



Erie Maritime Museum

150 East Front Street, Suite 100, Erie, PA 16507

Telephone: (814) 452-2744/ Fax: (814) 455-6760

Email: sail@flagshipniagara.org/ Website: www.flagshipniagara.org

February 16, 2010

Dear Potential SSV Trainee,

You are about to embark on a journey most people only dream of. As a trainee on US Brig *Niagara*, you will live the sailor's life, have an exciting experience under sail in one of our nation's most traditional ships, and have the opportunity to learn skills passed down by seafarers for centuries.

We won't claim we'll make a sailor out of you; that takes more time. We do challenge you to learn enough to be a useful member of a seafaring community, the wooden world of square-rigged sailing ship. Life onboard is shaped by the ship's routines, the demand of the work at hand, relationships forged with your shipmate, and the rustic living conditions. What will you take home with you? Perhaps some new friendships, a basic knowledge of square-rig sailing, or maybe better leadership skills. Your experience will be what you make of it.

Niagara is a complicated and demanding vessel that cannot be learned in a few days. The minimum enrollment is two weeks, but we strongly encourage three or four weeks. The tuition (\$1350) is the same for two up to four weeks. In addition to instruction, we provide all meals, accommodation in a hammock, 2 crew shirts, and a crew and seamanship training handbook. Additional costs to you will be the physical exam, and travel to and from the ship in Erie or other ports during a voyage.

The U.S. Brig *Niagara* is inspected by the United States Coast Guard (USCG) as a Sailing School Vessel (SSV), and as such is prohibited from carrying passengers for hire. The US Federal Regulations for Sailing School Vessels are different than those for Passenger Vessels. Sailing School Vessels adhere to different design, construction, and safety standards than do Passenger Vessels. Sailing School Trainees learn a sailing related curriculum while onboard, and are active participants in the working and sailing of the vessel.

Enclosed is a packet with a more detailed program description and application forms. We do hope you will apply. *Niagara* offers an extremely rare opportunity to gain experience in traditional seamanship onboard a square rigger and we have a very full summer ahead. Also please visit our recently updated website at www.flagshipniagara.org for more information.

Sincerely,

Wesley W. Heerssen Jr.
Captain, U.S. Brig *Niagara*



The U.S. Brig *Niagara* and the Erie Maritime Museum are owned by the Commonwealth of Pennsylvania and administered by the Pennsylvania Historical and Museum Commission with the assistance of the Flagship Niagara League

***Niagara* Seamanship Program- Information Packet**

This Information Packet provides many details that are important for you to consider before deciding to join the US Brig *Niagara* as a trainee. The first step in insuring your experience is a positive one is to help you determine what to expect before your arrival onboard. There is no amount or quality of descriptive literature that can fully describe the square-rig sailing experience, so the objective of this packet is to provide you with the essential information only, so you can pack the appropriate gear and join the ship informed and with a positive and adventurous attitude.

The registration forms attached to the back of this packet must be fully completed and returned to the Flagship *Niagara* League office as instructed and as soon as practicable. Applications will not be considered until all application and medical forms are completed and submitted. The Square-Rig Seamanship Training program is intended for adults ages 16 & up who are in good health and average physical condition.

The U.S. Brig *Niagara* is the official flagship of the Commonwealth of Pennsylvania, and is operated by the PA Historical and Museum Commission with the assistance of the Flagship *Niagara* League. The ship is inspected by the United States Coast Guard as a *Sailing School Vessel*, not a passenger vessel and does not meet the same safety standards as a passenger vessel on a comparable route.

Niagara was built in 1988 as a reconstruction of the warship onboard which Oliver Hazard Perry won the Battle of Lake Erie in 1813 during the War of 1812. Her mission is to interpret War of 1812 history, promote the Commonwealth of Pennsylvania, and preserve the skills of square-rig seafaring. She completes her mission largely through the hard work and commitment of trainees who come from many different walks of life to live and serve onboard each summer as students of this course, for two up to four weeks..

The present *Niagara* has auxiliary power and modern navigation equipment, but lacks modern amenities such as warm water, showers, and privacy. She is sailed by a crew of eighteen professionals supplemented by 20-24 trainees who are at least 16 years of age (or 14 with a parent). Trainees should be in excellent physical condition and must be willing to live under spartan conditions such as hammock berthing and living out of a duffel bag.

It is essential to the safe operation of the ship that the majority of the trainees climb aloft. The trainee selection process gives preference to those who specify that they are willing and able to climb aloft, but non-climbers are considered as well, there is always plenty of work on deck. Please understand that climbing aloft is strenuous and potentially dangerous work. It requires good upper body strength, cardiovascular health, balance, and judgment. Anyone climbing aloft must adhere strictly to the instructions of the professional crew and the *Niagara* Aloft-Safety Policy.

Trainees work alongside the ship's professional crew while receiving instruction on how to sail the

ship, climb the rigging, and perform the daily tasks of seamen. They must have sufficient maturity to live and work in an adult environment and be willing to follow all lawful orders from the ship's officers. While this course does not offer any US Coast Guard certification at this time, successful graduation from this course may open doors toward employment onboard other traditional sailing ships, if so desired. The ship's officers in the professional crew will evaluate the performance of all trainees. Anyone not performing satisfactorily may be asked to leave if there is not an improvement in his or her performance.

All meals are provided for trainees living onboard as part of the Square-Rig Seamanship Training Program.

If after reviewing this packet, you wish to become a trainee, please complete the application forms and return them to:

Julie A Wagner
Flagship Niagara League
Erie Maritime Museum
150 E. Front St.
Erie, PA 16507

All the forms must be filled out and returned in order for your application to be processed. Scheduling of trainees has begun (and may continue throughout the summer) so your forms should be in as early as possible to reserve your berth onboard. All applications are reviewed, but not all applicants are accepted. We do place names on a wait list if all our available slots for any given time are filled.

If you have any questions or need further information, call Julie A Wagner at (814) 452-2744, x222 or email jwagner@flagshipniagara.org .

WHAT TO EXPECT WHILE ONBOARD THE U.S. BRIG *Niagara*

If you meet the criteria for becoming a Trainee, we will send you an acceptance letter with details to coordinate your arrival and the duration of your stay onboard *Niagara*.



The first thing you should do upon arriving onboard *Niagara* is to ask for the mate on duty. The duty officer will welcome you onboard and give you instructions regarding when you'll receive your orientation to the ship and your responsibilities. Then he or she will provide you with a hammock and sea bag (to stow your gear in), and will assign you to a watch and a division so you meet the shipmates you'll be working most closely with. You will receive a thorough orientation to the ship within 24 hours of reporting onboard- as best fits the duty officer's schedule. The initial orientation will occur in your first three hours onboard, subsequent orientations will occur by the end of the following day.

1. PHYSICAL REQUIREMENTS

Being a Trainee on *Niagara* is demanding and Trainees must be prepared for the amount of physical work involved with all the aspects in sailing and maintaining the ship. Good upper body strength is necessary for climbing aloft and setting and taking in sail. Trainees must be agile for going up and down steep ladders, keeping balance on a moving deck, and must be able to put in a good days work. There is very low overhead below decks, and it can be very hard on your back over a short amount of time

All crewmembers must be able to swim at least 100 yards, and tread water for at least 5 minutes.



2. MEDICAL EMERGENCIES

Trainees are responsible for their own medical expenses for common illnesses and health maintenance. All of the ship's officers have had first aid training and the ship is equipped with a medical kit suitable for emergency use. Should a serious accident befall a crewmember while underway, it is our policy to get them to an appropriate shore side facility as soon as possible, but this may take six hours or more.

3. ORGANIZATIONAL STRUCTURE AND THE DAILY ROUTINE

A daily routine is important to the efficient operation of a ship. *Niagara* has a very large sailing crew of up to 18 professional crewmembers, and 24 trainees on overnight passages or 32 trainees on daysails. There is a different daily routine and schedule for when the ship is dockside in Erie, day-sailing in Erie, underway between ports, and dockside in ports other than Erie. These four different routines make the crew work and time-off schedules complicated. In the span of two weeks, you are likely to participate in all four routines.

The ship's crew is divided into *watches*, or groups, to distribute and manage work assignments, and so they can take turns sleeping while the ship is sailing between ports. Watches are also maintained in port so some crew may have time off while others take care of the needs of the ship.

The ship's crew is divided typically into three watches (A, B, and C). While underway, one watch is awake and sailing the ship at all times while the others are off duty. Occasionally, one or both of the off-duty watches may be called to assist the on-duty watch with handling sails or other tasks that require more people on deck. This is the exception, rather than the norm, but occasionally and when necessary, it happens. Typically, all hands (everyone on board) are called on deck for training in the afternoons, which usually consists of safety drills during the first day out of a port, and then other topics are covered on subsequent days of a passage.

While in ports other than Erie, PA, two watches are onboard the ship each day, while one watch is given shore-leave. During the night, one watch remains onboard and maintains a safety & security watch in shifts of one to two people at a time throughout the night. The ship's watch system keeps everyone onboard safe at all times and all hands participate in keeping a safe watch.

In Erie, the ship will sail on most Saturdays and Sundays with up to 58 day-sail students onboard, in addition to the 18 professional crewmembers and up to 24 trainees. The daysail program is a one-day introductory program for the general public. It runs concurrently with the multi-week seamanship program. Trainees receive a much higher level of training than do day-sail students.

While in ports other than Erie, the crew and trainees typically work a ½ day of tours, a ½ day of maintenance and training, and the next full day off. Their schedule rotates accordingly to ensure that each watch has an equal workload. It is imperative that Trainees become familiar with the ship's history and operations to be able to fulfill our mission in away ports. All crewmembers, including Trainees should be able to give an informative tour of the ship with an accurate historical interpretation for visitors when in an away port and open to the public for visitation. You will receive training on how to give tours before arriving in a new port, but you must study the information in the crew handbook and learn it. The handbook is a vital resource.

4. LIVING CONDITIONS

The berth deck is a centrally located accommodation space in the belly of the ship. Up to twenty trainees and four Ordinary Seamen, sleeping in hammocks cram into the 25' wide by 25' long by 5' high berth deck on a daily basis. Sleeping can be difficult and earplugs are recommended. There is no segregation between men and women. There are three toilet rooms, with small sinks for 40 people on the ship. There are no showers onboard. While underway, people wash by soaping up and swimming, or out of buckets on deck. In Erie, showers are available ashore and when in ports away from Erie, showers are usually available ashore.

While the ship is voyaging, laundry is done in each port. However, your only storage space is a 4' long by 18" diameter sea bag, which we provide. So please consider this when packing. Pack your gear in a flexible bag, not a hard suitcase. You'll be asked to re-pack your gear in a ship issued sea bag when you arrive.



Hot meals are served three times a day, and some snacks are always available. The menus are simple, but hearty, and crewmembers mess together in groups of 6 or 7 at portable tables. Anyone with special dietary needs such as those who have allergies, or are vegetarian should see the cook as soon as possible after reporting onboard the ship to inform him/her of their dietary restrictions. Non-meat choices will be available for vegetarians, but a primitive ship's galley cannot accommodate special individual orders for meals.



All trainees and professional seamen take turns helping prepare, serve, and clean up after meals. The duties of "Major Galley" fall to one person each day in rotation. The Major Galley is responsible for assisting the cook with preparing meals, chopping fire wood, cleaning the galley, serving meals, and washing dishes. While in Erie, the Major Galley is also the "Duty" person, and remains on the ship or in the shore galley for the 24-hour period. He/ she may sleep at night, but must tend to any arising needs the ship may have through the night. He or she is also responsible while in port for checking the ship often and completing a "Brig Check" at least three times per day for signs of fire, flooding, or other problems, and to summon the Mate on call when circumstances warrant.

5. TRAINING

The complexities of sail handling onboard an 1813 Brig require constant training. While in Erie, the ship sails three or four days per week. Any time underway is considered training, as all time underway is a learning experience. However, there is usually about two hours per day underway dedicated specifically to training. In addition, while in Erie, about 1-½ days are designated each week for training at the dock. You will learn about the use of the ship's boats, knot-tying, splicing rope, whipping rope ends with twine, tarring the rigging, painting the ship, and sewing canvas and leather to assist with the ship's maintenance. You will learn about the construction of the ship and the ship's rigging to help you better understand how to sail the ship. You will learn the name and location of each line that controls a sail and its purpose. A voyage or daysail is constant on-the-job training. You will learn sail handling techniques and steps to execute maneuvers with the ship, how to steer, keep lookout, set sails, reef sails, take in sails, and furl and stow sails.



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Safety drills are performed on a regular basis onboard *Niagara*. These include MAN OVERBOARD, FIRE, ABANDON SHIP, and other drills. All crew are given a safety orientation before getting underway and are assigned specific duties on the ship's Emergency Station Bill, which lists specific individual crew responsibilities and assignments for a given emergency situation.



Our training program is extensive and takes an entire season of study and practice to attain a significant and retainable skill level with marlinespike seamanship, small boat handling, sail handling, watch standing, and other skills of the seaman. In three weeks, you will have enough time training to function as a useful member of the ship's crew. However, don't expect to become a seasoned sailor in three weeks or even in three months.

There is a crew rating system outlined in the crew handbook. Training on the ship is designed to teach trainees to achieve at least the rating of "Apprentice Deckhand" after three weeks of service during the sailing season. After six weeks of service, trainees should have received sufficient training and experience to qualify for at least the "Ordinary Seaman" rating.

6. PORTS & PASSAGES ON THE SUMMER VOYAGE

Each summer, *U.S. Brig Niagara* travels to ports other than Erie, PA. While on passage between ports, the ship's captain and officers utilize modern navigation, communications, and safety



equipment to insure safe passage between ports. A sailing ship such as *Niagara* is a complex machine that runs on the power of the wind and sea. The crew and trainees work together to sail the ship as much as is practicable. However, at times, when weather conditions or schedule factors warrant, we utilize the ship's engines to steam toward our destination or other harbors as needed to maintain a safe passage.

When in port, *U.S. Brig Niagara* opens for tours to the general public to interpret her history as an attractions vessel. Often, public tours of the ship are the focus of maritime festivals and *Niagara* serves as the premier attraction. Alongside our crew, trainees have the opportunity to share their experience with others and help to preserve the ship's incredible story. Port visits tend to be exciting and rewarding for trainees and crewmembers, as *Niagara* is usually greeted with tremendous fan-fare or at least a warm reception by locals in foreign ports.



7. SAILING THE SHIP & BEING AWAY FROM HOME

Between port visits, *Niagara* may be underway from three to ten days before the next scheduled stop. The use of personal mobile communications equipment is not permitted during passages, and should be kept turned off until we can go ashore (such as during an interim port stop to wait for weather conditions to change). In general, trainees should come prepared to be out of communication with the rest of the world for three to ten days at a time.

The traditional setting on the ship is destroyed when people onboard the ship are using cell phones, PDA's, and laptops. The ship's Captain routinely contacts the Erie Maritime Museum office to report the vessel's position and other pertinent conditions onboard (via daily ship's satellite telephone calls from the ship's onboard office in the Ward Room). Family members of trainees may feel free to contact the Erie Maritime Museum during normal office hours for vessel status updates, if any concern for a trainee exists.

If necessary, the Erie Maritime Museum's staff can make contact with the ship fairly quickly. Also, any trainees with important reasons to make out-going phone calls may request to use the ship's satellite telephone (for emergencies only). In general, the ship's satellite telephone number will not be given out to anyone. Only museum staff may contact the ship. This policy exists to



preserve the traditional setting onboard and to maintain sat-phone availability for official ship's business and safety purposes.

The ship usually sails through the night, but also will anchor occasionally when the schedule and/or weather conditions warrant. Sometimes the weather allows beautiful sailing for days and nights at a time; sometimes the weather requires waiting in port for days at a time, sailing to windward in choppy seas, or motoring to maintain schedules. At all times, the ship's domestic routines and maintenance work carry on.

On most days, sailing the ship is an exciting and evocative experience that challenges then mind & body and rewards the spirit for all hands onboard. A good breeze and an eventful passage is the fun part of sailing *Niagara*.

8. SHORE LEAVE, MINORS, AND CONDUCT

The ship is an adult community and requires a sufficient level of individual maturity to function in this environment. When trainees and crewmembers depart the ship in Erie, PA or other ports, they are typically off duty. When trainees depart the ship, they are effectively leaving the ship's custody. There is safety in numbers, and the ship is the safest place for minors to be while in port. With that in mind, the ship does not often visit large cities with high crime rates. Occasionally we do visit cities such as Cleveland, Detroit, and Chicago, and we do allow trainees to go ashore with special restrictions for minors.

All hands and especially minors (under age 18) are reminded that illegal activities such as under-age drinking or drug use will not be tolerated, nor rowdy or lewd behavior. Trainees and professional crewmembers who go ashore wearing crew uniforms are representative of the ship and must conduct themselves accordingly. Trainees should always represent the ship well in port.

Violation of the ship's rules may result in restriction to the ship, extra duty, or being dismissed and sent home. Alcohol is not permitted on Niagara, and all hands are expected to return to the ship from shore leave in a condition that is neither drunk nor disorderly. The Captain will, at his discretion and without refund, discharge immediately or at the nearest port anyone who breeches the ship's rules, is insubordinate, or demonstrates or causes willful destruction of property, drunkenness, a lack of maturity, or other behavioral problems.

While in port, minors are not permitted to venture out of sight from the ship alone. They may travel in pairs with other trainees or crewmembers, but **NEVER** alone. Minors must also heed a curfew to return to the ship by 11:00pm each night. Minors are not permitted to stay ashore in ports unless they are in the custody of their parents or legal guardians. This in no way implies that Niagara personnel will chaperone minors, but instead these rules are established to help trainees keep themselves safe from harm while in port by behaving responsibly and avoiding traveling

ashore alone or late at night.

9. PROBATIONARY PERIOD AND EVALUATION

All Trainees signing on for long periods are subject to a three-week probationary period. The officer of your watch will evaluate your performance after three weeks or as needed. He or she will meet with you after three weeks to evaluate your performance and provide you with guidance and feedback as needed. Any trainee not performing satisfactorily may be dismissed from the ship unless there is an improvement in their behavior and/or performance.

10. GOING ALOFT

It is essential to the safe operation of *Niagara* that the crew is adequately manned with individuals who are capable and willing to work aloft in varying weather conditions. When applicants are asked whether or not they will work aloft, they usually do not really know what it entails and later



find that it is more demanding than they expected. While it is necessary to have many hands aloft at times, it is also necessary to leave some hands on deck. Therefore, non-climbers can be useful as well, and applicants who specify that they do not wish to climb are also considered.

All Trainees that climb aloft will be supervised on their initial climb aloft. They will receive training to familiarize them with the rigging, the *Niagara* aloft safety policy, including the use of safety harnesses. Safety harnesses must be worn AND USED for your protection and for the safety of others below you.

11. SWIM CALLS

11. 12. TUITION

The tuition for this 2 up to 4 week program is \$1350, which provides all meals, accommodation in a hammock, 2 crew shirts, a crew handbook and seamanship handbook. Additional costs to you will be the physical exam, and travel to and from the ship, which may be in ports other than Erie. There is an opportunity for volunteers to earn their tuition through maintenance hours worked off-season when *Niagara* is in port, and during spring outfitting. Details are in the enclosed packet. After successfully completing a three week program, you may also apply to stay on for two additional weeks at half price (\$250 per week), again based on space available.

Niagara is a complicated and demanding vessel. Two weeks is the minimum sign-on time. Trainees are encouraged to stay for three or four week, at no extra cost. The more time put in, the more you will learn.

There is also an opportunity to apply for an Apprentice Seaman position for longer service. Applicants for these few positions must have prior experience onboard *Niagara* or a similar vessel, or they may be evaluated for acceptance based on space available and demonstrated proficiency.

Tuition for an apprentice berth is a \$350 flat fee (primarily to cover food costs). Applicants for Apprentice Seaman should submit a resume and references with the enclosed SSV Trainee Application, and a cover letter addressed to the Captain requesting consideration for the apprentice berth.

13. FEE AND PAYMENT SCHEDULE

There is a \$50 non-refundable fee for submitting an application. This fee will be applied to your remaining balance. If your application is rejected we will refund the \$50 submission fee. After your application is received, reviewed, and processed, we will send you an acceptance letter and invoice for payment. Payment may be made by check or money order and made out to: “Flagship Niagara League, Inc.” or credit card payments may be made by Visa, Discover, Master Card, or American Express. Payment may be paid in full on the initial invoice, but if you prefer to pay in installments, they must be paid as follows:

1 st Payment (50% of Tuition Fee)	Due 30 days after Acceptance Letter is sent.
2 nd Payment (Balance of Tuition Fee)	Due 30 days prior to joining ship.

Applications should be sent in no later than 90 days prior to joining. Any Applications received after 90 days prior to joining will require full tuition payment due 30 days after Acceptance Letter is sent or upon arrival to the ship (whichever is sooner). Space availability may be a concern, so send in your application as early as possible. After your first payment is received, we will send you a Crew Handbook, Seamanship Training Manual, directions to assist you in getting to the ship, and a final invoice for your balance, if any.

14. COURSE SCHEDULE

The most current version of our Sailing and Event Schedule is available on our website at www.flagshipniagara.org. For applicants receiving this packet by mail, email, or fax, the Sailing and Event Schedule should be attached with this packet.

15. REFUND POLICY

All requests for course cancellations and tuition refunds must be made in writing and sent to:

Flagship Niagara League, Inc.
150 East Front Street, Suite 100
Erie, PA 16507

Course cancellation and refund requests received according to the schedule below will be refunded as follows:

- Flagship Niagara League, Inc. will refund in full all tuition received if the written cancellation and refund request is received no later than 30 days prior to the date scheduled for joining the ship.
- Flagship Niagara League, Inc. will refund all moneys paid up to 50% of the total course tuition, if the written cancellation and refund request is received between 30 days prior to the scheduled date of joining and one day before the scheduled date of joining.
- On or after the date scheduled for joining the ship, tuition is non-refundable.

NIAGARA SEAMANSHIP PROGRAM REGISTRATOIN FORM

NAME _____

DATE _____

ADDRESS _____

CITY _____

STATE OR PROVINCE _____

ZIP CODE _____

COUNTRY _____

TELEPHONE (HOME) _____ (WORK) _____

E-MAIL _____ (CEL PHONE) _____

FORMAL EDUCATION _____

CURRENT OCCUPATION OR PROFESSION _____

SKILLS, ABILITIES, HOBBIES AND OTHER EXPERIENCES THAT MAY BE OF VALUE TO THE SAILING OF *Niagara*
(CARPENTRY, RIGGING, PAINTING, SEAMANSHIP, ELECTRONICS, MECHANICAL, RADIO, ETC)

CURRENTLY HELD LICENSES, CERTIFICATES THAT MIGHT BE OF VALUE TO SAILING *Niagara*

IF YOU LIVE IN THE ERIE REGION, DO YOU WISH TO VOLUNTEER FOR SHIP'S MAINTENANCE DURING THE OFF SEASON?

SHIRT SIZE

Small _____ Medium _____ Large _____ Extra Large _____

HEALTH INFORMATION

HEIGHT _____ WEIGHT _____ SEX _____ DATE OF BIRTH _____

DO YOU HAVE ANY LIMITING PHYSICAL CONDITIONS OR DISABILITIES? YES _____ NO _____
IF YES, PUT ADDITIONAL INFORMATION BELOW:

CAN YOU SWIM AT LEAST 300 YARDS? YES _____ NO _____ 200 YARDS? YES _____ NO _____
100 YARDS? YES _____ NO _____

COULD YOU CLIMB UP A 5 -FOOT ROPE? YES _____ NO _____ A 10 -FOOT ROPE? YES _____ NO _____
A 20-FOOT ROPE? YES _____ NO _____

WOULD YOU BE COMFORTABLE WORKING AT HEIGHTS OR ALOFT? YES _____ NO _____

(CONTINUE ON REVERSE SIDE)

EMERGENCY CONTACT INFORMATION:

WHO TO NOTIFY IN CASE OF EMERGENCIES _____
Name Relationship
PHONE (home) _____ (work) _____ (mobile) _____
ADDRESS _____

NOTE: ALL TRAINEES MUST HAVE A PHYSICAL EXAMINATION COMPLETED ON THE ENCLOSED FORM BY A LICENSED PHYSICIAN. ANY FALSE INFORMATION FOUND ON THIS FORM COULD BE CAUSE FOR DISMISSAL FROM THE CREW. ALL INFORMATION ON THIS FORM WILL BE KEPT STRICTLY CONFIDENTIAL.

INFORMATION FOR CUSTOMS AND IDENTIFICATION

ANYONE CROSSING THE US/ CANADA BORDER BY SEA WILL BE REQUIRED TO HAVE A PASSPORT. DUE TO MARITIME SECURITY REGULATIONS AND THE SHIP'S OCCASIONAL VISITATION TO CANADIAN PORTS, WE MUST HAVE RECORD OF INFORMATION REGARDING YOUR IDENTITY. **ANY NON-UNITED STATES CITEZEN/RESIDENT ALIEN MUST POSSESS A B-2 TOURIST VISA FOR ENTRY BY SEA INTO THE UNITED STATES:**

DATE OF BIRTH _____ PLACE OF BIRTH _____
CITY STATE
PASSPORT ID NO. _____ PASSPORT EXPIRATION DATE _____
NATIONALITY _____ DRIVER'S LICENSE NO. _____
PLACE ISSUED _____

We will need a copy of your driver's license and Passport for our files. Please bring along with you to be copied.

DATES AVAILABLE TO SAIL

FIRST CHOICE: ARRIVAL DATE _____ DEPARTURE DATE _____
SECOND CHOICE: ARRIVAL DATE _____ DEPARTURE DATE _____

On a scale of 1-5, describe your level of interest in learning the following topics:

1- Not interested 2- Ambivalent 3- Somewhat interested 4- Very interested 5- This is a main topic of interest

Sailing ____ Rigging ____ History ____ Mechanical/Engineering ____ Navigation ____
Use of Ship's Boats ____ General Seamanship ____

HOW DID YOU FIND OUT ABOUT BECOMING A TRAINEE ON NIAGARA?

- WEBSITE OTHER INTERNET SCOURCES MAGAZINE ARTICLES A FRIEND
- GOOGLE.COM T.V. NEWS NEWSPAPER VISITED SHIP IN ERIE -OR- OTHER PORT

PLEASE DESCRIBE: _____

APPLICANT/ GUARDIAN SIGNATURE

By so signing, you indicate you have read the Square-Rig Seamanship Training Course Application Packet
(IF YOU ARE UNDER 18 YEARS OF AGE, A PARENT OR GUARDIAN SIGNATURE IS REQUIRED)

APPLICANT SIGNATURE _____ DATE _____
PARENT/ GUARDIAN SIGNATURE _____ DATE _____

THE U.S. BRIG NIAGARA IS A PROJECT OF THE PENNSYLVANIA HISTORIC AND MUSEUM COMMISSION IN COOPERATION WITH THE FLAGSHIP NIAGARA LEAGUE.

U.S. BRIG *NIAGARA*

MEDICAL INFORMATION AND RELEASE

The enclosed Medical History and USCG Merchant Mariner's Physical Exam Form are required of all trainees and crew personnel. This information is required for your protection and safety and will be held in the strictest confidence. All medical information will be reviewed by the Captain, and by the ship's Medical Officer. Your medical information will be not released to anyone without your prior authorization unless such release is required by law or by a court-ordered subpoena. Certain medical information will be released to medical professionals in the event of your incapacitation and need for medical treatment, as this is the primary purpose for these forms.

The Medical History form is to be completed by you and will be kept in the medical files onboard the ship to use for reference, should you become incapacitated. The physical exam form will be kept on file in the Flagship Niagara League office and may be used by you at a later date, should you decide to apply to the USCG for a Merchant Mariner's Document or other official mariner's license. The physical form is valid in the eyes of the USCG for a period of one year.

For our purposes the Medical History and Physical Exam forms are valid for a period of 3 years. If you have any questions or concerns about disclosing your Medical History and Physical Exam, please contact the ship's Captain.

No one will be approved to go aloft unless found physically qualified by a ship's officer and approved by the Captain.

Should you become injured and incapacitated, we need your permission to disclose your medical information to your family and to emergency medical services.

BY SIGNING BELOW, YOU AUTHORIZE US TO RELEASE YOUR MEDICAL INFORMATION, IN THE EVENT OF YOUR INJURY OR INCAPACITATION, TO THE FOLLOWING INDIVIDUALS/ ENTITIES: YOUR PARENTS/ LEGAL GUARDIAN, YOUR SPOUSE, ANY RESPONDING EMERGENCY MEDICAL SERVICES PROVIDER, OR ANY MEDICAL TREATMENT FACILITY YOU MIGHT BE TAKEN TO FOR TREATMENT.

APPLICANT SIGNATURE _____ DATE _____

PARENT/ GUARDIAN SIGNATURE _____ DATE _____

MEDICAL HISTORY

Name _____ Date _____

Address _____

City _____ State _____ Zip _____

Family Physician _____

Previous Illnesses _____

Operations _____

Allergies _____

Injuries _____

Current Illnesses _____

Medications and Dosage _____

Dietary Restrictions / Preferences/ Vegetarian? _____

Contagious Disease (Yes)____ (No) ____ If yes, state kind: _____

Disabilities _____

Sight _____ Hearing _____

HEALTH INFORMATION

HEIGHT _____ WEIGHT _____ SEX _____ DATE OF BIRTH _____

DO YOU HAVE ANY LIMITING PHYSICAL CONDITIONS OR DISABILITIES? YES _____ NO _____

IF YES, PUT ADDITIONAL INFORMATION BELOW:

EMERGENCY CONTACT INFORMATION:

WHO TO NOTIFY IN CASE OF EMERGENCIES _____

Name

Relationship

PHONE (home) _____ (work) _____ (cell) _____

ADDRESS _____ City _____ State _____ Zip _____

Trainee Applicant's (or Minor's Parent) Signature _____

Note: This form is confidential and will be seen by the Captain and Medical Officer only.

ATTACH: US Coast Guard Form- Merchant Mariner's Physical Examination

NIAGARA SEAMANSHIP PROGRAM

REFUND POLICY

All requests for cancellations and tuition refund MUST be made in writing and sent to:

Flagship Niagara League
Attn: Seamanship Training Program – Julie Wagner
150 E Front Street, Suite 100
Erie, PA 16507

- The \$50 submission fee that was applied to your balance will not be refunded and will reflect in the refunded amount.
- 100% (less administrative fee) refund up to 30 days prior to schedule ship joining date.
- 50% (less administrative fee) refund after 30 day of schedule ship joining date up to one (1) day prior to schedule ship joining date.
- No refund on or after scheduled ship joining date.

By so signing, you indicate you have read the refund policy above and understand the policy. (IF YOU ARE UNDER 18 YEARS OF AGE, A PARENT OR GUARDIAN SIGNATURE IS REQUIRED).

APPLICANT SIGNATURE _____ DATE _____

PARENT/ GUARDIAN SIGNATURE _____ DATE _____

PLEASE MAKE SURE THE FOLLOWING ARE RETURNED SO YOUR APPLICATION CAN BE PROCESSED:

- Application Form
- Birth Certificate ID Number **OR** Passport ID # and expiration date
- Medical Form
- Waiver Form
- If you are a minor - the Parental Permission Form
- \$50 Submission Fee

RETURN TO:

Flagship Niagara League
Attn: Seamanship Training Program – Julie Wagner
150 E Front Street, Suite 100
Erie, PA 16507

QUESTIONS? CALL 814-452-2744 x 222
or email at juwagner@flagshipniagara.org

Recommended Gear List For New Trainees

When you arrive onboard *Niagara* you will be issued a 48" x 18" canvas sea bag, a hammock and a crew shirt. All your personal gear must fit in the sea bag, including the bag you brought your gear in (i.e., do not pack your gear in a hard suitcase or stiff bag).

Suggested items to bring:

BEDDING:

Bring a sheet, blanket or lightweight sleeping bag, and a small pillow.

CLOTHES:

Pack old clothes that you don't care if they get dirty, stained or torn. The amount of clothing depends on the length of your stay onboard. Keep in mind that laundry is done on a regular basis when away from homeport. In homeport there is a washer and dryer in the museum complex for crew use.

We suggest you bring jeans, shorts, t-shirts, sweat shirt, warm sweater, underwear, socks, warm jacket, hat, long underwear, sneakers, bathing suit, and one nice shore going outfit.

FOUL WEATHER GEAR:

Rain gear is highly recommended - jacket and pants. Rubber boots are nice to keep your feet dry but are not essential for warm-weather sailing and short trips. If you are signing on for six weeks or longer, you should consider investing in a set of heavy-duty rubber rain gear like the professional gear at www.grundens.com, although cheaper gear works well too.

PERSONAL GEAR:

Bring a knife (preferably a small straight blade knife with a 3-4" blade and a dull point). Pack toiletries, necessary medications, towel and washcloth, sunscreen, sunglasses, camera and film, journal and pencil, money in the form of traveler's checks and a small amount of cash. A bank card and a telephone calling card are very handy. Bring a small flashlight (preferably with a red filter for the lens – for use during night watches). A small backpack is helpful to have when going ashore for showers or for personal time off the ship. Earplugs are good to bring. The ship can be noisy at night.

Section I – Applicant Information

Name (Last, First, Middle) of Applicant:	Social Security Number:
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Section II – Physical Information

Height: _____ ft _____ in	Eye Color:	Distinguishing Marks:
Weight: _____ lbs	Hair Color:	

Section III – Physical Agility Certification

An applicant for an Entry Level Rating [ordinary seaman, wiper, or steward’s department (food handler)] is not required to complete a physical examination, but they must have the agility, strength, and flexibility to:

- Climb steep or vertical ladders.
- Maintain balance on a moving deck.
- Pull heavy objects, up to 50 lbs. in weight, distances of up to 400 feet.
- Rapidly don an exposure suit.
- Step over doorsills of 24 inches in height.
- Open or close watertight doors that may weigh up to 56 pounds.

Place an X in the appropriate block below.

<input type="checkbox"/> Applicant has the physical strength, agility, and flexibility to perform all of the items listed above.	<input type="checkbox"/> Applicant does NOT have the physical strength, agility, and flexibility to perform any one of the items listed above.
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Considering the above requirements and noting the duties to be performed by the applicant aboard a vessel of the United States, I consider the applicant (Please check one)	<input type="checkbox"/> Competent	<input type="checkbox"/> Not Competent	<input type="checkbox"/> Needing Further Review
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Name of Physician/Physician’s Assistant/Nurse Practitioner:	Office Address, City, State, Zip Code:
License Number:	Telephone Number:

Signature of Physician/Physician’s Assistant/Nurse Practitioner	Date
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Section IV – Applicants Signature

I certify that all information provided by me is complete and true to the best of my knowledge	
<input checked="" type="checkbox"/> Signature of Applicant	Date

Merchant Marine Certification of Fitness for Entry Level Ratings

Section V - Description of the requirements for Certificate of Fitness

Title 46 of the Code of Federal Regulations (CFR) requires that an applicant for **Entry Level Ratings** valid for service on a seagoing vessel of 200 or more gross register tons (GRT) (domestic tonnage) "Provide a document issued by a qualified medical practitioner attesting to the applicant's medical fitness to perform the functions for which the document is issued". The following is a list of activities the Applicant shall be physically able to perform:

For a vessel to be operated safely, it is essential that the crewmembers be physically fit and free of debilitating illness and injury. The seafaring life is arduous, often hazardous, and the availability of medical assistance or treatment is generally minimal. As the international trend toward smaller crews continues, the ability of each crewmember to perform his or her routine duties and respond to emergencies becomes even more critical.

All mariners should be capable of living and working in cramped spaces, frequently in adverse weather causing violent evolutions such as fire-fighting or launching lifeboats or life rafts. Members of the deck and engine department must be capable of physical labor, climbing, and handling moderate weights (from 30-60 pounds).

PRIVACY ACT STATEMENT

In accordance with 5 U. S. C. 552a(e)(3), THE FOLLOWING INFORMATION IS PROVIDED TO YOU WHEN SUPPLYING PERSONAL INFORMATION TO THE U.S. COAST GUARD.

1. AUTHORITY WHICH AUTHORIZED THE SOLICITATION OF INFORMATION 46 U. S. C. 7302, 7305, 7314, 7316, 7319, AND 7502 (SEE 46 CFR PART 12).
2. PRINCIPLE PURPOSES FOR WHICH INFORMATION IS INTENDED TO BE USED:
 - A. TO ESTABLISH ELIGIBILITY FOR A MERCHANT MARINER'S DOCUMENT ISSUED BY THE COAST GUARD.
 - B. TO ESTABLISH AND MAINTAIN A CONTINUOUS RECORD OF THE PERSON'S DOCUMENTATION TRANSACTIONS.
 - C. PART OF THE INFORMATION IS TRANSFERRED TO A FILE MANAGEMENT COMPUTER SYSTEM FOR A PERMANENT RECORD.
3. THE ROUTINE USES WHICH MAY BE MADE OF THE INFORMATION:
 - A. TO MAINTAIN RECORDS REQUIRED BY 46 U. S. C. 7319 AND 7502.
 - B. TO ENABLE ELIGIBLE PARTIES (*i.e. the mariner's heirs or properly designated representative*) TO OBTAIN INFORMATION.
 - C. TO PROVIDE INFORMATION TO THE U.S. MARITIME ADMINISTRATION FOR USE IN DEVELOPING MANPOWER STUDIES AND TRAINING BUDGET NEEDS.
 - D. TO DEVELOP INFORMATION AT THE REQUEST OF COMMITTEES OF CONGRESS.
 - E. TO PROJECT BILLET ASSIGNMENTS AT COAST GUARD MARINE INSPECTION/SAFETY OFFICES.
 - F. TO PROVIDE INFORMATION TO LAW ENFORCEMENT AGENCIES FOR CRIMINAL OR CIVIL LAW ENFORCEMENT PURPOSES.
 - G. TO ASSIST U.S. COAST GUARD INVESTIGATING OFFICERS AND ADMINISTRATIVE LAW JUDGES IN DETERMINING MISCONDUCT, CAUSES OF CASUALTIES, AND APPROPRIATE SUSPENSION AND REVOCATION ACTIONS.
4. WHETHER OR NOT DISCLOSURE OF SUCH INFORMATION IS MANDATORY OR VOLUNTARY (*Required by law or optional*) AND THE EFFECTS ON THE INDIVIDUAL, IF ANY, OF NOT PROVIDING ALL OR PART OF THE REQUESTED INFORMATION IS VOLUNTARY, DISCLOSURE OF THIS INFORMATION IS VOLUNTARY, BUT FAILURE TO PROVIDE MAY RESULT IN NON-ISSUANCE OF THE REQUESTED DOCUMENT(S).

"An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number."

"The Coast Guard estimates that the average burden for this report is 5 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commanding Officer, U. S. Coast Guard National Maritime Center, 4200 Wilson Boulevard, Suite 630, Arlington, VA 22203-1804 or Office of Management and Budget, Paperwork Reduction Project (1625-0040), Washington, DC 20503."