

1: Ordinary Seaman Jobs and Merchant Marine Career Info

His book, The New Hawsepipe, is a comprehensive voyage plan for upgrading that the mariner can use to take him from entry level all the way to the top. Well written, well researched, with reader questions asked and answered by email, this book should be in the library of every professional sailor.

The New Hawsepipe by Leonard W Lambert The following article is from the gCaptain archives but the information is very much still pertinent today! His is the most difficult job aboard ship as it comprises three tasks 1 working a normal eight hour day of watchkeeping 2 working overtime to pay for books and school 3 studying during every spare minute. This path to the ranks of Merchant Marine officer is a time honored tradition and brands the successful with the title Hawsepiper. Becoming a ships officer by self study rather than attending a maritime academy is said to be just as difficult as climbing up the anchor chain and through the hawsepipe. And this route is not getting easier! As if to mirror the increasingly large hawsepipes aboard new record breaking ships, new regulations that include additional course work and security checks have made this path has become more difficult in recent years. Lucky for those attempting the task a new book is out by a person who has accomplished the journey. Today we get the chance to ask Leonard a few questions. We see you are one of the first to climb the hawsepipe under the new regulations. What was your motivation for setting this goal? The motivation was sort of a snowball effect. I did not start out very passionate or motivated when I found out what I actually had to do to get my license. I walked into the Coast Guard R. I was met with throngs of mariners in a line that extended out the door, down the hall and outside the building. I thought there was a rock concert or something; very weird. Returning to my plan, I decided to come back the following day, and make sure that I was the first in line. On February 1st, , I strolled into the same R. They called my name, and I was face to face with a representative from the R. The list went on and on. My upgrade started out as confusion and frustration, and slowly turned into dedicated goals and motivation. The more I realized nobody knew what to do, the more I was driven to find out what to do. I felt like I understood what the Coast Guard and the International Maritime Organization were trying to accomplish, and my experience as a merchant seaman helped to bridge a gap between the schools offering the courses by explaining how the new policies should be interpreted, and the students now trying to get the courses completed by setting clear expectations for them to follow, step by step. The more I accomplished, the more motivated I became. The more motivated I became, the more I helped students and teachers meet their goals. The more students and teachers I spoke with, the more I realized the need for a guidebook. Although I was one of the first to get my license in Seattle, helping others sift through the regulations, find ways to cut the cost of education, help schedule, streamline and ultimately succeed will always be top on my priority list. The New Hawsepipe has already helped many mariners realize their potential and empower them with information they never had before. What did you enjoy most about the experience? But, the journey has been one of sheer collaboration with hard working students, instructors and Coast Guard personnel. She could translate this information so students had a clear understanding of what they needed to do. Coast Guard evaluators like Norleen Schumer since retired and is now a facilitator who had an early and firm grasp of what mariners needed and could explain this in a concise manner that left the mariner with exactly what to bring to the Coast Guard to get approved. These are just a few of the people throughout the country that made huge contributions to the hawsepiper. I enjoyed sharing a common goal, being listened to and also listening to great insight, forming a path, a system, in which the hawsepipe would stay open. What was the single most difficult leg of the process? The most difficult leg of this process was convincing senior officers to help me. It created an unnecessary battle between myself and the senior officers. They are the authority, so why should they listen to you? This was also the case with some school managers that did not quite have a complete grasp of the regulations yet. For example, some schools had courses that would satisfy the classroom curriculum, but not the practical assessments associated with that particular subject. The importance of motivation rings true in these situations. There were rare times when I was rejected everywhere I turned, and really thought about giving up. In those times it was abundantly clear that nobody cared if I got my license, but me. To shed a brighter light on this

subject, there has been immense improvement in this category. Senior officers afloat today have usually heard through the grapevine of the new requirements hawsepipers must go through, or have already signed off assessments from an earlier candidate. Schools and administrators are also very knowledgeable about the course curriculum, Coast Guard approval details for each class and what the mariner must do on their own. MITAGS Baltimore, MD has a weekly meeting before starting all maritime classes to inform students of the latest changes to policy from the federal register and the National Maritime Center so mariners can stay up to date for the future. How does the process compare for someone with Coast Guard or Navy vs someone new to the profession? Coast Guard and Navy personnel have the largest advantage of entering into the merchant marines but I would extend that opportunity to all branches of service. The National Maritime Center has a safety manual which has every job that can be accredited towards a license or MMD from all branches. If you serve in the military, you never know when you might end up on a ship, and that time can count. Some of the advantages military personnel enjoy can be the sea time gained while working on a ship. Depending how long and the job description, some veterans can qualify for officers licenses. The opportunity for training is another big key. This training doubles as job related if on a ship, and a merchant officer license requirement. For example, when I was in the Coast Guard, we had to take bridge resource management BRM as a training requirement onboard our vessel. Meaning I could take that certificate and turn it in with my application to the Coast Guard for my license and it will satisfy the BRM requirement. Military personnel can take advantage of vast educational and training resources while still active and set themselves up for a smooth transition into the merchant marines. The key is to plan ahead before being discharged from active military service. I have dedicated an entire chapter in my book for the military specifically, because it has such high fidelity to the merchant marines. For civilians just starting out in the merchant marines, it takes planning, dedication and money to get going. It is a job which will have a steep learning curve. Learning to work on a ship from the ground up can lead to traveling anywhere in the world, and get paid to do it. For civilians starting out there are some wonderful programs that will guide students the entire way, and usually land them in a well paying job afterwards. Seattle Maritime Academy Seattle Central Community College has a similar program for unlicensed engineers and deckhands. All these programs can be taken advantage of for new mariners. I have a specific section in my book for new mariners that details all options. They can set up a clear path to a great job onboard a merchant ship, so there advantages both for the military and civilians. Are the new regulations producing better officers? Well, I believe they are supposed to. In other countries, merchant mariners are viewed as unskilled labor. As a leader in global shipping, the U. I want to clarify that there is equal respect for these professions, as no one should be judged on how they make a living. All these professions make up our economy, but it is merely how society views it. I, personally, am very proud to be a merchant sailor and hold the profession itself to a very high standard. The job of an officer is still learned on a ship and not in a classroom. Are companies and unions being supportive of those wishing to take this path? That depends on the individual company or union. In this business, there are no two vessels or companies alike. That is a double edge sword in my opinion. It means mariners are free to work on a full spectrum of ships from size, scope, job specialty, and location, but the down side is the working conditions and benefits differ just as greatly. On the other side of me was a union student that worked for an offshore drill rig that had everything paid for, plus he was still earning his daily wage while at school. I, being a union student, sat between them and was taking the classes, room and board, free of charge but was not being paid a daily wage. Some students have no help at all and have to pay out of pocket for everything, so it just depends. It took a while for unions and companies to get their head completely around the amount of time and money this program actually costs. The important thing is to set the correct expectation with your company or union on exactly what is required. For mariners to realize any educational support there is usually a requirement set out by the company or union that the mariner must fulfill. Companies and unions want a return on their investment from the mariner. Therefore, the mariner must make a commitment to the company or union in order to get the training they want. I encourage everyone to look where they are currently working to find out what is available. Any organization that will help them is an asset and worth looking into. When I needed sea time to get my unlimited license, I knew I had to take this long list of classes. The union I chose did not have the glamorous, high paying jobs I wanted, but I did not

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care, because they offered something more important to me: I worked for that union and received most of my training through their school. If a mariner is serious about upgrading, then that should be their first priority. That is a small example, but it takes motivation by the mariner to encourage the company or union support. Organizations need feedback on what is working and what is not. That is how companies or unions retain good mariners on your vessels, by supporting them. What regulatory changes would you like to see added or subtracted? The major regulatory change I would like to see added is leadership training.

2: Maritime : Schiffer Publishing

The New Hawsepipe. Prepare for Coast Guard Exams with Confidence! The New Hawsepipe by Leonard W. Lambert takes the mystery out of all Coast Guard and STCW 95 requirements, so that you can succeed!

3: About the Author " www.enganchecubano.com

The New Hawsepipe takes the mystery out of all Coast Guard and STCW 95 requirements. Striving to climb through the ranks to Merchant Marine? Let The New Hawsepipe be your travel mate.

4: Encyclopedia Of Knots: And Fancy Rope Work

The New Hawsepipe by Leonard W Lambert The following article is from the gCaptain archives but the information is very much still pertinent today!. Aboard almost every US flag ship is one seaman.

5: The New Hawsepipe - An Interview With Leonard Lambert " gCaptain

The New Hawsepipe takes the mystery out of all Coast Guard and STCW?95 requirements, so that you can succeed! Striving to climb through the ranks to Merchant Marine? Let The New Hawsepipe be your travel mate.

6: about hawsepipe - a collection of writing

New feature provides selection questions by subjects. Much improved help system provides for all formulas and the most difficult questions. All Engineer applications are now available for New Exams and Old Exams.

7: The New Hawsepipe - \$: Schiffer Publishing

The New Hawsepipe is a pragmatic reference book which explains all the U.S. Coast Guard and STCW '95 requirements for merchant mariners who want to get promoted and for non-mariners interested in a well paying, exciting career.

8: Hawsepipe | Definition of Hawsepipe by Merriam-Webster

Define hawsepipe. hawsepipe synonyms, hawsepipe pronunciation, hawsepipe translation, English dictionary definition of hawsepipe. n nautical a strong metal pipe through which an anchor rope passes. Often shortened to: hawse n. an iron or steel pipe in the stem or bow of a vessel.

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