Page 6: Philly Shipyards, Inc. held a ceremonial keel laying on January 12 for the fourth product tanker in a four-vessel order for American Petroleum Tankers. AMO will represent all licensed officers aboard the tankers being built for APT by Philly Shipyards.

Page 7: In a letter to U.S. Customs and Border Protection, the presidents of seven seagoing unions alerted the agency to the negative impact of the AQUA Lane Program on shore access and urged CBP to ensure the rights of U.S. merchant mariners are maintained.
American Maritime Officers aboard Jones Act tanker *Louisiana*

American Maritime Officers members working aboard the Jones Act tanker *Louisiana* in January, here in Port Everglades, Fla., included Captain Travis Diemert, Chief Mate Tim LeClair, Third Mate Tim Van Weezel, Third Mate Austin Neuman, Second Assistant Engineer Seth Green, First A.E. Zach Nichols and Second Mate Joe Kasprzycki. With them is Deck Cadet Jake Wilkinson. The *Louisiana* is operated by Intrepid Personnel and Provisioning and is manned in all licensed positions by AMO.

Military Sealift Command begins implementing changes to medical exam requirements for contract civilian mariners

The following language regarding changes in medical requirements for contract civilian (merchant) mariners is excerpted from a Military Sealift Command request for proposals. These standards are being applied to some MSC contracts via modification, but not yet to all. It is expected that, over time, these requirements will be implemented for all MSC contracts.

**Medical exam requirements for contract mariners (CONMARS)** — All CONMARS shall be screened and undergo pre-employment multi-phasic medical/dental physical examinations to ensure that they are in good physical condition, do not have a history of injuries onboard ship, and do not have a history of inability to perform the physical requirements of their position. The USCG medical examination requirements and periodicity shall be used, at a minimum, to standardize the physical qualifications parameters for initial entry, retention, duty assignments and training programs for CONMARS required for employment in positions at sea aboard government owned vessels under the control of Military Sealift Command.

**Supplemental MSC medical screening** — Since the USCG medical exam does not require the below medical examination requirements generally used as MSC Force Surgeon’s core medical examination standards —

1. Complete Blood Count (CBC)
2. Lipid Profile (total cholesterol, LDL, HDL, triglycerides)
3. Hemoglobin A1C test (in place of fasting glucose)
4. Urinalysis
5. EKG
6. Dental exam by licensed healthcare practitioner (dentist is also acceptable but not required)

— the Operating Company (OPCO) designated medical representatives shall ensure the above listed medical screenings are also implemented. Periodicity is to be every five years up to age 50, then every two years, but may be more frequent at the discretion of the OPCO’s medical representative in the case of abnormalities or chronic conditions, such as diabetes, coronary artery disease, hyperlipidemia, or other medical conditions.

Amendments to AMO National Constitution approved

The following two amendments to the American Maritime Officers National Constitution were approved by the AMO National Executive Board on January 31, 2017 and were approved by unanimous votes of AMO members attending the regular monthly membership meeting at AMO National Headquarters on February 6, 2017. The AMO National Constitution is available on the AMO website: www.amo-union.org.

**Article IX, Section 3 has been amended as follows:**

*Previous language:*  All other classifications of employees shall be hired, discharged and compensated as recommended by the National President and approved by the National Executive Board.

*Amended:* All other classifications of employees shall be hired, discharged and compensated at the discretion of the National President.

**Article V, Section 1(a)* has been amended as follows:**

*Previous language:*  Electronic Technicians and Radio Officers who do not achieve 200 days of covered employment in a calendar year shall pay the non-sailing dues rate of $112 per quarter and $448 per year.

*Amended:* Electronic Technicians, Radio Officers, and Great Lakes Stewards who do not achieve 200 days of covered employment in a calendar year shall pay the non-sailing dues rate of $112 per quarter and $448 per year.
Autonomous ships
Implications for mariners, unions and industry

The following article by Paul Benecchi was published October 31, 2016 by The Maritime Executive (www.maritime-executive.com/tag/limits-of-automation) and is reprinted here with permission.

The limits of automation
Where do you draw the line between safety and efficiency?

By Michael Murphy
National Vice President
Government Relations

Last month’s article on autonomous ship by Captain George Quick examined the hurdles and social impact of fully automating ships. This month’s article, by Paul Benecchi, explores the limits of automation and the balance between safety and efficiency. Further, it gives a voice to the view that ships will still need mariners aboard, and that new tools will be employed to enhance their productivity and free them from mundane tasks.

As I said in my lead-in to last month’s article, there are many obstacles to overcome if mariners are completely removed from ships.

Currently, the technology companies making the case for autonomous ships are forecasting the headlines will be employed to create momentum for a demand that doesn’t yet exist. This is why now is the time for ship owners, operators, seafarers and other members of the industry to educate themselves on the claims, possibilities, difficulties and economies of automated ships versus autonomous ships. Without informed discussion on these topics, we are abdicating our roles in shaping the future of our industry. I hope you enjoy this month’s article. Please feel free to provide your own thoughts on this subject.

Empowering seafarers

Two industries have already reaped the benefits of increased connectivity, and shipping has begun to move in the same direction. But no matter how fast it advances, the ship bridge is still an IT terminal, well-tuned professional mariners will be navigating ships for years to come.

For Captain George Quick, the future of the maritime electronics business: “Technology is becoming the lifeline of economical shipping, and shipping needs modern seafarers to handle this technology. As industry leaders, we must continue to empower these seafarers.”

The following text is a continuation of the previous article.

Crewless ships?

Some believe that increasingly sophisticated and integrated marine electronics will culminate in the fully electronic ship — self-navigating, self-operating, autonomous, with remote monitoring staff and officers on standby for when their skills are required: “You reduce the monotony. You bring the crew to the bridge when an action is required: ‘You make the decision to a fully self-navigating ship without a crew.”

Evolutionary, not revolutionary

Captain Frank Coles, CEO of marine electronics firm Transas, does not share this vision — at least not all of it. “We would be going from seat-of-the-pants ship management to the space shuttle and bypassing all the stages in between,” he says. “We are much less technologically prepared for automation compared to the aviation industry, or to cars and trains, and those sectors operate on short trips in highly controlled environments.”

Coles suggests that, aside from the technology, there are a number of problems with removing the crew of a merchant vessel. First, the marine environment is harsh, unpredictable, and hard on equipment. A crew can intervene in the event of a steering failure or loss of propulsion. Losing the capability to make repairs at sea means more redundancy would have to be built into the ship, adding cost.

Second, engineers and deck crew carry out maintenance every day to keep the vessel running, from changing filters to greasing deck machinery. On tankers and bulkers, the crew often cleans tanks or holds during a ballast voyage to prepare for the next cargo. Without work done under way, port calls might have to be longer — and costlier — to take care of these commercial—necessary tasks.

Lastly, a single marine casualty can cause hundreds of millions of dollars in damage to cargo and the environment. Statistics suggest that human error is implicated in most accidents, but he argues that this highlights the need for better training.

Coles is skeptical that the public — or regulators, or the P&I clubs — are ready to accept the idea of a merchant ship navigating unattended. He predicts the future of navigation is in automated electronic tools to assist highly trained mariners — an evolutionary progression rather than a revolution. Coles foresees that self-navigating under most circumstances, and an alarm will bring the crew to the bridge when an action is required: “You reduce the monotony. You have another set of eyes on board, you still have the crew doing the maintenance.”

Integration and Automation

Whether or not full autonomy makes its debut in 2020, the great majority of commercial vessels will have mariners standing watch for some time to come, and every marine electronics company offers a range of tools and services for making that task easier.

As the ultimate step toward a unified bridge console, the shipowner now has the option of buying a single large touchscreen for navigation integration. Bridge integration firm Alphatron sees very large screens as the way of the future. Their top-end offerings are not as massive as the billboard-sized monitors now appearing onshore, but they are still more than twice the size of the average bridge display. The firm’s 46-inch vertical touchscreen is large enough to give a simultaneous view of radar, ECDIS, alarm monitoring and dynamic positioning data.

For the Second Mate, Alphatron and others offer a dedicated “electronic chart table,” a very large touchscreen display suitable for horizontal installation. Touch-screen monitors can be large enough to give a simultaneous view of radar, ECDIS, alarm monitoring and dynamic positioning data. 

“Cloud or not to cloud?”

Just as systems integration on the bridge can make watchkeeping and other shipboard functions easier, so can the integration of operational data in the cloud make the business of shipping easier — and more profitable — for the home office.

Large firms have led the way in this approach to data-driven, shore-based decision-making. When a vessel operator has hundreds of ships, like Maersk Line, it is possible to justly the expense of a “Global Voyage Centre," as the carrier calls its dedicated ship monitoring department. For smaller companies that cannot afford such an investment, many vendors are engineering cloud-based offerings. GE to ClassNK — now offer a range of services that shipboard data in the cloud and put it to use with cloud-hosted software.

These suppliers note a long list of benefits. The ease of sharing data via cloud-hosting can mean better coordination with shore-based staff and stakeholders, and access to historical sensor data for future reference.

The maritime industry has already seen the benefits of cloud computing, and it is becoming increasingly expensive to print and store data on a constant basis. Cloud computing also helps to pay for the cost of the permanent satellite connection to shore.

And not every operator is ready to rely on that connection. What if it breaks down due to bad weather or technical faults, Jahncke asks. The whole system would be unavailable, meaning an interruption in administrative, reporting, accounting and ordering processes on board.

Without stored in the cloud or not, the automatic collection of shipboard sensor data is essential for a modern software suite. “This is a must for our new system,” Jahncke says. “All of the ‘classic’ software suites require a lot of manual input. As soon as you can integrate sensors, you can automate the data entry, saving time and reducing errors.”

The moment, though, there are still technical limitations. Jahncke adds that “So far there is no such thing as a fully integrated, ‘automatic’ ship management system drawing on data from every electronic device on board. Different electronics manufacturers have different designs, and the interfacing is a big issue.”

“The maritime industry has already seen the benefits of cloud computing, and it is becoming increasingly expensive to print and store data on a constant basis. Cloud computing also helps to pay for the cost of the permanent satellite connection to shore.”

“Cloud or not to cloud?”. It also includes an option for overlaying weather imagery and weather-routing recommendations.

“We have to provide cloud-hosting now,” Jahncke says, and the firm does — in addition to selling its software suite on an operator’s local area network (LAN).

Jahncke recognizes the benefits of the cloud but points out that it is highly dependent on constant internet connection: “We’ve had that discussion with several software providers. But to cloud-enable data feed — like Singapore-based Brightree’s plug-and-play solution — can facilitate condition-based preventive maintenance, potentially reducing costs and downtime. And in the event of an equipment failure, shoreside technicians can use detailed sensor data or a live video feed to diagnose the problem — without traveling to meet the ship.”

Rene Jahncke, Director of Maritime Business for COBe Software, says the option to store shipboard data in the cloud has become a better alternative. “We have to provide cloud-hosting now,” Jahncke says, and the firm does — in addition to selling its software suite on an operator’s local area network (LAN).

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U.S. Coast Guard: Final hearings into loss of El Faro

The following is excerpted from an article released January 13 by the U.S. Coast Guard, which is available online at www.uscgnews.comcreateFrom0007/2912318. The third and final Coast Guard Marine Board of Investigation hearing was held in Jacksonville, Fla. on February 6, 2017.

This hearing will examine additional elements of the investigation including crew communications and events that occurred before the El Faro sank on its voyage to the Caribbean in October 2015. The Coast Guard Board of Investigation officials and contents of El Faro’s Voyage Data Recorder, including the transcript of bridge audio recordings, which was released December 13, 2016 by the National Transportation Safety Board (NTSB). The NTSB, which is conducting its own concurrent investigation, will fully participate in the Marine Board of Investigation hearings.

What: Marine Board of Investigation, third and final hearing

When: Commencing Feb. 6, 2017
Where: Prime F. Osborn Convention Center, 1000 Water Street, Jacksonville, FL 32204
How: There are several ways interested parties may stay up to date with the MBIs proceedings.

The Coast Guard will be tweeting live hearing updates from @uscoguard with the following hashtags: #CGMBI #Elfaro.
An e-mail has been set up for interested parties to ask questions or make comments.
This e-mail will be checked regularly: ELFARO@uscg.mil.
The Coast Guard is also hosting a live stream of the proceedings. The web address for the live stream and an archive of past El Faro proceedings is: https://livestream.com/USCGMBIInvestigations.

U.S. Coast Guard actively enforcing ballast water treatment

Ballast water management compliance as more systems are approved

The following article by U.S. Coast Guard Assistant Commandant for Prevention Policy Rear Adm. Paul Thomas was published online January 17 and is available at www.uscg.gov. A comprehensive plan to address ballast water management (BWM) compliance as more systems are approved and new BWMS type approvals are not the sole solution to this complex problem. The core of this approach is the BWM plan (BWMP).

A comprehensive plan addresses a broad spectrum of items. Here are some general requirements:

- 1. Training requirements for the crew;
- 2. Safety procedures related to ballast water management methods, equipment and practices, including incorporation of BWMS into Safety Management Systems;
- 3. Specific actions for meeting the BWMS requirements, documentation procedures, crew training requirements, contingency plans for the failure or inoperability of intended ballast water management methods and corrective action plans and procedures, and inclusion or specific reference to any information necessary to conduct ballast water management in accordance with the plan, taking into account any conditions and factors specific to the vessel;
- 4. Detailed fouling maintenance and sediment removal procedures;
- 5. Procedures for evaluation of the shipboard BWMS strategy, with Coast Guard authorities including procedures for informing the Coast Guard of any problems in managing ballast water intended for discharge into U.S. waters;
- 6. Identification of the designated officer in charge of BWMS;
- 7. Detailed procedures for notifying the reporting requirements for ports and places in the U.S. visited by the vessel (different reporting procedures exist for Great Lakes, upper Hudson River, and other locations)

Ballast water management compliance is being actively enforced in the U.S. Every domestic vessel inspection or Port State Control examination includes an assessment of compliance with the BWMS requirements. U.S. Coast Guard inspectors will follow the existing compliance approach where they certify documents and records, crew knowledge, equipment condition and operation, and sample BW discharge for analysis if warranted. Failure to comply with the applicable requirements may result in penalties.

Plan for contingencies: Vessels that have reached their compliance date will not be allowed to discharge unmanaged ballast water into U.S. waters. The ballast water management plan should address what the vessel will do if the intended method of BWM is unexpectedly unavailable (e.g. the BWMS stops operating, a reception facility or PWS is temporarily unavailable, etc). This plan is critical to the safe and efficient operation of the vessel.

This year, the Coast Guard will publish more guidance on the ballast water management program. Specifically, we will continue to clarify details with regard to our compliance program and date extension practices. All of the outreach and guidance documents developed will provide a vessel’s compliance date regardless of the date the vessel will comply. As we move forward with the implementation of the Coast Guard and industry as we work to reduce the threats of ballast-mediated biological invasions in U.S. waters.

U.S.-flag Great Lakes cargo movement down 4.5 percent in 2016

U.S.-flagged Great Lakes freighters moved 83.3 million tons of cargo in 2016, a decrease of 4.5 percent compared to 2015. The 2016 float was also 7.7 percent below the fleet’s five-year average, the Lake Carriers’ Association reported. Iron ore cargos totaled 44.1 million tons, an increase of 7.8 percent. However, all other commodities decreased compared with 2015. Coal was down 26.6 percent. Limestone (mostly aggregate and fluxstone) dipped by 8.4 percent. Cement decreased by 6 percent. Salt cargoes were off by nearly 11 percent. Shipments of sand fell by 17.1 percent, and grain decreased by almost 30 percent.
New study sees $1.7 billion economic benefit in Soo Lock modernization

Construction of second Poe-sized lock critical to resiliency of freight transportation infrastructure

The following is excerpted from an article released by the Lake Carriers' Association.

A new study commissioned by the U.S. Treasury Department lists modernization of the locks at Sault Ste. Marie, Michigan, as one of the 40 American transportation and water “megaprojects” that could bring as much as $1.3 trillion in national economic benefits. The system resiliency that a second Poe-sized lock will provide has an estimated net economic benefit of as much as $1.7 billion, according to the study.

The Soo Locks connect Lake Superior to the lower four Great Lakes and St. Lawrence Seaway. Lake Superior is home to five iron ore loading ports, as well as the largest coal and grain shipping ports. Without the locks at Sault Ste. Marie, those cargoes could not reach steelmakers, utilities and overseas markets.

As the study notes, more than 60 percent of the current U.S. and Canadian fleet is restricted by size to the Poe Lock. Any type of service disruption or closure would result in vessel delays, and outages of the aging Poe Lock (it was built in 1969) are expected to increase.

The study further notes that, in the event of a closure, there may not be viable alternatives to transporting the more than 40 million tons of iron ore and coal to U.S. manufacturers along the Great Lakes. In fact, a 2016 Department of Homeland Security report on a six-month closure of the Poe Lock forecast 11 million jobs lost nationally as steel production and manufacturing quickly grind to a virtual halt.

Construction of a second Poe-sized lock was authorized in the Water Resources Development Act of 1986, but an inaccurate analysis of the benefit/cost (b/c) ratio has stalled the project. The Treasury Department study puts the project’s b/c ratio between 2.0 and 4.0, well above the level required for inclusion in an Administration budget and notes that the Federal guidance followed by the U.S. Army Corps of Engineers in determining the current b/c ratio does not fully capture impacts to the nation for each closure of the Poe Lock.

“This new study is further proof that a second Poe-sized lock will be a wise investment,” said James Weakley, President of Lake Carriers’ Association, the trade association representing U.S.-flag vessel operators on the Great Lakes.

“The project is shovel ready. We just need an accurate b/c ratio.”

Weakley further noted a second Poe-sized lock fits perfectly in President Trump’s plan to invest in infrastructure.

“This project will require 1.5 million labor hours over the 10-year construction period. The jobs it will create have been likened to opening an auto plant in the Upper Peninsula. And the economic benefit will exceed $1.7 billion.”

AMO aboard the Philip R. Clarke

American Maritime Officers members working aboard the Key Lakes vessel Philip R. Clarke in January, here at the ship’s winter berth in Duluth, Minn., included First Assistant Engineer Jeffrey Darga (above center), Second A.E. Katrina Walheim and Third A.E. Carl Schuchardt. Across from the Clarke is the American Steamship company vessel American Spirit at the winter lay-up dock.

Winter is the busiest time for U.S.-flag Great Lakes vessel operators. The Lake Carriers’ Association (LCA) reported.

“Once again Lake Carriers’ Association members are demonstrating their commitment to Great Lakes shipping,” said LCA President James Weakley.

“As a Department of Homeland Security report has emphasized, many steel mills, power plants and stone quarries do not have viable alternatives for the shipment of their raw materials. If the U.S.-flag Great Lakes fleet is not primed to meet the needs of commerce in 2017, industrial activity and hundreds of thousands of family-sustaining jobs would be in jeopardy. This year’s winter work program ensures the vessels will be ready.”

Much of the work to be done this winter is normal maintenance, such as overhauls of engines, cargo hold renewal and replacement of conveyor belts in the unloading systems. Lakers get a real workout during the season. Vessels in the long-haul trades will carry perhaps 50 cargoes. Hulls dedicated to the short-haul trades can easily double that total.

Several lakers will be drydocked so that their hulls can be surveyed by the U.S. Coast Guard and American Bureau of Shipping, as required by U.S. law. Since they operate in a fresh water environment, lakers need only be drydocked every five to six years, whereas vessels in ocean-going trades are required to be drydocked twice in a five-year period.

The oldest vessel expected to see service in 2017, the cement barge St. Marys Challenger, will mark her 114th season on the “inland seas.” That vessel has carried more than 100 million tons of several types of cargo since being launched as the ore carrier William P. Snyder in 1906.

The major shipyards on the Lakes are located in Sturgeon Bay, Superior and Marinette, Wis.; Erie, Pennsylvania; and Toledo, Ohio. Smaller “top-side” repair operations are located in Cleveland, Ohio; Escanaba, Mich.; Buffalo, N.Y.; and several cities in Michigan. The industry’s annual payroll for its 2,700 employees approaches $125 million and it is estimated that a wintering vessel generates an additional $800,000 in economic activity in the communities in which it is moored.

Great Lakes shipyards continually upgrade their facilities to serve the fleet. For example, Fraser Shipyards in Superior, Wis., added an additional 800 feet of dock and berthing space in 2016.
U.S. Secretary of Transportation Elaine Chao voices support for Jones Act, U.S. merchant marine

Responding to questions from members of the Senate Commerce, Science and Transportation Committee during her confirmation hearing, Elaine Chao — who was confirmed on January 31 as U.S. secretary of transportation — voiced her support for the Jones Act, highlighted the importance of the U.S. merchant marine, and said addressing issues at the U.S. Merchant Marine Academy would be a top priority.

Responding to Senator Roger Wicker (R-MS), who described the Jones Act as “a vitally important part of our maritime industry,” Chao voiced her support for enforcement of the Jones Act as “the law of the land.”

Referring to the recent announcement by former Secretary of Transportation Anthony Foxx that Sea Year aboard commercial vessels for students, for midshipmen, at the Merchant Marine Academy. I want to encourage you to continue efforts to ensure the integrity of this critical training program for our future merchant marine mariners.”

Senator Wicker continued: “The Merchant Marine Academy is operating also under a warning with regard to accreditation … my question to you is will you make it a priority, madam secretary, to ensure that the academy will stay on track to address the cited deficiencies prior to the April 2018 deadline, and will you agree with me that the alumni of this fine institution have a lot of knowledge and wisdom that they can impart to us as government policy makers in this regard?”

Chao — who has previously served in several leadership positions in the federal government, including U.S. secretary of labor, chair of the Federal Maritime Commission, and deputy administrator at the Maritime Administration — responded: “I have been to Kings Point when I was deputy maritime administrator. I know the faculty very well. This is a huge issue, and I can assure you that, if confirmed, this will be the first issue that I take up at MARAD.”

At the hearing, Senator Brian Schatz (D-HI) said: “Following up on Senator Wicker’s question regarding the Jones Act, it is a bipartisan consensus, as you know — it’s the foundation of the domestic U.S.-flag maritime industry, and it is also essential to our national security. U.S.-flag vessels and the American merchant marine support our warfighters, transporting medical supplies, food, and other cargo to troops in combat. The military’s confidence in a fleet of U.S.-flag ships to move cargo to troops deployed in places like Iraq and Afghanistan allows the Navy to save limited cargo space for weapons, fuel and other essential goods, and that’s why every secretary of defense, every secretary of the Navy for generations, has supported the Jones Act.”

He asked: “Can you talk about the importance of the Jones Act from both a national security stand point and from an economic security stand point?”

Chao replied: “The Jones Act is a very important program that secures national security. We have seen two wars now in the last 25 years ... If we did not have merchant marine assets to assist the gray hulls on these campaigns, military naval campaigns, our country would not have been able to supply our troops, being the necessary equipment — all of that is not done on the gray bottoms, gray-hull bottoms, but rather merchant marine bottoms.”

She continued: “This is an area that I’ve been very familiar with. I have great interest in, as well — and the national security of the merchant marine fleet of this country is part of the way that we are able to be effective overseas and protect this country. So I am a great proponent of the U.S.-flag merchant marine fleet.”

When completed, the product tanker will be 600 feet long and capable of carrying crude oil or refined petroleum products. The Tier II 50,000 deadweight ton product tanker is based on a proven Hyundai Mipo Dockyards (HMD) design, which incorporates numerous fuel efficiency features, flexible cargo capability and the latest regulatory requirements. The vessel will be constructed with consideration for the use of LNG for propulsion in the future.

AMO aboard Jones Act tanker Sunshine State

Above: The sunshine state enters Port Everglades, Fla. in January with an escort from the Seabulk Towing lug Broward.

At right: American Maritime Officers members working aboard the Jones Act tanker Sunshine State in January included Second Mate Robert Saweress, First Assistant Engineer Heath Kinney, Chief Engineer Victor Mull and Second A.E. Janis Kalnins.

AMO members working aboard the Sunshine State in January, here in Port Everglades, Fla., included Captain Stephen Foster, Third Mate Mike Thomas and Third Assistant Engineer John Towles. The sunshine state is operated for American Petroleum Tankers in Jones Act trade by Intrepid Personnel and Provisioning and is manned in all licensed positions by AMO.

Philly Shipyard lays keel for fourth tanker in APT series

Philly Shipyard, Inc. (PSI), the wholly-owned U.S. subsidiary of Philly Shipyard ASA, held a ceremonial keel laying on January 12 for the fourth product tanker in a four- vessel order for American Petroleum Tankers (APT), a Kinder Morgan, Inc. subsidiary.

Keeping with shipbuilding tradition, coins were placed on one of the keel blocks before the 650-ton unit was lowered into place in the drydock. Representatives from Philly Shipyard and Kinder Morgan were in attendance to place the coins as a sign of good fortune and safe travels. Philly Shipyard representatives included the 15 new hires that began orientation on Monday, January 9. This first orientation class of 2017 included ten new apprentices, one transportation worker, one machine operator, one shipbuilder, and two interns.

Philly Shipyard President and CEO Steinar Nerbovik, remarked: “Within the last 17 years of building great ships, we’ve also built great teams and a best in class workforce. The shipyard is a place where you can be a part of something big, and we are always looking for additional skilled men and women to join our family. The new hires participating in today’s keel laying have joined over 1,100 other shipbuilders to continue the proud legacy of building and delivering ships right here in the city of brotherly love.”
Canadian union members march across country for cabotage laws, jobs

The following article was released January 18 by the Maritime Trades Department, AFL-CIO, with which American Maritime Officers is affiliated.

“I am so proud of all the union members who marched all across Canada calling on members of Parliament to reject provisions that would give good Canadian jobs to foreigners,” declared MTD Eastern Area Executive Board Member Jim Given. “We put maritime and its issues front-and-center all across the country.”

Thousands of union members and supporters marched in Toronto, Montreal, Vancouver, Victoria, Prince Rupert (British Columbia) and St. John’s (Newfoundland) under the banner of the Canadian Maritime & Supply Chain Coalition (CMSCC). Given is CMSCC chair and also serves as the president of the Seafarers Union of Canada.

The coalition was protesting language in the Canadian-European Union Comprehensive Economic Trade Agreement (CETA) that would open certain domestic trading routes to foreign and flag-of-convenience shipping, which would risk Canadian jobs as well as the nation’s security and environment. It noted the changes proposed by CETA could result in not only unemployment of Canadian mariners, but also diminish the important role Canadian-flag shipping plays in the national economy.

Additionally, the CMSCC reported leaked documents from talks for the Trade in Services Agreement between Canada and 22 other nations reveal negotiators seeking to liberalize market access to the country’s coastal trades. If implemented, this would allow foreign-crewed vessels access to cargo that currently is handled by Canadian-flag, Canadian-crewed vessels.

Finally, protesters were concerned that the Canada Transportation Act Review (also known as the Emerson Report) calls for the elimination of cabotage laws regarding domestic maritime operations without any regard to the economic and social outcome of the Canadian merchant marine and the 250,000 people employed in the coastal trades.

“This cannot stand unchallenged,” added Given. “All these actions affect our jobs and our communities. That is why all unions, not just those in maritime, have a stake in this important fight.”

Among the unions taking part in the January 12 marches were the SIU of Canada, Steel Workers, ILA, UFW, ILWU, Machinists, IBEW, UNIFOR, Operating Engineers, IUPIT, Transport and General Workers, Teamsters and Canadian Union of Public Employees.

Given stated more actions and protests can be expected.

Seagoing unions seek to secure shore access for U.S. mariners

The following letter dated January 20 was sent by the presidents of seven seagoing labor unions, including American Maritime Officers, to U.S. Customs and Border Protection.

We, the Presidents of the U.S. maritme unions representing virtually all the mariners employed on U.S.-flagged ships engaged in international trade, wish to bring to your attention the adverse results of the current way the Advanced Qualified Unloading Approval (AQUA) Lane program is implemented and its impact on U.S. citizen mariners employed on U.S.-flagged ships.

As you know, the AQUA Lane program permits low risk ships engaged in foreign trade that are in the Customs-Trade Partnership Against Terrorism (C-TPAT) program to engage in cargo operations prior to CBP boarding and clearing the ship and crew. This can result in a very significant time period before crew members can leave the ship. Given the very short turnaround times on U.S. ships in liner services, the AQUA Lane program may effectively deny U.S. citizen crew members the right to go ashore or visit family in their own country.

U.S. citizen mariners must not be restricted to their ships and denied the basic right to shore leave in their own country due to a program designed to expedite the movement of the cargo that these tax-paying citizens transport across the ocean. U.S. citizen mariners hold credentials issued by the U.S. Coast Guard, as well as Transportation Worker Identity Cards (TWIC) issued by the TSA. They hold credentials with biometric identifiers issued by two U.S. government security agencies after screening and vetting that far exceeds the requirements for foreign nationals to enter the U.S. under the preapproval Global Entry program. These mariners have been more thoroughly vetted than the longshoremen that are permitted to work aboard AQUA Lane qualified vessels, than the truckers that are allowed to enter U.S. terminals or than the hundreds of thousands of manifest units of cargo that are loaded in foreign ports aboard containers destined for U.S. ports.

The rationale for the AQUA Lane program is that it saves time and money by expediting the free movement of low risk cargo. But, it unreasonably places a higher priority on the free movement of cargo in international trade than the free movement of low risk U.S. citizen mariners.

Important safety and operational considerations pertaining to U.S.-flagged vessels have also been overlooked in the AQUA Lane program. The high workload placed on the crew of a U.S. flagged ship in its home ports in the U.S. between cargo operations, stores, bunkering, repairs, auditing and inspections requires additional support from shore- based personnel, including deck and engineering officers. These personnel hold the same credentials issued by the U.S. Coast Guard, as well as Transportation Worker Identity Cards (TWIC) as do the permanent ship’s officers and crew.

Without this additional support, mandated international work/rest hour regulations could require shutting down operations, thereby undermining the rationale for the AQUA Lane program.

The need for U.S. based crew members for timely access to the ship in their own country and the additional workload placed on U.S. ships in their home ports are not applicable to foreign crewed and flagged ships. If the CBP has sufficient resources to board all ships on arrival in a timely manner a high priority should be placed on boarding U.S. flagged ships with U.S. citizen crews before foreign flagged ships.

It should be noted that ships entering the U.S. from a foreign port are required to submit an “Electronic Notice of Arrival/Departure” (eNOA/D) ninety-six (96) hours in advance of arrival to the CBP.
### General Courses

<table>
<thead>
<tr>
<th>Course Name</th>
<th>Duration</th>
<th>Start Dates</th>
<th>End Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISG Code Training</td>
<td>5 days</td>
<td>24 April</td>
<td>26 August</td>
</tr>
<tr>
<td>Confined Space Entry</td>
<td>3 days</td>
<td>6 March</td>
<td>17 July</td>
</tr>
<tr>
<td>Advanced Fire Fighting</td>
<td>5 days</td>
<td>17 April</td>
<td>22 May</td>
</tr>
<tr>
<td>Basic Safety Training — All 4 modules must be completed within 12 months:</td>
<td>5 days</td>
<td>1 May</td>
<td></td>
</tr>
<tr>
<td>Personal Safety Techniques (Mon/Tue — 1.5 days); Personal Safety &amp; Social</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsibility (Tues — 2 days); Elementary First Aid (Wed — 1.5 days);</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Fighting &amp; Fire Prevention (Thurs/Fri — 2 days) — not required</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combined Basic &amp; Adv. Fire Fighting completed within 12 months</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic Safety Training — Refresher</td>
<td>3 days</td>
<td>3 May</td>
<td></td>
</tr>
<tr>
<td>Chemical Safety — Advanced</td>
<td>5 days</td>
<td>11 September</td>
<td></td>
</tr>
<tr>
<td>ECDIS</td>
<td>5 days</td>
<td>27 February</td>
<td>17 April</td>
</tr>
<tr>
<td>Environmental Awareness (includes Oily Water Separator)</td>
<td>3 days</td>
<td>27 March</td>
<td>20 May</td>
</tr>
<tr>
<td>Fast Rescue Boat</td>
<td>4 days</td>
<td>13 March</td>
<td>26 June</td>
</tr>
<tr>
<td>GMSSS — Requires after-hour homework</td>
<td>10 days</td>
<td>27 March</td>
<td>17 July</td>
</tr>
<tr>
<td>LNG Tankerman PIC</td>
<td>8 days</td>
<td>22 February</td>
<td>14 June</td>
</tr>
<tr>
<td>LNG Simulator Training — Enrollment priority in the LNG simulator course is given to qualified member candidates for employment and/or observation opportunities with AMO contracted LNG companies.</td>
<td>5 days</td>
<td>6 March</td>
<td>28 June</td>
</tr>
<tr>
<td>Proficiency in Survival Craft (Lifeboat)</td>
<td>4 days</td>
<td>10 April</td>
<td>9 May</td>
</tr>
<tr>
<td>Proficiency in Survival Craft (Lifeboat) — Assessments Only</td>
<td>1 day</td>
<td>Please Call</td>
<td></td>
</tr>
<tr>
<td>Safety Officer Course</td>
<td>2 days</td>
<td>2 March</td>
<td>15 June</td>
</tr>
<tr>
<td>Tankerman PIC DL — Classroom</td>
<td>5 days</td>
<td>20 March</td>
<td>1 May</td>
</tr>
<tr>
<td>Tankerman PIC DL — Simulator</td>
<td>10 days</td>
<td>27 March</td>
<td>15 May</td>
</tr>
<tr>
<td>Tankerman PIC DL — Accelerated Program</td>
<td>10 days</td>
<td>Please Call</td>
<td></td>
</tr>
<tr>
<td>Train the Trainer</td>
<td>5 days</td>
<td>6 March</td>
<td>1 May</td>
</tr>
<tr>
<td>Train the Trainer — Simulator Instructors (Requires after hours work)</td>
<td>5 days</td>
<td>Please Call</td>
<td></td>
</tr>
<tr>
<td>Vessel Personnel with Designated Security Duties — VPSSD</td>
<td>2 days</td>
<td>27 April</td>
<td></td>
</tr>
<tr>
<td>Vessel/Company Security Officer — Includes Anti-Piracy</td>
<td>3 days</td>
<td>27 February</td>
<td>12 June</td>
</tr>
<tr>
<td>Crowd Management</td>
<td>1 day</td>
<td>Please Call</td>
<td></td>
</tr>
<tr>
<td>Crisis Management &amp; Human Behavior</td>
<td>1 day</td>
<td>Please Call</td>
<td></td>
</tr>
<tr>
<td>Basic Training &amp; Advanced Fire Fighting Revalidation (Required by first</td>
<td>2 days</td>
<td>23 February</td>
<td>20 March</td>
</tr>
<tr>
<td>credential renewal AFTER 1 Jan 2017)</td>
<td></td>
<td>3 April</td>
<td>15 May</td>
</tr>
<tr>
<td>EFA (Scheduled with Basic Training Revalidation BUT NOT REQUIRED FOR</td>
<td>1 day</td>
<td>22 February</td>
<td>22 March</td>
</tr>
<tr>
<td>STCW 2016)</td>
<td></td>
<td>5 April</td>
<td>21 June</td>
</tr>
<tr>
<td>Leadership &amp; Management (required by ALL management level Deck and Engine</td>
<td>5 days</td>
<td>27 February</td>
<td>20 March</td>
</tr>
<tr>
<td>officers by 1 Jan 2017)</td>
<td></td>
<td>17 April</td>
<td>8 May</td>
</tr>
<tr>
<td>Maritime Security Awareness</td>
<td>1/2 day</td>
<td>Please Call</td>
<td></td>
</tr>
</tbody>
</table>

### Medical Courses

<table>
<thead>
<tr>
<th>Course Name</th>
<th>Duration</th>
<th>Start Dates</th>
<th>End Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heat Stress Afloat / Hearing Conservation Afloat</td>
<td>1 day</td>
<td>13 March</td>
<td>5 June</td>
</tr>
<tr>
<td>Elementary First Aid — Precaution for MCP within</td>
<td>7 days</td>
<td>14 March</td>
<td>6 June</td>
</tr>
<tr>
<td>preceding 12 months</td>
<td></td>
<td>4 April</td>
<td>25 July</td>
</tr>
<tr>
<td>Medical Care Provider — Precaution for MCP within</td>
<td>3 days</td>
<td>15 March</td>
<td>7 June</td>
</tr>
<tr>
<td>preceding 12 months</td>
<td></td>
<td>5 April</td>
<td>26 July</td>
</tr>
<tr>
<td>Medical PIC — Please fax MCP certificate when</td>
<td>5 days</td>
<td>20 March</td>
<td>31 July</td>
</tr>
<tr>
<td>registering</td>
<td></td>
<td>10 June</td>
<td></td>
</tr>
<tr>
<td>Urinalysis Collector Training</td>
<td>1 day</td>
<td>27 March</td>
<td>24 July</td>
</tr>
<tr>
<td>Breath Alcohol Test (BAT) — Alco Sensors 3 and 4 only</td>
<td>1 day</td>
<td>28 March</td>
<td>8 August</td>
</tr>
<tr>
<td>Safety Screening Test — QEDs only</td>
<td>1/2 day</td>
<td>20 March</td>
<td>9 August</td>
</tr>
<tr>
<td>Medical PIC Refresher — MSC approved</td>
<td>3 days</td>
<td>Please Call</td>
<td></td>
</tr>
</tbody>
</table>

### Radar Courses

<table>
<thead>
<tr>
<th>Course Name</th>
<th>Duration</th>
<th>Start Dates</th>
<th>End Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radar Recertification</td>
<td>1 day</td>
<td>14, 16 March</td>
<td>10, 12, 15 May</td>
</tr>
<tr>
<td>ARPA</td>
<td>4 days</td>
<td>21 February</td>
<td>16 May</td>
</tr>
<tr>
<td>Radar Recertification &amp; ARPA</td>
<td>5 days</td>
<td>22 February</td>
<td>15 May</td>
</tr>
<tr>
<td>Original Radar Observer Unlimited</td>
<td>5 days</td>
<td>13 February</td>
<td></td>
</tr>
</tbody>
</table>

### Deck Courses

<table>
<thead>
<tr>
<th>Course Name</th>
<th>Duration</th>
<th>Start Dates</th>
<th>End Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Bridge Resource Management — Must be</td>
<td>5 days</td>
<td>15 May</td>
<td>31 July</td>
</tr>
<tr>
<td>STCW 2010 Leadership &amp; Management gr. closing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>requirements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advanced Shiphandling for Masters — (No</td>
<td>5 days</td>
<td>27 March</td>
<td>8 May</td>
</tr>
<tr>
<td>equivalency) Must have sailed as Chief Mate</td>
<td></td>
<td></td>
<td>11 September</td>
</tr>
<tr>
<td>Unlimited</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advanced Shiphandling for 3rd Mates — 60 days</td>
<td>10 days</td>
<td>20 February</td>
<td>6 March</td>
</tr>
<tr>
<td>seaside equiv. for 2nd Mates</td>
<td></td>
<td>5 June</td>
<td>7 August</td>
</tr>
<tr>
<td>Advanced &amp; Emergency Shiphandling — First Class</td>
<td>5 days</td>
<td>Please Call</td>
<td></td>
</tr>
<tr>
<td>Pilots, Great Lakes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dynamic Positioning — Basic</td>
<td>5 days</td>
<td>1 May</td>
<td>24 July</td>
</tr>
<tr>
<td>Dynamic Positioning — Advanced</td>
<td>5 days</td>
<td>20 March</td>
<td>5 June</td>
</tr>
<tr>
<td>Navigational Watchkeeping Standardization &amp;</td>
<td>5 days</td>
<td>6 March</td>
<td>28 August</td>
</tr>
<tr>
<td>Assessment Program</td>
<td></td>
<td>1, 22 May</td>
<td>12 June</td>
</tr>
<tr>
<td>TDGAR (Towing Officer Assessment Record) — Third</td>
<td>5 days</td>
<td>15 May</td>
<td>21 August</td>
</tr>
<tr>
<td>Mates (Unlimited or Great Lakes) or</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1600T Master License required AND OICNM required</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tug Training — ASD Assist (Autopiloting Stern</td>
<td>5 days</td>
<td>27 March</td>
<td>19 June</td>
</tr>
<tr>
<td>Drive)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visual Communications (Flashlight) — Text only</td>
<td>1 day</td>
<td>Please Call</td>
<td></td>
</tr>
</tbody>
</table>
### Deck Upgrade — STCW 2010 — Management Level (NVIC 10-14)

If sea service or training towards management level (Chief Mate/Master) upgrade started ON OR AFTER 24 March 2014, you must adhere to this new program of training. Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 11-14. By completing the series, no expiration limitation will be placed on your STCW credential. See STAR Center’s website for full details: https://www.star-center.com/stcw2010-engine.upgrade.html

#### Upgrade: Shiphandling at the Management Level
- 10 days
- 17 April
- 17 July

#### Upgrade: Advanced Meteorology — Requires after-hours homework
- 5 days
- 15 May
- 10 July

#### Advanced Stability
- 5 days
- 6 May
- 31 July

#### Search & Rescue
- 2 days
- 1 May
- 5 August

#### Management of Medical Care
- 1/2 day
- 15 February
- 3 May
- 8 August

#### Leadership & Management
- 5 days
- 27 February
- 20 March
- 17 April
- 8 May
- 5 June
- 14 August

#### Advanced Cargo — Optional for task sign-off
- 5 days
- 20 February
- 5 June
- 21 August

#### Marine Propulsion Plants — Optional for task sign-off
- 5 days
- 27 February
- 19 June
- 28 August

#### Advanced Colerel — Optional for task sign-off
- 5 days
- 6 March
- 12 June
- 11 September

#### Advanced Navigation — Optional for task sign-off
- 5 days
- 13 March
- 26 June
- 18 September

### Engineering Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Electricity</td>
<td>10 days</td>
<td>5 June</td>
</tr>
<tr>
<td>Diesel Crossover</td>
<td>4 weeks</td>
<td>Please call</td>
</tr>
<tr>
<td>Gas Turbine Endorsement</td>
<td>10 days</td>
<td>6 March</td>
</tr>
<tr>
<td>High Voltage Safety Course (Classroom)</td>
<td>2 days</td>
<td>Please call</td>
</tr>
<tr>
<td>Hydraulics/ Pneumatics</td>
<td>5 days</td>
<td>8 May</td>
</tr>
<tr>
<td>Ocean Ranger Program</td>
<td>6 days</td>
<td>3 April</td>
</tr>
<tr>
<td>Programmable Logic Controllers (PLCs)</td>
<td>5 days</td>
<td>Please call</td>
</tr>
<tr>
<td>Refrigeration (Operational Level)</td>
<td>5 days</td>
<td>27 February</td>
</tr>
<tr>
<td>Refrigeration (Management Level)</td>
<td>5 days</td>
<td>6 March</td>
</tr>
<tr>
<td>Steam Endorsement</td>
<td>4 weeks</td>
<td>17 April</td>
</tr>
<tr>
<td>Electronics (Management)</td>
<td>1 week</td>
<td>Please call</td>
</tr>
<tr>
<td>Instrumentation (Management)</td>
<td>10 days</td>
<td>Please call</td>
</tr>
</tbody>
</table>

### Welding & Metallurgy Skills & Practices
- Open to eligible Chief Mates and Masters on a space available basis. Interested participants should apply online and will be confirmed 2 weeks prior to start date.
- 2 weeks
- 27 February
- 15 May
- 12 June
- 14 August
- 25 September

### Engine Upgrade — STCW 2010 — Management Level (NVIC 15-14)

- If sea service or training towards management level (1A/Chief Eng.) upgrade started ON OR AFTER 24 March 2014, you must adhere to this new program of training. Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 15-14. By completing the series, no expiration limitation will be placed on your STCW credential. See STAR Center’s website for full details: https://www.star-center.com/stcw2010-engine.upgrade.html

#### Leadership & Managerial Skills (S509 as amended)
- REQUIRED
- 5 days
- 27 February
- 20 March
- 17 April
- 8 May
- 5 June
- 14 August
- 25 September

#### ESR (S509 as amended) — REQUIRED
- (unless previously taken for gap closing or original license)
- 5 days
- 20 February
- 13 March
- 24 April
- 12 June
- 31 July

#### Upgrade: Electrical, Electronics & Control Engineering
- 5 days
- 6 March
- 1 May
- 19 June
- 7 August

#### STCW Upgrade Task Assessment — General Engineering & Procedure (E135 as amended) — OPTIONAL: Tasks can be signed off onboard
- 5 days
- 10 July

#### STCW Upgrade Task Assessment — MEECE — OPTIONAL — Tasks can be signed off onboard
- 5 days
- 26 June

#### STCW Upgrade Task Assessment — Motor (E120 as amended) — OPTIONAL: Tasks can be signed off onboard
- 3 days
- 5 July

#### STCW Upgrade Task Assessment — Steam (E121 as amended)
- 5 days
- 20 February
- 24 July

#### STCW Upgrade Task Assessment — Gas Turbine (E122 as amended)
- 5 days
- 27 February
- 17 July

### MSC Training Program

#### Basic CBDR Defense
- 1 day
- 10, 31 March
- 7 April
- 18 May
- 23 June
- 21 July

#### Damage Control
- 1 day
- 9, 30 March
- 8 April
- 19 May
- 22 June
- 20 July

#### Heat Stress Afloat / Hearing Conservation Afloat
- 1 day
- 13, 27 March
- 5 June

#### Helicopter Fire Fighting
- 1 day
- 9 May

#### Marine Environmental Programs (with CBDR)
- 1/2 day
- 10, 31 March
- 7 April
- 18 May
- 23 June
- 21 July

#### Marine Sanitation Devices
- 1/2 day
- 10, 14 March
- 8 June

#### MSC Readiness Refresher — Must have completed full CBDR & DC course in career.
- 2 days
- 1 May

#### MSC Watchloader — BASIC — Once in career, SST grade grandfathered
- 2 days
- 23 March
- 8 June

#### MSC Watchloader — ADVANCED — Required for all SRF members
- 1 day
- 17 February
- 3, 31 March
- 28 April
- 5 May
- 16 June
- 14, 28 July
- 1, 15 Sep

#### MSC Ship Reaction Forces — Required every three years for SRF members
- 3 days
- 9 March
- 3 April
- 19 June
- 31 July

#### Small Arms — Initial & Sustainment (Refresher) Training — Open to members & applicants eligible for employment through AMO (w/in 1 year) or MSC on NAVY contracted vessels.
- 4 days
- 27 February
- 13, 27 March
- 10, 24 April
- 1, 22 May
- 12, 26 June
- 10, 24 July
- 14, 28 August
- 11, 25 Sep

#### Water Sanitation Afloat
- 1/2 day
- 7 March
- 6 June

### Self-Study, CDs and Online Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afloat Environmental Protection Coordinator</td>
<td>CD</td>
</tr>
<tr>
<td>Anti-Terrorism Level 1</td>
<td>Online</td>
</tr>
<tr>
<td>Crew Endurance Management</td>
<td>CD</td>
</tr>
<tr>
<td>DOT Hazardous Materials Transportation Training</td>
<td>CD</td>
</tr>
<tr>
<td>EPA Universal Refrigerant Certification Examination</td>
<td>Self Study</td>
</tr>
<tr>
<td>Prudent Mariner’s Guide to Right Whale Protection</td>
<td>CD</td>
</tr>
<tr>
<td>Qualified Assessor</td>
<td>Online</td>
</tr>
<tr>
<td>Vessel General Permit — EPA</td>
<td>CD</td>
</tr>
</tbody>
</table>
New U.S. Maritime Alert and Advisory System launched

The following bulletin was released January 26 by the Maritime Administration.

1. This message announces the launch of the new U.S. Maritime Advisory System, which represents the most significant update since 1939 to the U.S. government process for issuing maritime security alerts and advisories. The new system establishes a single federal mechanism with representatives from the U.S. maritime industry through the Alerts, Warnings and Notifications Working Group.

2. The U.S. Maritime Advisory System includes two types of notifications: a U.S. Maritime Alert and a U.S. Maritime Advisory. Maritime Alerts quickly provide basic threat information previously disseminated in three separate government agency instruments: Special Warnings, MARAD Advisories, and global maritime security related Marine Safety Information Bulletins. The new system will expedite maritime threat information to the maritime industry. When amplifying information is available, a more detailed U.S. Maritime Advisory will be broadcast by the National Geospatial-Intelligence Agency, emailed to maritime industry stakeholders, and posted to the Maritime Security Communications with Industry (MSCI) web portal, at www.marad.dot.gov/MSCI.

3. The U.S. Maritime Advisory System is a whole-of-government notification mechanism. The Departments of State, Defense, Justice, Transportation, and Homeland Security, and the intelligence community, supported the development of this new system in coordination with representatives from the U.S. maritime industry through the Alerts, Warnings and Notifications Working Group.

4. Questions regarding the U.S. Maritime Advisory System may be emailed to MARADScurity@dot.gov. Additional contact information is available on the MSCI web portal.

5. This message will automatically expire on July 6, 2017.
The following is excerpted from an article released January 18 by the International Maritime Organization. Please note: These provisions of the Maritime Labor Convention require documentation verifying compliance to be carried onboard each affected vessel.

IMO Secretary-General Kitack Lim has welcomed the entry into force today (18 January) of new obligations under the Maritime Labor Convention (MLC 2006), which require shipowners to have compulsory insurance to cover abandonment of seafarers, as well as claims for death or long-term disability of seafarers.

The 2014 amendments to the MLC 2006, which comes under the auspices of the International Labor Organization (ILO), are based on guidelines that were developed by a joint IMO/ILO working group, which reported to both IMO’s Legal Committee and ILO’s governing bodies.

“These amendments, which will provide better protection for seafarers and their families, are the fruit of successful collaboration between IMO and ILO to ensure better working conditions and better protection should things go wrong. I am very pleased to see these amendments enter into force today for the Parties to MLC 2006, all of which are also IMO Member States,” Mr. Lim said.

“Seafarers make global trade possible and it is vital that we all work together to ensure their rights are protected. It has often been said that the MLC 2006 represents the fourth pillar when it comes to the most important maritime treaties as it complements the IMO treaties covering safety — the SOLAS treaty, pollution prevention — the MARPOL treaty and training of seafarers — the STCW treaty,” Mr. Lim said.

The amendments were developed over nearly a decade of discussion in a joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers. IMO’s Legal Committee maintains a standing agenda item, to keep under review the provision of financial security in case of abandonment of seafarers, and shipowners’ responsibilities in respect of contractual claims for personal injury to, or death of seafarers.

USCG proposes raising bar for reporting of marine casualties

The Coast Guard proposes to amend the monetary property damage threshold amounts for reporting a marine casualty, and for reporting a type of marine casualty called a “serious marine incident” (SMI). The initial regulations setting these dollar threshold amounts were promulgated in the early 1980s and they have not been updated. Because the monetary thresholds for reporting have not kept pace with inflation, relatively minor casualties must be reported. Additionally, the regulations require mandatory drug and alcohol testing following an SMI; consequently, testing is being conducted for casualties that are less significant than those intended to be captured by the original regulations. Updating the regulations will reduce the burden on vessel owners and operators, and will also reduce the amount of Coast Guard resources expended to investigate these incidents.

Comments and related material must be submitted to the online docket via http://www.regulations.gov, or reach the Docket Management Facility, on or before March 24, 2017.

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USCG and CBP. The eNOA/D contains a crew list with all required identity information on U.S. citizen crew members for CBP to check against data bases for preapproval. The current AQUA Lane program’s singular focus on preapproval of low risk cargo, but not preapproval of low risk U.S. crew members is creating an unnecessary hardship on U.S. citizen mariners, and the efficient operation of U.S. ships, that needs to be addressed. We are requesting that a system of preapproval of U.S. citizen crew members based on the prior submission of the crew list ninety-six (96) hours in advance of arrival be implemented and that port relief deck and engineering officers and Relief crew members holding USCG credentials and TWICs be permitted to board the ship to assist in operations prior to formal clearance by CBP.

We request a meeting with the appropriate officials within the CBP to discuss a way forward on this issue. If any Congressional action to change U.S. statutes, or fund CBP resources, are needed to ensure U.S. citizen crew members on U.S. flagged ships are granted timely entry into the U.S. when returning home we will cooperate with the CBP to accomplish that goal.

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USNS Williams supports Marine Corps maintenance operation

Marine Corps tanks, amphibious assault vehicles and other rolling stock aligned on Tango Pier, U.S. Naval Base Guam (NBG), October 28 awaiting back-loading onto the maritime prepositioning ship USNS PFC Dewayne T. Williams.

The following article by Jeffrey Landis, U.S. Naval Base Guam Public Affairs, was published in the January 2017 edition of Seafall, the official publication of Military Sealift Command, and is reprinted here with permission. The USNS Williams is operated by Crowley Liner Services and is manned in all licensed positions by American Maritime Officers.

The Maritime Prepositioning Ship (MPS) USNS PFC Dewayne T. Williams (T-AK-3009) pulled back into Agra Harbor, U.S. Naval Base Guam (NBG), October 27 to back-load nearly 80 U.S. Marine Corps vehicles and equipment after a three-week visit to the port. The visit was a rare opportunity for Marines and maintenance support personnel to conduct a three-week maintenance period in Guam — where use of NBG’s reinforced piers for amphibious and tracked vehicles was more than a proof of concept, but also an exercised capability for the port at Agra Harbor far west of Pearl Harbor, Hawaii.

The offload — although only intended for maintenance of 14 M1A1 Abrams tanks — included 16 amphibious assault vehicles (AAV), a few seven-ton trucks and other rolling stock and equipment. MPSs are designed for maximized efficient use of all available space, so rolling off all the equipment to get to the tanks was a necessity, said Maj. Lee Parker, officer-in-charge of the Maintenance Support Team (MST) sent to Guam. Port operations staff and offload support specialists from USNS Williams guided the tanks, AAVs and other rolling stock using a ramp from the ship onto Tango Pier, and then all the vehicles and gear were moved and stowed in the confines of Uniform Pier, with its reinforced cement deck capable of holding the 70-ton tanks. With the maintenance period complete, the back-load commenced October 27 and 28 in the same organized fashion.

“The evolution was smooth and expertly executed,” said Dan Quicho, port operations director. “This type of heavy equipment offload for a maintenance operation was a must. “These tanks were recently used in Exercise Freedom Banner 2016 in the Republic of Korea back in late February-early March,” said Parker. “The required corrective maintenance, assessment, inspections, as well as post-maintenance inspection actions will bring the vehicles and equipment up to acceptable readiness levels for their three-year ship cycle and so that the MPS will be ready for any contingency.”

The visit strengthens the already positive alliance between the U.S. and Japan through the crew’s interaction with the Japan Maritime Self-Defense Force. It also demonstrates the U.S. Navy’s commitment to regional stability and maritime security in the U.S. 7th Fleet area of operations.

USNS Able visits Yokosuka during Indo-Asia-Pacific deployment

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A Marine Corps tank sits adjacent to the stern ramp October 28 during a back-load of all tanks, amphibious assault vehicles and other rolling stock onto the maritime prepositioning ship USNS PFC Dewayne T. Williams.

The following excerpt is from an article by Mass Communication Specialist 2nd Class Brian Reynolds, Submarine Group 7 Public Affairs, which was posted January 17 by the U.S. Navy. The USNS Able is operated by Crowley Liner Services and is manned in all licensed positions by American Maritime Officers. YOKOSUKA, Japan (NNS) — Military Sealift Command ocean surveillance ship USNS Able (T-AGOS 20) arrived at Fleet Activities Yokosuka January 16 for a port visit as part of its Indo-Asia-Pacific patrol.

The U.S.-flagged tanker Maersk Peary recently conducted consolidation training with the Military Sealift Command fleet replenishment oiler USNS Walter S. Diehl, successfully completing underway replenishment exercises in the Gulf of Aden. The Maersk Peary is operated by Maersk Line, Limited and is manned in all licensed positions by American Maritime Officers.

Maersk Peary conducts consolidation training

The crew has worked tirelessly during this deployment,” said Phillip Thrift, Able’s master. “The visit gives the crew some well-deserved time off and an opportunity to explore the rich culture of Japan.”

Able is the first ship in the U.S. Navy to bear the name and is the second of four Victor-class ocean surveillance ships. Its primary purpose is to conduct anti-submarine warfare by deploying a Surveillance Towed-Array Sensor System (SURTASS), which provides passive acoustic mobile detection, tracking, and reporting of submarine contacts at a long range. Additionally, Able is one of four ocean surveillance ships capable of searching for submarines using Low Frequency Active Sonar (LFAS). The data provided by SURTASS is analyzed aboard Able and then sent to Submarine Group 7 (CSG-7) in Yokosuka, Japan. CSG-7 then uses the information collected to make critical decisions regarding the placement of its assets.

Able is operated and maintained by civilian contractors for the Military Sealift Command. The SURTASS surveillance system is operated by an aboard military detachment from Naval Oceanographic Processing Facility Whidbey Island, Washington.

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