



NEWSLETTER

124 North Van Avenue
 Houma, LA 70363-5895
www.nationalmariners.org

PHONE: (985) 851-2134
 FAX: (985) 879-3911
info@nationalmariners.org

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WELCOME TO 2010 – YEAR OF THE SEAFARER

A message from E.E. Mitropoulos, Secretary-General, IMO



Mr. Efthimios Mitropoulos of Greece is the seventh Secretary-General of the International Maritime Organization, the United Nations agency concerned with maritime safety and security and the prevention of marine pollution from ships.

The International Maritime Organization has decided to dedicate next year to you by choosing, as the theme for World Maritime Day, "2010: Year of the Seafarer". Our intention is to pay tribute to you, the world's 1.5 million seafarers of men and women from all over the globe for the unique, and all too often over-looked, contribution you make to the wellbeing of all of us.

We will do so with deep appreciation, in recognition of the extraordinary service you render every day of your professional life, frequently under dangerous circumstances, in delivering, to the more than 6.5 billion people of the world, the wheat that makes our daily bread, the gas and oil that warms our homes or moves our vehicles and the gifts we will share and enjoy with our families and friends over this Festive Season.

At IMO, we are ever-conscious of the important role you play in helping us achieve safe, secure and efficient shipping on clean oceans of the goals that we, as the United Nations specialized agency charged with the regulation of international shipping and as a member of the global maritime community, have set ourselves.

And so, we will celebrate next year's World Maritime Day theme with much pride in your contribution to our objectives, to the facilitation of more than 90% of the world's trade, and to sustainable human development.

In so doing, we also seek to reassure you, at the "sharp end" of the industry, that we, who are responsible for the international regulatory regime and who serve shipping from ashore, do understand the extreme pressures that you face and that, as a result, we approach our own tasks with a genuine sympathy for the work that you carry out.

At the same time, we will seek to add impetus to the "Go to Sea!" campaign, which we launched in November 2008 to attract new entrants to the shipping industry and, in particular, to encourage young people to follow in your footsteps by becoming the seafarers of tomorrow. We launched that campaign in association with the International

Reminder!

Right now might be a good time to send in your membership dues



Labour Organization, the "Round Table" of shipping industry organizations (International Chamber of Shipping, International Shipping Federation, BIMCO, International Association of Independent Tanker Owners and International Association of Dry Cargo Shipowners) and the International Transport Workers' Federation, all of whom will be joining us in celebrating the Year of the Seafarer.

Last, but mostly importantly, we want to convey to you a clear message that the entire shipping community understands and cares for you ó as shown by the efforts we make to ensure that you are fairly treated when ships on which you serve become involved in accidents; are looked after when you are abandoned in ports; are not refused shore leave for security purposes; are protected when your work takes you into piracy-infested areas; and are not left unaided when you are in

distress at sea.

1.5 million seafarers serving the daily needs of more than 6.5 billion citizens of the world! It is a fact that goes unnoticed or is taken for granted by most, but one that should be trumpeted loud and clear. For seafarers the world over deserve our respect, recognition and gratitude and, during 2010, we at IMO are resolved to ensure that the world does take notice of your exceptional role and contribution and of the special debt that all of us owe to you. We thank you for that!

With best wishes for the Festive Season and the Year of the Seafarer ó and a safe return home!

E.E. Mitropoulos
Secretary-General

[NMA Comment: "Big Brother" is still watching you!]

"HAWSEPIPERS" AND THE NEW RULES TO IMPLEMENT STCW

By Capt. Richard A. Block
Refer to Docket #USCG-2004-17914

In our initial letter to the Coast Guard Docket (above) we made a proposal in paragraph 15 as follows:

15. In light of significant mariner and management opposition to the new rulemaking, we will request that the U.S. Senate consider **amending** their acceptance (i.e., by ódenouncingö) of 1995 STCW Amendments so that they will only apply to U.S. vessels greater than 1,600 Gross Register Tons (Equivalent to 3,000 Gross Tons ITC) engaged in commercial trade anywhere within the U.S. Exclusive Economic Zone (i.e., up to 200 miles off the U.S. Coast. The reason for such a denunciation is because the proposed regulations have disrupted our ótraditionalö credentialing system.

The basis of this proposal lies in Article XV of the 1978 STCW Convention that states:

Article XV – Denunciation

(1) The Convention may be denounced by any Party at any time after 5 years from the date on which the Convention entered into force for that Party.

(2) Denunciation shall be effected by notification in writing to the Secretary-General who shall inform all other Parties and the Director-General of the International Labour Office of any such notification received and of the date of its receipt as well as the date on which such denunciation takes effect.

(3) A denunciation shall take effect 12 months after receipt of the notification of denunciation by the Secretary-General or after any longer period which may be indicated in the notification.

As a ólimited-tonnageö mariner since April 1955, I understand how heavily the maritime industry in the United States depends upon our óhawsepipersö. Most óhawsepipersö are not graduates of maritime academies and do hold college degrees. Nevertheless, **hawsepipers are the backbone of the domestic American maritime industry and a majority of the nation's credentialed merchant mariners.** To discourage these mariners at any stage will lead to a serious disruption in the towing industry and offshore oil segments of the maritime

industry in particular. To do so for reasons of **political correctness** is a travesty!

[Definition: Political correctness is a doctrine, fostered by a delusional, illogical minority, and rabidly promoted by an unscrupulous mainstream media, which holds forth the proposition that it is entirely possible to pick up a turd (e.g., STCW) by the clean end.]

As a schoolteacher by profession and **not** a graduate of any maritime academy, I have participated in a second career as a ólimited-tonnageö ó aka ólower-levelö ó mariner and progressed from a Motorboat Operator to a 1,600-ton Master **as a "hawsepiper."** However, I am acutely aware through having the privilege of working with and training many ólimited-tonnageö mariners for the last 54 years of the effort they have put forth in learning the trade and the vast amount of experience they have gained. I am unwilling to sit back and watch all this hard work and experience squandered and mariners' careers ruined, impaired, or sacrificed for the sake of ópolitical correctnessö. STCW in our domestic waters is little more than poorly planned administrative double talk to satisfy Coast Guard with their incredibly limited first-hand knowledge of our mariners. I refuse to sit back and watch our mariners and all their accumulated experience be shredded and thrown to the wolves simply because the U.S. Senate never bothered to take the time to examine this monstrosity in the period between 1993 and 1995. They should have fully examined the effect of STCW on our limited-tonnage mariners rather than try to bulldoze them.

Positive Value of STCW Training

In both the recent New Orleans and Seattle public meetings, held to introduce this Notice of Proposed Rulemaking (NPRM), several speakers expressed the concern that the proposed rulemaking in this docket would severely restrict or close off the path of career advancement for **óhawsepipersö**. Nevertheless, these speakers also expressed that the STCW program does have óvalueö.

Our Association agrees and believes this value is expressed through the STCW training that thousands of our ólimited-tonnageö mariners received over the years. In our early days as the Gulf Coast Mariners Association (GCMA), we contributed to the STCW training through a \$4,000,000

grant from the U.S. Department of Labor administered by former GCMA President Mrs. Penny Adams and later by Father Sinclair Oubre. We believe in the value of the training provided under that grant and imparted by the instructors furnished through the good offices of the AFL-CIO and four national maritime unions. We note that other public funds were also used to support STCW training. Many of our mariners already have received the requisite training and STCW endorsements. We applaud the effort that this career advancement represents and encourage others to follow in their path.

Unfortunately, over the years, **Congress, the Coast Guard, and industry management cast a blind eye upon the need for training engineers.** When we repeatedly brought this to the Coast Guard's attention, they pointed out that their purview was limited to vessels greater than 200 GRT working beyond the boundary lines. This narrow outlook also reflected a lack of interest in "uninspected" vessels that, during the 1990s included most offshore tugs. The training grant was a one-time grant and did not cover the cost of training all limited-tonnage mariners working beyond the boundary lines.

Since 1972, Congress no longer required licensed **engineers** on inland and river diesel towing vessels. That, combined with the fact that 98% of offshore tugs were purpose-built to admeasure under 200 gross register tons (GRT) almost totally excluded the use of licensed engineers from all of the nation's approximately 5,200 towing vessels.

Naval architects creatively squeezed "small passenger vessels" regardless of their physical size and passenger capacity (e.g., some are over 200-feet in length and carry over 1,000 passengers into a tiny 100 GRT package to avoid hiring and paying for licensed engineers. Towing companies took advantage of the situation and cut vessel manning to the bone. They began to use deckhands without any formal engineroom training as "unlicensed engineers" or "deckineers".

Years ago, our Association attempted to bring this discrepancy to the attention of the Coast Guard through the Merchant Marine Personnel Advisory Committee (MERPAC) and issued these reports:

- Report #R-428, Rev. 1, Report to Congress: The Forgotten Mariners - Maritime Education and Training for Entry-Level Deck & Engine Personnel
- Report #R-401-E, Rev. 1. Crew Endurance and the Towing Vessel Engineer - A Direct Appeal to Congress.

The fact that a significant number of these "limited-tonnage" vessels burned or sank as a result of mechanical or electrical causes **did** attract Congressional attention. We believe that some of these casualties could have been averted by the presence of a knowledgeable and trained engineer and adequate vessel manning.

Engineer Training is Important

We believe that "engineers" on every type of **inspected vessel** from small passenger vessels to towing vessels, to offshore supply vessels numbering in the thousands must receive basic "safety training" before entering the engine room for any purpose. Thereafter, we believe that vocational training commensurate with the tasks they are expected to perform in the engine room, machinery spaces, or on equipment on deck is necessary. Our report #R-428, Rev. 1

concentrates upon vessels of **up to 200 GRT.**

As their power-plants, propulsion, controls, steering, deck machinery, heating, refrigeration and air conditioning (HVAC), communications, dynamic positioning, and hotel-service systems use electric, electronic, hydraulic, and pneumatic systems, changes in technology became more sophisticated, training the on-board engineer was put on a "back burner" or simply overlooked. The shortage of "limited-tonnage" training facilities specifically devoted to training engineroom personnel should be plainly evident to Congress, the Coast Guard, and industry management. For years, our Association has been a voice crying in the wilderness - Vox Clamantis in Deserto!

Our Mariners Are Not Ready

The proposed regulations to implement STCW certainly do not take into consideration the problem that many "limited tonnage" engineers face. If the Coast Guard had paid attention over the years, they would understand this. Now, they propose that many engineers obtain up to 30 months of "formal training" by edict.

The Coast Guard never consulted our mariners before rushing the U.S. Senate to simply accept the 1995 Amendments to STCW. The thinking was that the Senate has already accepted STCW 1978 and that the huge changes that amounted to several hundred pages of new regulations, as "amendments," did not require ratification by the whole Senate. It was easier for the Coast Guard just to slip the whole regulatory package through and leave it to future Coast Guard officials to force new regulations upon our mariners. The new regulations are contained in Docket #USCG-2004-17914. This abomination is the second of two major changes to existing licensing regulations within the past year.

It is necessary for the United States to be a Party to STCW. **Our major labor unions did their best to comply with STCW so that our deep sea merchant marine could continue to operate.** We do not suggest that they turn back. Although owners and operators of vessels of less than 1600 GRT/ 3,000 GT (ITC) also did their best to comply with STCW as much as possible, thousands of their mariners already have completed STCW training at great expense. However, **the Coast Guard seems to think that saddling mariners with repeating and duplicating the same experience in class every five years will be acceptable.** We doubt whether our mariners will tolerate it! Nevertheless, it is clear that certain parts of the proposed new regulations - for example, those for engineers - will hurt "hawsepipers" by forcing them into impossible situations. We believe that all engineers should be offered thorough "safety" training as well as "vocational" training appropriate to service and maintain all of the machinery on the vessels they serve on. We believe that this training should highlight their safety, health, and welfare and finally recognize the importance of their contribution to the maritime workplace. The training should be part of a program to develop the proficiency of our nation's maritime workforce rather than to satisfy STCW requirements although those requirements could then be incorporated for those serving on vessels in international service. However, in light of **their failure to recognize the importance of adequate formal engineer training for thousands of mariners serving**

on vessels on domestic routes, we suggest that a program be established to do so at government expense. It would be fitting to extract funds from the Coast Guard's budget since deficiencies in leadership in the Marine Safety mission were responsible for this failure. Perhaps fewer flag-grade promotions should be considered as starters.

Flexibilities and Equivalencies

Speakers at the recent public meetings suggested that the Coast Guard should take maximum advantage of the flexibilities and equivalency provisions provided for in the STCW treaty which they state does not appear to be reflected in the proposed rulemaking. Perhaps it is possible

for this type of accommodation to satisfy both labor and management.

Lawyers should consider the possibility of urging the U.S. Senate to consider and denounce a portion of the STCW Convention as it applies to our own domestic waters for as many years as necessary to comply without damaging or destroying a vital component of our maritime industry. While Coast Guard officials would be subject to significant embarrassment on the world stage, they really should have paid greater attention to their superintendence over the merchant marine as assigned by Congress in 46 U.S. Code §2103. These shortcomings should be their problem and not the problem of our mariners.

FATIGUE

[Source: International Transport Workers Federation (ITF) Website.]

Introduction

Seafarers are increasingly expected to take on heavier workloads with less crew support, and to work longer hours with less time off on board or on shore to recuperate.

Under the international convention on Standards of Training, Certification and Watchkeeping (STCW), it is acceptable for a seafarer to work up to 98 hours a week. This is far longer than the limit of 72 hours a week laid down in the International Labour Organisation convention 180, and almost double the maximum of 48 hours per week in the European Working Time Directive.

What are the dangers of fatigue?

Safety at sea is endangered as crews are not fully alert, and take shortcuts. And your health suffers, now and in the future, through taking poor care of your physical and mental health needs. Comprehensive research on seafarer fatigue, published in 2006, showed how the long working hours culture takes its toll on seafarers:

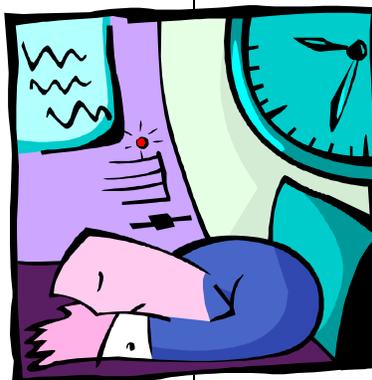
- One in four seafarers said they had fallen asleep while on watch
- Almost 50% of seafarers taking part in the study reported working weeks of 85 hours or more
- Around half said their working hours had increased over the past 10 years, despite new regulations intended to combat fatigue
- Almost 50% of seafarers surveyed considered their working hours presented a danger to their personal safety
- Some 37% said their working hours sometimes posed a danger to the safe operations of their ship

What about on-board records?

Increased workloads are also leading to a new problem of false record keeping. Seafarers are bowing to the pressures of the job to falsify records of the hours they actually work. This practice undermines onboard safety and health and makes

the problem of long hours working and crew fatigue harder to address.

[NMA Comment: One of our principal goals since our Association was founded is to strengthen logbook requirements to include all logs maintained by our limited-tonnage mariners.]



How can seafarers cope with fatigue?

The symptoms of fatigue can endanger yourself, your colleagues, your ship and the marine environment. The danger signs include:

- Inability to stay awake
- Clumsiness
- Headaches and giddiness
- Loss of appetite
- Insomnia
- Moodiness and needless worrying
- Poor judgment of distance, speed, time and risk
- Slow responses
- Difficulty concentrating

If you become aware of these signs, you should take the following steps:

- Use your maximum allowance of sleep, rest and leisure time
- Inform your supervisor if you think fatigue may be impairing your performance
- Where possible, rotate your tasks to mix heavy and lighter duties
- Exercise daily
- Eat as healthily as possible, limit smoking, caffeine and alcohol consumption

What is the ITF doing?

The ITF campaign against fatigue at sea argues for:

- Safe crewing levels on board ship
- Enforcement of maritime regulations on minimum hours of rest and/or maximum hours of work
- New regulations on seafarers' hours of work
- Universal recognition of the right of all seafarers to shore leave
- An onboard safety culture
- Fatigue to be treated as a serious health and safety issue

NEW AND REVISED NMA REPORTS

Cancel Report # R-229, Rev.1, July 6, 2006. Towing Vessel Manning. [Replaced by Report #R-279.]

Cancel Report #R-239. [Replaced by Report #R-279.]

Cancel Report #R-439 [Outdated].

Cancel & Renumber Report #R-422 as Report #R-223-A, Rev. 1 – How to Contact Members of Congress on Maritime Issues.

NMA Report #R-205. Jan. 1, 2010. Report to Congress: Outstanding Failures to Protect the Safety, Health & Welfare of 126,000 Limited Tonnage Merchant Mariners.

This report, prepared and distributed to Members of Congress and Coast Guard officials discusses failures of the Coast Guard's Marine Safety Mission to protect our mariners citing the following issues.

- Safe and Adequate Potable Water.
- Food Service and Food Service Sanitation Aboard Vessels Served by Limited Tonnage Mariners.
- Hearing Conservation & Protecting Mariner Hearing.
- Coast Guard Failure to Protect Our Mariners From Asbestos.

- Protection of Seamen Against Discrimination & Whistleblower Protection.
- Hydrogen Sulfide & A Danger to Mariners.
- Smoking and Merchant Mariner Health and Welfare.
- Improve Personal Injury Reporting Requirements.
- Thousands of Barges Are Unregulated Workplace Safety Hazards.
- Give Mariners a Voice in Setting and Reviewing Safe Vessel Manning Standards.

While this is not an exhaustive list of all of our limited-tonnage mariner issues, it does concentrate on safety, health and welfare. For other issues, consult our report #R-350, Rev. 5.

NMA Report #R-349-A. Dec. 23, 2009. Supporting Documentation for NMA Report #R-349. (This documentation also supports new NMA Report #R-205 above)

NMA Report #R-395-A, Dec. 23, 2009. Supporting Documentation for NMA Report #R-395 (Food Service). (This documentation also supports new NMA Report #R-205 above)

NMA Report #R-395-B, Dec. 23, 2009. Supporting Documentation for NMA Report #R-395 (Potable Water). (This documentation also supports new NMA Report #R-205 above)

COAST GUARD RECS WILL ACCEPT MMC APPLICATIONS BY E-MAIL

The Coast Guard says that starting Jan. 4, its 17 regional exam centers (RECs) will accept merchant mariner credential applications by e-mail. The agency says that the e-mailed applications must be complete packages, assembled according to the Coast Guard's application acceptance checklist, available online. The applications must be e-mailed in Portable Document Format (PDF). Each credential application can be no larger than 10 megabytes in size. E-mailed applications must not be scanned at a resolution higher than 300 dots per inch (dpi). Mariners must attach a copy of their TWIC or TWIC application receipt and pay any applicable user fees through www.pay.gov. The subject line

of the e-mail must be in this format: mariner's last name, mariner's first name, mariner's middle initial and mariner number (if known). A list of e-mail addresses to which applications may be submitted is available online. Please submit your application to one REC only. Visit: www.uscg.mil/nmc/announcements/industry_notice_e_submission.pdf

[NMA Comment: Like all changes, this one is for the convenience of the Coast Guard. We note that many of our mariners still do not have working e-mail addresses.]

[NMA Comment: Notice that it says that Regional Exam Centers (RECs) will accept these applications – NOT the National Maritime Center. If you use this new service, don't send your e-mail to the wrong place.]

TRENDS

As the job market tightens across the board pressures grow upon our mariners. We keep running across disturbing trends that we identify in this article.

TWIC Cards

Some mariner wait for months without work after they enroll for their TWIC cards without any word from the Transportation Security Administration (TSA). After paying fees of \$132.50 for a TWIC card, this may well be another low point in service to our mariners from another government agency. On Jan. 1, 2010 we brought this matter to the

attention of Secretary Janet Napolitano of the Department of Homeland Security and asked for her to appoint a Liaison Officer who could give our Association straight answers.

Cutting Crews on Towing Vessels in 24-Hour Service

The law (46 U.S. Code §8104(h)) requires that towing vessel officers work no more than 12 hours in any 24-hour period. Consequently, any towing vessel in service over 12 hours requires two licensed officers. One of those officers must hold a Master license while the other officer must hold at least a Mate/Pilot of towing vessels endorsement appropriate to the vessel's route.

The problem comes with the unlicensed deckhand. Congress still has not provided unlicensed ratings with work-

hour limits unless they work on waters beyond the boundary line where they must receive 10 hours of rest in a 24-hour period. We asked Congress to limit unlicensed personnel to the same 12-hour day as officers. Unfortunately, we have not seen anything yet in proposed legislation that provide for our long-standing request.

When necessary to handle barges or do other work on deck or in the engineroom, the increasing tendency is to disregard the off-duty officer's sleep, wake him, and use him as needed on deck or in the engineroom. The justification for this appears to lie in 46 U.S. Code §8104(f) that states:

46 U.S. Code §8104(f) Subsections (d) and (e) of this section do not limit the authority of the master or other officer or the obedience of the seamen when, in the judgment of the master or other officer, any part of the crew is needed for-

(1) maneuvering, shifting the berth of, mooring, or unmooring, the vessel;

(2) performing work necessary for the safety of the vessel, or the vessel's passengers, crew, or cargo;

(3) saving life on board another vessel in jeopardy; or

(4) performing fire, lifeboat, or other drills in port or at sea.

Nevertheless, we plan to seek a written interpretation of this statute from the Coast Guard.

An example of "work" (which we define below) is when a Mate/Pilot is aroused from sleep in his off-duty time (likely in the middle of the night) to handle lines on deck even when that summons violates the 12-hour rule. Nevertheless, this trend appears to be so prevalent that we need to pose this question to the Coast Guard.

Another question this brings up is the availability or the advisability of using a 24-hour deckhand to serve as a lookout. We urge our readers to consult these reports for further information. Being deprived of the services of an alert lookout can lead any officer on watch to all sorts of other problems and is a problem on any vessel in 24-hour service with a three-man crew.

• Report #R-207. Following the "12-Hour Rule" and Rule 5: Posting a Proper Lookout. (Ailsworth ó CDOA 2576

• Report #R-294. 45 Musts for Effective Watchkeeping. [Lookout training]

While it is necessary to conduct drills, if a vessel is undermanned, these drills may become downgraded to paper exercises or even overlooked if the number of crewmembers is less than that necessary to operate the vessel safely.

Engineers

There is a tendency of companies to no longer recognize that a separate "engineer" position exists. The tendency has been to shift engineroom duties to licensed officers and often to deckhands without proper safety or vocational training. Consequently, when equipment breaks, it tends to remain broken. Pipes that leak, engines that stall, generators that do not produce a steady frequency of 60 Hz and damage pumps and motors are all symptoms of lack of attention. One outstanding factor that is hard to deny is that the Master of the vessel cannot be two places at once ó e.g., in the pilothouse and also in the engineroom.

Lies

One employer in a major New England port lied to his employees when he told them that the 12-hour rule only applied to "underway time." It is a very popular lie that simply is not true. The truth of the matter lies in our Report #R-258, Rev.2. Watchkeeping and Work-Hour Limitations on Towing Vessels, Offshore Supply Vessels (OSV) and Crewboats Utilizing a Two Watch System. This report contains Coast Guard Policy Letter #G-MOC 04-00, Rev. 1. In the early days of our Association, we fought for over a year to obtain this policy letter from Coast Guard Headquarters.

To prove that counting only "underway time" was a lie, our President contacted the Coast Guard office that allegedly gave the "underway-time" version of how to keep track of working hours to the company in question. We received a written reply to our FOIA request that no such letter had authorized the counting of work hours to include only those hours underway.

Needless to say, the Coast Guard does not award demerits to companies that lie to their employees! So, if you choose to believe such a lie, the joke is on you.

Here are two key definitions taken from the Coast Guard Policy Letter #G-MOC-04-00:

• **Rest** means a period of time during which the person concerned is off duty, is not performing work, including administrative tasks such as chart corrections or preparation of port entry documents, and is allowed to sleep without being interrupted.

• **Work** is any activity that is performed on behalf of a vessel, its crew, its cargo, or the vessel's owner or operator. This includes standing watches, performing maintenance on the vessel or its appliances, unloading cargo, or performing administrative tasks, whether underway or at the dock.

When the employer lied to his employees, two licensed officers knew that they were not being told the truth and that they would be in violation of the 12-hour rule if they carried out the orders they were given. We understand that both men were fired when they refused to make a trip exceeding 12 hours. The fact that this happened was unfortunate and, under the circumstances, there probably is very little that we can do about it. However, our Association looked into this problem many years ago and presented our findings in our Report #R-370-D, Rev. 6. Whistleblower Protection, Work-Hour Abuse, and "Deadhead" Transportation. This report has been revised and updated six times and has been available for years. There is no good reason for our mariners to continue to make the same mistakes time after time. Remember, that our reports are available on request over the internet. The complete listing of all 218 reports including 24 major reports sent to Congress are available on the NMA website.

Proposed New Definition of "Lower-Level"

"Lower-Level" is used as a category of deck and engineer officer endorsement established for the assessment of fees. *[Proposed 46 CFR §10.107]*

[NMA Editorial Policy: Henceforth, we will use the term "limited-tonnage" to replace the term "lower-level" in reference to our mariners.]

Order Form
NMA REPORTS TO CONGRESS

FAX or Mail to: National Mariners Association, 124 N. Van Ave., Houma, LA 70363 FAX #(985)-879-3911

NAME: _____

e-Mail Address: (Please print)- _____

Your Telephone and/or Fax # _____

- R-205. Jan. 1, 2010. Report to Congress: Outstanding Failures to Protect the Safety, Health, and Welfare of 126,000 Limited Tonnage Merchant Mariners 27p.
- R-279, Rev 8, Apr. 19, 2008. Request to Congress: To Review and Set Safe Manning Standards for Mariners Serving on Towing and Offshore Supply Vessels. [By Glenn L. Pigott, Capt. Roland Rodney, Richard A. Block] 18p.
- R-293-B. Rev. 6. Dec. 7, 2008. We Urge Congress to Look Into Overhead Clearance Accidents. 13p. [Previously numbered #R-411, Rev. 4, June 1, 2008]
- R-305. Rev.1. Oct. 2002. Betrayed ó A Call for Increased Congressional Oversight of the United States Coast Guard. [S/B Morning Dew Accident] 6p.
- R-340. Rev.9. Feb. 20, 2008. NMA Report to Congress: Safety Problems With Oversize and Overloaded Tows. 37p.
- R-341. Rev.3. Jun. 30, 2006, Smoking and Merchant Mariner Health & Welfare Issues: A Petition to Congress. 4p.
- R-350. Rev. 5, Aug. 24, 2009. Limited Tonnage Mariners Seek Help From Congress on Marine Safety, Health, and Work-Related Issues. 48p.,
- R-354, Rev. 4. (Series). Mar. 21, 2009. An Appeal to the 111th. Congress on Lifesaving Issues that Affect Our Limited Tonnage Mariners. 41p.
- R-370-A, Rev. 2. (Series). May 19, 2007.. Report to Congress: Fifth Anniversary of the Webbers Falls I-40 Fatal Bridge Accident: Unresolved Issues Revisited. 12p.
- R-395, Rev.2. Nov. 22, 2006. Safe Potable Water and Food Service for Commercial Vessels of Less than 1600 Gross Register Tons: An Appeal to Congress. 9p.
- R-401, Rev. 1., Mar. 8, 2005. Crew Endurance and the Towing Vessel Engineer ó A Direct Appeal to Congress. 30p.
- R-413. Rev. 1, Feb. 11, 2006. A Direct Appeal to Congress to Reform the Two-Watch System. 21p. .
- R-417. Rev. 1, Feb. 25, 2007. Report to the 110th Congress: Request for Congressional Oversight on the Towing Safety Advisory Committee. (TSAC). 11p.
- R-426, Rev. 1. Aug. 27, 2007. Report to Congress: Challenges Facing the Coast Guard's Marine Safety Program ó Effectively Regulating the Towing Industry. 14p. [Key Words: Dry Cargo Barges; Construction Barges; OSHA]
- R-428. Rev.1. Oct. 23, 2006. Report to Congress: The Forgotten Mariners. Maritime Education & Training for Entry-Level Deck & Engine Personnel. [By Richard A. Block & Glenn L. Pigott.] 30p. .
- R-428-D. Feb. 13, 2007. Report to the 110th Congress: Substandard Coast Guard Merchant Marine Personnel Services. 55p.
- R-428-D, Revision 1. May 1, 2009. Report to the 111th Congress: Substandard Coast Guard Merchant Mariner Personnel Services
- R-428-I. July 9, 2009. Congressional Hearing Testimony on the National Maritime Center and Mariner Credentialing. Subcommittee on Coast Guard and Maritime Transportation. 55p.
- R-429, Aug. 29, 2006. GCMA Report to Congress: How Coast Guard Investigations Adversely Affect Lower Level Mariners. 33p.
- R-429-G. Rev. 2. (Series) Feb. 24, 2007.. Report to Congress: Sharpening Accident Investigation Tools By Establishing Logbook Standards for Lower-Level Mariners. (Replaces Report #R-291, Rev. 1). 11p.
- R-429-J. (Series) July 4, 2007. Investigations: Report to Congress ó Coast Guard Abuses of the Administrative Law System. 28p.
- R-429-N. July 28, 2008. Report to the 110th Congress: Maritime Towing Accidents Involving Apprentice Mates/Steersmen. 24p.
- R-445. Sept. 14, 2007. Report to Congress: Coast Guard Failed to Protect Mariners from Asbestos. 9p.
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