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Officers and crew of *Midnight Sun* honored by USS at Admiral of the Ocean Sea ceremony



The officers and crew of the *M/V Midnight Sun* were honored with a Mariner's Plaque by the United Seamen's Service during the 54th annual Admiral of the Ocean Sea awards dinner held in New York City on December 1.

The crew of the *Midnight Sun* was recognized for heroically fighting an electrical fire in September 2022 in the Port of Tacoma. Although there was not a full crew onboard the TOTE Services trailership at the time of the fire, they were able to contain and extinguish the blaze before it could spread and even before local fire fighting crews arrived. Accepting the Mariner's Plaque for the officers and crew was Chief Mate Dan Warren, who was sailing as second mate onboard the *Midnight Sun* at the time of the fire.

American Maritime Officers represents the licensed officers working aboard the *Midnight Sun*, who train at the AMO Safety and Education Plan's STAR Center in Florida. The Seafarers International Union represents the unlicensed crew members working aboard the *Midnight Sun*, who train at SIU-affiliated Paul Hall Center for Maritime Training and Education in Maryland.

George Pasha IV, owner of AMO-contracted company Pasha Hawaii, was honored at the event with the prestigious AOTOS Award for his life-long contributions to the maritime industry. Other recipients of the 2023 AOTOS Award were Mark Barker, president of Interlake Steamship Company, and Adam Vokac, president of the Marine Engineers' Beneficial Association.

Above, left: American Maritime Officers member Dan Warren accepts a Mariner's Plaque on behalf of the officers and crew of the *Midnight Sun* from Commander of Military Sealift Command Rear Adm. Philip Sobeck and Maritime Administrator Rear Adm. Ann Phillips (U.S. Navy retired). Above, right: AMO National President Paul Doell congratulates Warren at the Admiral of the Ocean Sea ceremony.



Above: AMO National Deep Sea Vice President Jeff Richards, AMO National President Paul Doell, American Maritime Officers Service President/Chairman Anthony Naccarato and AMO National Executive Vice President Willie Barrere congratulate George Pasha IV (center) on his receipt of the 2023 Admiral of the Ocean Sea Award.

At left: Recipients of the Admiral of the Ocean Sea Award for 2023 from the United Seamen's Service were (left to right) George Pasha IV, Adam Vokac and Mark Barker.

Capitol Hill chaos reaffirms value of AMO VPAF

By Paul Doell
National President

Here's a direct quote from a Congressional Budget Office report:

"As the Congress considers the many issues bearing on U.S. national security, one of the more difficult matters will be what, if anything, should be done to assist the economically troubled U.S. shipping and shipbuilding industries. Without government assistance or other reform, these industries — long considered important to the economic and security interests of the United States — may shrink because of slack market conditions and lower-cost foreign competition. This shrinkage may ultimately impair the ability of the United States to mobilize, deploy and support its forces in war."

This CBO document states current, everlasting truths — despite its completion at the request of the House and Senate Armed Services Committees and its release in August 1984, this report and its valid points also parallel a time when the AMO Voluntary Political Action Fund had already cultivated a lasting and broad, bipartisan, bicameral support base on Capitol Hill, extending as well within today's Armed Services panels and beyond.

There is contemporary high-level acknowledgment of the timeless need for the U.S. merchant fleet and American shipyards as proven national security and economic assets.

In remarks at Harvard University last September, Navy Secretary Carlos Del Toro outlined a policy initiative he called "Maritime Statecraft," which he said would encompass "not only Naval diplomacy, but a national whole-of government effort to build comprehensive U.S. and allied maritime power, both commercial and Naval."

In November, Del Toro met with representatives of the Army, the Office of the Secretary of Defense, the Maritime Administration, the Coast Guard, the National Oceanic and Atmospheric Administration and the Shipbuilders Council to discuss defense shipping, citing the National Security Multi-Mission Vessel Project managed at Philly Shipyard by AMO employer TOTE "on time and on cost" as one example of what can be accomplished in the national interest.

Meanwhile, the AMO Voluntary Political Action Fund — without question the most influential maritime policy promotion operation in Washington and a proven, effective job security investment choice for all deep-sea, Great Lakes and inland waters AMO members — is at work as always supporting lawmakers who support the U.S. maritime industries.

But here's one odd twist: unprecedented Congressional chaos and the persistent possibility of a near-term government shutdown have AMO jobs — and national security — at real risk.

Under the concurrent budget resolution that averted lights-out in federal agencies on November 17, the Maritime Security Program, the new Tanker

Security Fleet and Cable Security Fleet programs are funded — but only until January 1, 2024, and only at fiscal 2023 levels. One consequence was the failure to add 10 additional vessels to the 10-ship Tanker Security Fleet, which our union is best able to man.

The Maritime Security Program, which was signed into law in 1996, and which was in a short stretch expanded from 47 ships to 60, must be funded at \$318 million for fiscal year 2024 — and it serves a most practical need. The 60 militarily-useful ships operate worldwide, and they are available on demand to the Department of Defense in national security emergencies to get vehicles, helicopters, heavy equipment, and such basics as bullets and beans to U.S. Armed Forces in an overseas "contested environment" — services DOD alone cannot provide.

The Tanker Security Program was launched in the fiscal 2023 budget in response to a U.S. Transportation Command strategy requiring a minimum of 80 reliable U.S.-flagged tankers for underway replenishment of aircraft carriers and fleet oilers in a sea-based war with China — a war which TRANSCOM says would not require dry cargo ships because there would be no "boots on the ground." The TSP provides \$6 million for each vessel each year.

Modeled after the MSP, the Cable Security Fleet — developed exclusively

by AMO — covers two SubCom ships at \$5 million each vessel each year, and our union wants very much to expand it for necessary work on undersea DOD cables.

The MSP, TSP and Cable programs were authorized for funding in the fiscal 2024 National Defense Authorization Act, which was to have kicked in on October 1. This legislation was approved by both the House and the Senate in July 2023, and House and Senate conferees were designated to negotiate differences between each chamber's version. But there was no conference, and the fiscal 2023 NDAA was the bill worked into the concurrent resolution in place since November 17 — only seven of the 12 appropriations bill necessary to operate the government were in force as of this writing, and each of these will expire at the New Year.

In one encouraging turn, the House and Senate Armed Services Committees on December 7 released the 3,000-page text of the fiscal year 2024 NDAA — deleting what I had referred to as "culture war" amendments insisted upon by the slim House majority. These amendments had nothing to do with the relentless need for U.S.-flag defense shipping — but the issue remains unsettled.

Now forces in the House are tying continued government operation beyond January 1 to substantial spending cuts — including additional aid to Ukraine and

support of Israel in Gaza.

We must also confront the grim possibility that a darkened government would thwart enforcement of the Jones Act, the cargo preference laws and initiatives like the NSMV project cited by Navy Secretary Del Toro.

The Jones Act has endured on conspicuous merit since June 5, 1920, accounting now for approximately 650,000 family-friendly jobs in the domestic shipping, shipbuilding, ship service and supply industries nationwide and in the U.S. territories of Puerto Rico and Guam. This law also sustains privately owned U.S. merchant vessels capable of moving military cargoes to all points as needed — economic and defense services resulting entirely from private capital investment and at no cost to U.S. taxpayers.

The cargo preference laws, under which specific shares of government-financed imports and exports are set aside for privately owned and operated U.S.-flag ships, are also vulnerable in the worst-case scenario. In one example of what the AMO Voluntary Political Action Fund has accomplished, we now have a far-left Democrat and a far-right Republican working arm-in-arm in the House to close cargo preference law enforcement loopholes.

Another odd turn: the conservative New York City think tank Hudson Institute would open all legitimate U.S.-flag merchant shipping companies in domestic and international trade to competition through "open registry" — a U.S.-flag of convenience, which would follow the dim-witted U.S. FOC established in the U.S. Virgin Islands. AMO and all other maritime unions are on official record against this concept, no matter where or how it surfaces.

Under these disturbing circumstances, the AMO Voluntary Political Action Fund is more important than ever if AMO members are to remain at work under the MSP, the Tanker and Cable Security programs, in the Jones Act fleets and under U.S.-flag cargo preference. I ask all members to contribute to this fund at levels they can be comfortable with.

The AMO Voluntary Political Action Fund is just that — voluntary. It covers no business expenses, no meals, no receptions. Most importantly, this fund is non-partisan, and it spans the ideological spectrum.

Contributions to the AMO Voluntary Political Action Fund can be made directly by personal check, online through the AMO website and through authorized deductions from AMO Plans vacation benefits.

Here, the echo of the Congressional Budget Office report resonates as clearly as it did 39 years ago: "The historic rationale for supportive national maritime policy — national security — is more compelling. Sealift, the carrying of people and materiel overseas on ships, is a fundamental requirement of U.S. military strategy."

The House on December 14 approved the NDAA without many of the "culture war" amendments in place. The Senate had approved the measure December 13.

MONTHLY MEMBERSHIP MEETINGS

Regular monthly membership meetings for American Maritime Officers will be held on the first Wednesday of every month except in the months of January, June, July and September, when the membership meeting will be held on the second Wednesday. Meetings will be held at AMO National Headquarters and will begin at 1 p.m. local time. The next meetings are scheduled to take place on the following dates:

January 10, February 7, March 6



Best wishes for a healthy and prosperous New Year to AMO members, families and friends

AMO-contracted vessels and companies among those recognized for environmental excellence by CSA



American Maritime Officers members Chief Engineer Thomas Mahoney and Captain Tim Burke accepted Certificates of Environmental Achievement on behalf of Crowley vessels recognized during the Chamber of Shipping of America's awards ceremony in November. Presenting the awards were Vice Adm. Paul Thomas, U.S. Coast Guard, and Maritime Administration Deputy Administrator Tamekia Flack.

More than 80 vessels operated under contract with American Maritime Officers were among those recognized in 2023 by the Chamber of Shipping of America (CSA) with Certificates of Environmental Achievement for attaining at least two years of environmental excellence in operations, with 31 vessels achieving 10 years or more without an incident.

The awards were presented November 14 in Washington, D.C. at a dinner honoring merchant mariners and maritime

industry leaders. CSA awarded Certificates of Environmental Achievement to a total of 33 companies representing 1,196 vessels, both domestic and foreign, which achieved a total of 13,068 years of operation without incident. Of the 33 companies honored, 11 are contracted with AMO.

AMO-contracted companies operating vessels recognized for environmental excellence included Crescent Towing; Crowley Maritime Corporation; Intrepid Ship Management (Crowley); Keystone



Retired AMO member Greg Johnson and AMO member Captain Alexandra Hagerty accepted a Certificate of Environmental Achievement on behalf of Pasha Hawaii vessels recognized during the Chamber of Shipping of America's awards ceremony in November. Presenting the award were U.S. Coast Guard Vice Adm. Paul Thomas and Maritime Administration Deputy Administrator Tamekia Flack.

Shipping Company (Key Lakes); Maersk Line, Limited; OSG Ship Management, Inc.; Pasha Hawaii; Seabulk Tankers, Inc.; Seabulk Towing; Shell Ship Management; and TOTE Services.

Deputy Administrator of the United States Maritime Administration Tamekia Flack, and Deputy Commandant for Mission Support, U.S. Coast Guard, Vice Admiral Paul Thomas participated in the award ceremony.

In her keynote address, Flack

stressed the importance of the U.S. Merchant Marine to the nation's security and economic goals.

"To the mariners and shoreside workforce that we are honoring tonight, let me just say that you are invaluable to our national security, our economic security and indeed our entire way of life," she said. "Your hard work and dedication delivering the goods and keeping our environment free from pollution is essential to our collective futures."

U.S. Coast Guard: Acceptance of STCW assessments performed by assessors who are not USCG-approved Qualified Assessors

The following was released by the National Maritime Center.

The Office of Merchant Mariner Credentialing has published Change 4 to Navigation and Vessel Inspection Circular (NVIC) 19-14, *Policy on Qualified Assessors*. Notable among the changes is an extension of the period during which mariners may use assessments of competence completed by a qualified mariner who is not a Coast Guard-approved Qualified Assessor (QA).

Assessments of competence for STCW endorsements must be signed by a Coast Guard-approved QA in accordance with 46 CFR 11.301(a)(1)(i) and 12.601(b)(1)(i). QAs must be approved by the Coast Guard either individually or as part of a Coast Guard-approved or accepted course or training program, as described in NVIC 19-14.

Current policy allows for the acceptance of STCW assessments, performed for and signed by an assessor not approved by the Coast Guard, until December 31, 2023. Such an

assessor must meet the professional requirements in 46 CFR 10.405(a)(3) to determine competence for the specific endorsement.

The Coast Guard is aware of the limited number of approved QAs, resulting in hardship for mariners trying to complete STCW assessments after December 31, 2023. In consideration of this, **the Coast Guard will continue to allow STCW assessments to be signed by an assessor who meets the requirements specified in NVIC 19-14 until December 31, 2028**. These assessments must be submitted to the Coast Guard as part of a complete application no later than June 30, 2029. Qualified military personnel need not be approved QAs and may continue to sign assessments after December 31, 2028.

The revised NVIC is available online: www.dco.uscg.mil/Our-Organization/NVIC.

Mariners and other interested parties should contact the Coast Guard by email at MMCPolicy@uscg.mil or by phone at (202) 372-2357 with any questions or feedback.



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Obituaries

Dana Hainer, who sailed deep sea with AMO, died on November 5, 2022 at age 63. He is survived by Cheryl Hainer.

Giles Hafferkamp, who sailed on the Great Lakes with AMO, died on November 12, 2022 at age 75. He is survived by Rebecca Hafferkamp.

James Fernandez, who sailed deep sea with AMO, died on November 23, 2022 at age 79.

Longin Tybur, who sailed deep sea with AMO, died on November 23, 2022 at age 92.

Norris Reddish, who sailed deep sea with AMO, died on December 5, 2022 at age 85.

David Gott, who sailed deep sea with AMO, died on December 12, 2022 at age 82. He is survived by Suzhen Gott.

Dwight Blodgett, who sailed deep sea with AMO, died on December 14, 2022 at age 92. He is survived by Gladys Blodgett.

Edward Lanni, who sailed deep sea with AMO, died on December 16, 2022 at age 97. He is survived by Shirley Lanni.

James Braddock, who sailed inland waters with AMO, died on December 28, 2022 at age 95.

Howard Castle, who sailed inland waters with AMO, died on January 5, 2023 at age 85. He is survived by Christina Castle.

Norman Cubberly, who sailed deep sea with AMO, died on January 7, 2023 at age 91.

Kenneth Armstrong Jr., who sailed deep sea with AMO, died on January 14, 2023 at age 91.

Glen Pahel, who sailed on the Great Lakes with AMO, died on January 18, 2023 at age 83. He is survived by Jennifer Rademacher.

Aarne Cummings, who sailed deep sea with AMO, died on January 20, 2023 at age 77. He is survived by Sonja Cummings.

Gary Wheaton, who sailed deep sea with AMO, died on January 29, 2023 at age 82. He is survived by Brenda Wheaton.

Robert Libby Jr., who sailed on the Great Lakes with AMO, died on January 30, 2023 at age 90.

Miroslav Mavra, who sailed deep sea with AMO, died on February 12, 2023 at age 75. He is survived by Bonita Mavra.

Gregory Jones, who sailed deep sea with AMO, died on February 13, 2023 at age 75. He is survived by Joan Jones.

Richard Rhodes Jr., who sailed deep sea with AMO, died on February 14, 2023 at age 67. He is survived by Tomoko Rhodes.

Lawrence Cohen, who sailed on the Great Lakes with AMO, died on February 20, 2023 at age 94.

Leif Dalen, who sailed deep sea with AMO, died on February 22, 2023 at age 98. He is survived by Sonja Dalen.

Thomas Gibson Jr., who sailed deep sea with AMO, died on February 22, 2023 at age 85.

George Rydberg, who sailed on the Great Lakes with AMO, died on February 25, 2023 at age 71. He is survived by Carol Rydberg.

Leroy Anderson Jr., who sailed deep sea with AMO, died on February 25, 2023 at age 85.

William Curci, who sailed inland waters with AMO, died on February 27, 2023 at age 85. He is survived by Gloria Curci.

Selden Richardson Jr., who sailed inland waters with AMO, died on February 28, 2023 at age 78.

Richard Bullard, who sailed deep sea with AMO, died on March 3, 2023 at age 85.

Charles Smith, who sailed deep sea with AMO, died on March 7, 2023 at age 78. He is survived by Toy Smith.

Frederick Glidden, who sailed deep sea with AMO, died on March 8, 2023 at age 75. He is survived by Bonnie Glidden.

Jan Gruszczyka, who sailed deep sea with AMO, died on March 14, 2023 at age 67. He is survived by Karen Gruszczyka.

Joseph Fuerlinger, who sailed inland waters with AMO, died on March 14, 2023 at age 89.

Julian Alley, who sailed inland waters with AMO, died on March 14, 2023 at age 74.

Susan McKenna, who sailed deep sea with AMO, died on March 16, 2023 at age 75.

Edward Dodski Jr., who sailed inland waters with AMO, died on March 17, 2023 at age 66. He is survived by Deborah Dodski.

Robert Finkeldie, who sailed deep sea with AMO, died on March 17, 2023 at age 59.

John Maller Jr., who sailed deep sea with AMO, died on April 9, 2023 at age 68.

John Kern, who sailed on the Great Lakes with AMO, died on April 15, 2023 at age 76. He is survived by Rebecca Kern.

Mary Engebretson, who sailed on the Great Lakes with AMO, died on April 18, 2023 at age 76.

Bruce Vaughan, who sailed deep sea with AMO, died on April 28, 2023 at age 74.

Eli Olson, who sailed deep sea with AMO, died on April 29, 2023 at age 25.

James Damron, who sailed on the Great Lakes with AMO, died on May 4, 2023 at age 88.

Kevin Gillmore, who sailed deep sea with AMO, died on May 12, 2023 at age 55.

Daniel Smith, who sailed on the Great Lakes with AMO and served as an elected AMO official, died on May 14, 2023 at age 80. He is survived by Bonnie Smith.

Daniel Von Der Haff, who sailed deep sea with AMO, died on May 19, 2023 at age 78.

Frank Bevacqua, who sailed deep sea with AMO, died on June 2, 2023 at age 96.

Douglas Stahl, who sailed deep sea with AMO, died on June 3, 2023 at age 96.

Jonathan Berman, who sailed deep sea with AMO, died on June 4, 2023 at age 63. He is survived by Chollada Berman.

Mark Lukinovich, who sailed deep sea with AMO, died on June 6, 2023 at age 66. He is survived by Nittaya Lukinovich.

Robert Fluharty, who sailed on the Great Lakes with AMO, died on June 8, 2023 at age 60. He is survived by Cathy Fluharty.

William Radican, who sailed deep sea with AMO, died on June 20, 2023 at age 78. He is survived by Celine Radican.

David Sherman, who sailed deep sea with AMO, died on June 22, 2023 at age 70. He is survived by Susan Sherman.

Harley Whitmore, who sailed inland waters with AMO, died on June 24, 2023 at age 73. He is survived by Jane Whitmore.

Manuel Cajaraville, who sailed deep sea with AMO, died on June 25, 2023 at age 94.

John Kilbert Sr., who sailed inland waters with AMO, died on June 29, 2023 at age 83.

Stephen Barry, who sailed deep sea with AMO, died on July 12, 2023 at age 58.

Bernard Drayer, who sailed on the Great Lakes with AMO, died on July 14, 2023 at age 95. He is survived by Dorothy Drayer.

Charlie Foster, who sailed deep sea with AMO, died on July 15, 2023 at age 85.

Andre Williams, who sailed deep sea with AMO, died on July 17, 2023 at age 78. He is survived by Mamie Williams.

Werner Kraemer, who sailed deep sea with AMO, died on July 23, 2023 at age 64. He is survived by Glom Roddy Kraemer.

George Cornelson, who sailed deep sea with AMO, died on July 24, 2023 at age 72.

John Carter, who sailed deep sea with AMO, died on July 26, 2023 at age 67. He is survived by Jean Carter.

Edwin Schleben, who sailed on the Great Lakes with AMO, died on July 26, 2023 at age 74.

William Fleming, who sailed deep sea with AMO, died on July 27, 2023 at age 88.

Wayne Brown, who sailed deep sea with AMO, died on July 31, 2023 at age 75.

Albert Melvin, who sailed deep sea with AMO, died on August 2, 2023 at age 78. He is survived by Kou Melvin.

Daniel Hilterbran, who sailed inland waters with AMO, died on August 2, 2023 at age 67.

Jacob Wnuk, who sailed deep sea with AMO, died on August 6, 2023 at age 36. He is survived by Megan Wnuk.

Lionel McLaughlin, who sailed deep sea with AMO, died on August 9, 2023 at age 103.

James Mrozik, who sailed deep sea with AMO, died on August 13, 2023 at age 87.

David Johnson, who sailed on the Great Lakes with AMO, died on August 16, 2023 at age 85. He is survived by Joyce Johnson.

Murray Bridges, who sailed inland waters with AMO, died on August 22, 2023 at age 89.

Ralph Covington, who sailed deep sea with AMO, died on August 23, 2023 at age 85. He is survived by Debbi Covington.

Thomas Caia, who sailed deep sea with AMO, died on August 29, 2023 at age 72.

Michael Johansen, who sailed on the Great Lakes with AMO, died on September 7, 2023 at age 70. He is survived by Denise Johansen.

Michael Goins, who sailed deep sea with AMO, died on September 12, 2023 at age 66.

Robert Vranish, who sailed deep sea with AMO, died on September 15, 2023 at age 72. He is survived by Renee Vranish.

Robert Phelps, who sailed deep sea with AMO, died on September 17, 2023 at age 83. He is survived by Martha Phelps.

Lawrence Murphy, who sailed deep sea with AMO, died on September 20, 2023 at age 72.

David Nelson, who sailed on the Great Lakes with AMO, died on September 24, 2023 at age 67. He is survived by Yvonne Nelson.

Christopher Buck, who sailed deep sea with AMO, died on October 1, 2023 at age 80. He is survived by Gail Buck.

James Ash, who sailed deep sea with AMO, died on October 10, 2023 at age 69. He is survived by Mandy Ash.

Merrick Brow, who sailed deep sea with AMO, died on October 15, 2023 at age 65. He is survived by Sandra Brow.

Doyle Minter, who sailed deep sea with AMO, died on October 25, 2023 at age 76.

Richard Low, who sailed deep sea with AMO, died on October 25, 2023 at age 82. He is survived by Kathleen Low.

Patrick Brown, who sailed deep sea with AMO, died on October 26, 2023 at age 71.

Robert Swift, who sailed inland waters with AMO, died on October 29, 2023 at age 83. He is survived by Nellie Swift.

Amendments to AMO National Constitution approved

The following two resolutions were approved by unanimous votes of American Maritime Officers members attending the December 6 AMO monthly membership meeting in Dania Beach, Fla. after having been previously approved for proposal by the AMO National Executive Board.

Note: The membership meeting date changes for the months of June and September were approved and enacted after the 2024 AMO calendar was already printed and distributed to AMO members and applicants; therefore, the membership meeting dates for June and September contained in the 2024 AMO calendar are not correct. Advance notice of the new meeting dates for June and September will be provided closer to the time at which those meetings will be conducted.

An updated copy of the AMO National Constitution will be posted to the AMO website containing the amendments detailed below prior to January 1, 2024.

2023 RESOLUTION NO. 3 OF THE AMERICAN MARITIME OFFICERS NATIONAL EXECUTIVE BOARD

Changes to Article IV & V addressing initiation and dues

WHEREAS, the National Executive Board met on 18 October 2023 to discuss the need to raise dues and initiation in 2024,

WHEREAS, the National Executive Board decided to change the period of initiation payoff from 5 to 3 years

NOW, THEREFORE, pursuant to its authority under Article XXV of the AMO National Constitution, the National Executive Board proposes to the AMO membership the following amendments to the AMO National Constitution:

Article IV, Section 3 paragraph (a) shall now read:

"(a) Applicants must pay the initiation fee established by this Union within three (3) years. At a minimum 1/3 of the current initiation fee will be paid each year. The fee may also be paid as a lump sum upfront. If rejected by this Union for any reason whatsoever, the fee paid shall be refunded upon request, and upon the return of all official documents issued by this Union evidencing the applicant's status in this Union."

Article V, Section 1 paragraph (a) shall now read:

"(a) Effective January 1, 2024, the annual dues rate for each rating for the two (2) groups specified below shall be as follows:

Group 1 – Deep Sea and Great Lakes Areas:

- Chief Engineers and Captains \$1,932
- 1st Assistant Engineers, Chief Officers, First Officers, Electronics Officers*, and Electronics Technicians* \$1,824

- 2nd Assistant Engineers, 2nd Officers, and Radio Officers* \$1,724
- 3rd Assistant Engineers, 3rd Officers and Great Lakes Stewards* \$1,624

* Electronics Officers, Electronics Technicians, Radio Officers, and Stewards who do not achieve 200 days of covered employment in a calendar year shall pay the non-sailing dues rate of \$122.00 per quarter and \$488.00 per year."

Approved by the AMO National Executive Board on 16 November, 2023.

2023 RESOLUTION NO. 4 OF THE AMERICAN MARITIME OFFICERS NATIONAL EXECUTIVE BOARD

Article XXI Revision

WHEREAS, amendments to the AMO National Constitution were last adopted through a union-wide referendum that ended in March 2009, and

WHEREAS, most membership meetings are attended by students enrolled at STAR Center and that STAR Center generally does not hold classes the weeks of New Years, Memorial Day, Independence Day, and Labor Day,

NOW, THEREFORE, pursuant to its authority under Article XXV of the AMO National Constitution, the National Executive Board proposes to the AMO membership the following amendment to the AMO National Constitution:

Article XXI, Section 1 shall now read:

"The National President, or, an elected official designated by the National President or if the National President is incapacitated, an elected official designated by the National Executive Board, shall call and convene a regular monthly membership meeting on the first Wednesday of every month except in the months of January, June, July, and September when the membership meeting will be held on the second Wednesday. The meeting shall be at National Headquarters. The convening officer may, in his or her sole discretion, cancel, postpone, or move the location of a membership meeting only for exigent circumstances such as hurricane or flood watches or warnings, states of emergency declared by governmental authorities, or damage to the National Headquarters premises. This meeting shall be commenced at 1:00 P.M. local time. In the event a quorum is not present at 1:00P.M. local time the National President or National Officer officially in charge designated by the President shall postpone the opening of the meeting until a quorum is present, but in no event later than 1:30 P.M. local time. If a quorum is not present by 1:30 p.m., then the meeting shall be canceled and the Order of Business shall be carried over to the next monthly membership meeting."

Proposed by the AMO National Executive Board on November 16, 2023.

AMO aboard the *American Century* on the Great Lakes



At left: American Maritime Officers members working aboard the *American Century* in October, here in Superior, Wis., included Second Assistant Engineer Gerald Scott, Chief Engineer Brandon Dekryger, and First A.E. Chuck Russek. The self-unloading bulk carrier operates in Jones Act trades on the Great Lakes. AMO represents all licensed officers aboard the American Steamship Company thousand-footer.

At right: AMO members working aboard the *American Century* as the ship loaded coal in Superior in October included Third Mate Adam Banaszkiwicz.



Great Lakes iron ore and limestone shipments increase in November

Both iron ore and limestone cargoes carried by Great Lakes freighters increased during the month of November, the Lake Carriers' Association reported.

Shipments of iron ore totaled 4.5 million tons in November, an increase of 1.5

percent; however, cargoes were below the month's five-year average by 1.7 percent.

For the year at the end of November, the iron ore trade stood at 46.3 million tons, an increase of 20.8 percent compared with the same point in 2022. Through November,

iron ore loadings were 5 percent above their five-year average for that timeframe.

Shipments of limestone totaled 3.1 million tons in November, an increase of 22.8 percent compared with the previous year. Limestone cargoes were 7.3 percent

above the month's five-year average.

For the year at the end of November, the limestone trade stood at nearly 26.6 million tons, a decrease of 3.3 percent compared with the previous year, and about 3.8 percent below the five-year average.

AMO in Washington, DC — government relations and the many roles it serves for the union's membership

By Alaina Basciano
Director of Government Relations

There is a constant and often unseen battle AMO is fighting in order to sustain and strengthen the laws, programs, and policies that shape the maritime industry in which we all work today. AMO's Washington, DC office is on the front lines, both here in the States and in the international arena. I am honored to be in the nation's capital representing our members and their best interests, as well as the interests of the U.S. Merchant Marine in its entirety, through our interactions with federal agencies and with international organizations.

While my maritime story and connection to the U.S. Merchant Marine go back farther and reach much deeper, my own professional sailing career began in 2009 at an inland towing company in the South. Then, I joined American Maritime Officers in 2011, first on tankers and next on T-AGS vessels, making my way from Third Mate to sailing as Captain in eight years. Eventually, I began to wonder how the work of the union impacted me as a member. By the time 2020 had arrived, I was made aware AMO had an office in Washington, DC, although I'm not entirely sure I knew at that time what roles the representatives who worked there played with respect to serving our members.

In July of the same year, the late and very much missed Captain Mike Finnigan invited me to the AMO DC office. At that time, the office was located in L'Enfant Plaza. With it being the height of COVID, AMO seemed to be the only organization in the building with an active presence. I didn't realize it at the time, but that little observation was telling. My visit concluded with an entirely new perspective on the importance of the work our union does from the Washington, DC location. It was clear that AMO's legislative work can never stop and our access to the centers of influence in DC is crucial.

I went back to sea, sailing as Captain aboard USNS PATHFINDER for a few more years, returning home to Maryland between rotations. When COVID regulations began to relax, I was asked to return to the AMO DC office to discuss an open position within the union in government relations. My years of work as a senior officer in the Military Sealift Command fleet, my family connection to the service of the U.S. Merchant Marine in World War II, my ongoing role in the Naval Reserves as a Strategic Sealift Officer, and my lifelong dedication to the advocacy of American merchant mariners (a passion I began pursuing in earnest in 6th grade) all contributed to a strong background for and a compelling interest in working for AMO in Washington, DC. The Vice President of Government Relations, Christian Spain, recommended me for the director of government relations position to the union's National President, Paul Doell, and I was hired to begin work in January 2023.



Although the title may have changed over the years, the AMO director of government relations post was first established, as it is today, in 2007 when Captain Mike Murphy was appointed to the position. Except for a couple years surrounding the COVID pandemic, someone has stood in this position since it was created. Other than Captain Murphy, and before my appointment, Christian Spain has been the only other AMO member to serve in this capacity. Both Captain Murphy and Christian Spain were elected to the office of Vice President of Government Relations following their tenures in the appointed government relations position. Although there were representatives serving similar roles in DC prior to 2007, Captain Murphy recognized the need to completely reinvigorate the

purpose of this job in order to better serve our members and their interests. His standards set the bar high for what we strive to accomplish for our members today. We are actively battling on your behalf to ensure that the many executive branch agencies and international authorities maintain policy that will strengthen our U.S. Merchant Marine and benefit you as our members.

All of what AMO endeavors to accomplish in the U.S. capital is relationship-based. Consistency is paramount in this setting, as creating and maintaining these relationships is no easy feat. It takes a lot of time, a particular personality, and ongoing nurturing to accomplish. Because AMO representatives are often required to be in many places at once, it is also vital to maintain redundancy in the office

with personnel who have the knowledge, connections, and expertise to professionally represent our union in these various forums. This will make certain that at least most of our bases can be covered at all times. Building and fostering relationships takes an immense amount of time and effort, eventually yielding trust between AMO and other industry stakeholders. This trust can turn into support, actions, and something as simple as someone taking the time to just listen to our side of a particular matter. Clearly, high turnover in this position would not be ideal.

AMO maintains two main divisions in DC: lobbying and government relations. Brenda Otterson, our top-notch lobbyist, works closely with elected senators and representatives and Capitol Hill staff on legislative matters most beneficial to the continued strength of the U.S. Merchant Marine. Christian Spain and I make up the government relations side of the DC operation. Our work is centered around interacting with many federal agencies, such as the Coast Guard, Maritime Administration (MARAD), U.S. Transportation Command (TRANSCOM), and Military Sealift Command (MSC). We are also heavily involved with numerous international bodies overseeing worldwide maritime labor and regulatory policies, as well as industry initiatives, to include the International Transport Workers' Federation (ITF), International Maritime Organization (IMO) and the International Labor Organization (ILO).

While there is a clear distinction between the lobbying work Brenda does with the Senate and House of Representatives, and the interaction AMO has with the federal agencies under the Executive Branch, our advocacy intersects in more than one area. Although mostly managed by Brenda through lobbying efforts, government relations also has interactions with elected representatives and their staffers. These interactions allow us to provide professional and real-world experienced perspective and testimony to the elected representatives and House and Senate committees. Our government relations team also participates in the work of various coalitions with Brenda, such as USA Maritime.

AMO representation in the United States is not the only vital area of importance. Equally as imperative is the ability to represent in "international waters." This year, Christian Spain and I have traveled to several committee and subcommittee meetings at the IMO headquarters in London. Here, we represent the ITF and, thus, represent the interests of not only American mariners, but all mariners worldwide. In London, we are also able to collaborate with members of the delegation from the United States on matters that may affect our industry on our own soil. It is to the benefit of our members that we have consistent representation at these meetings

AMO aboard *Stena Imperative* in Tanker Security Program fleet



Department of Defense photo by U.S. Air Force Tech. Sgt. John Linzmeier

The *Stena Imperative* moors pierside at Joint Base Pearl Harbor-Hickam, Hawaii to support Joint Task Force-Red Hill (JTF-RH) defueling operations on November 6, 2023. JTF-RH was on that date in the fifth and final phase of its defueling plan, where JTF-RH along with Defense Logistics Agency Energy and Fleet Logistics Center Pearl Harbor, are safely defueling the Red Hill Bulk Fuel Storage Facility. This stage consists of defueling approximately 104 million gallons of fuel, with planned strategic pauses for safety checks, and transporting the fuel to various locations throughout the Pacific. JTF-RH continues to work in collaboration with state and federal regulators to ensure proper oversight throughout the defueling process. American Maritime Officers represents all licensed officers aboard the *Stena Imperative*, which is operated in the Tanker Security Program fleet under a joint venture between Crowley and Stena Bulk USA.

Government Relations — Page 7

Empire State serves leading role in Red Hill defueling mission



Members of American Maritime Officers working aboard the *Empire State*, here in Hawaii offloading fuel from the Red Hill Bulk Fuel Storage Facility in November, included Captain Kevin Griffith, Chief Mate John Giuffre, Second Mate Matthew Mundorf, Third Mates Nicholas Smith and James Onorato, PIC Observer John Ludwig, Chief Engineer Andrew Davidson, First Assistant Engineer Abdulkarim Ghaleb, Second A.E. Alexander Calderwood and Third A.E. Philip Sharp. The Jones Act tanker was responsible for removing over half the total inventory once held at Red Hill Bulk Fuel Storage Facility, safely transporting more than 1.2 million barrels of product during a 30-day period in October and November. The ship is operated under Military Sealift Command charter by Intrepid Personnel and Provisioning.



Above, right: The *Stena Imperative* is pier-side as the *Empire State* receives the sixth transfer of fuel from the Red Hill Bulk Fuel Storage at Joint Base Pearl Harbor-Hickam on November 7, 2023. Joint Task Force-Red Hill was on that date in the fifth and final phase of its defueling plan. This stage consists of defueling approximately 104 million gallons of fuel, with planned strategic pauses for safety checks, and transporting the fuel to various locations throughout the Pacific. AMO represents all licensed officers working aboard both ships.

Government Relations

Continued from Page 6

to guarantee that mariner interests are considered when policies are developed and enacted by the IMO. These policies that are developed on the international level are eventually implemented in the U.S. and affect American mariners.

A major focus at the IMO is to ensure AMO members are not further burdened by increased training regulations with a net zero (or less) approach to new requirements. With the many voices of industry at the IMO, fighting to minimize the scope of new burdensome regulations is always a challenge. Most notably, we have begun work rewriting the STCW regulations, starting with the 1978 amendments, in order to make the regulations more current and enduring as years pass and technology changes. All current mariners have felt the impact of STCW implementation in the recent past, and our presence can help to ensure our members are not negatively affected by the newest regulations when enacted. We are also working to reduce the burdensome effects of policies already in place to create a less painful licensing process for future mariners — professionals our industry so desperately needs.

As with the policy and legislative battles in Washington, DC, representing

the interests of AMO members and all professional mariners in the international arena is a constant challenge. These regulations often start at the IMO. So, being able to have a voice during their creation from the very beginning is crucial to guaranteeing an outcome that will better suit YOU, our members!

In the U.S. capital, we in AMO, as well as the other unions and industry advocates, are often tasked with providing information and strategy to defend the American maritime industry. Laws such as the Jones Act are always under attack. It truly is a bipartisan effort, and it becomes imperative to know who you can turn to for support during these times. We are fortunate to employ one of the most experienced and well-known maritime lobbyists on the Hill to assist and often drive these vital efforts.

On day three of working ashore with AMO, I attended a USA Maritime principals meeting, a coalition of industry ambassadors created to inform policy makers, the media, and the public about the U.S. Merchant Marine. Many company CEOs and presidents, their legal counsel, high-ranking union officials from the other sailing unions, and lobbyists, as well as members of the Federal Maritime Commission, were in attendance. I soon came to realize spending time collaborating with industry leaders, professionals and representatives, such as those listed above, is business as

usual here in DC.

Our network is VAST. Advocacy for mariners by mariners and maritime professionals is an invaluable undertaking involving other major organizations also represented in Washington. However, it is not only the unions and carriers who do this work. Some other organizations that are part of the maritime network in Washington include USA Maritime, the American Maritime Partnership (AMP), the Navy League, and the Society of Naval Architects and Marine Engineers (SNAME), to name a few. The relationships we have built and maintain are the core of our advocacy for a strong U.S. Merchant Marine.

Since I started in January, AMO in DC has accomplished many noteworthy tasks, but we couldn't do it alone. We are constantly working together with the other unions, lobbyists, and representatives to sustain our industry, as well as to protect the laws and programs already in place to ensure seagoing jobs remain in America, and that American mariners remain employed and available to serve when our Armed Forces are deployed around the world.

I have learned that AMO has always been very involved in the work outlined above, and we have always been very successful to the lasting benefit of all AMO members and our industry as a whole. Bottom line: We cannot be successful as a

union, nor as an industry in whole, without the work our AMO DC team does. Locally and overseas, we are all fighting for the same cause: A strong U.S. Merchant Marine and a successful and solid American maritime industry.

I got the idea to write an informative piece about the work we do in government relations because it became apparent that a lot of members, frankly, aren't aware of what we do in Washington, DC. I was pointed in the direction of some old newspaper articles written by Captain Mike Murphy when he was in this role. After reading some of his articles, it was obvious that his teachings have not been lost and have already been passed down to me in his absence.

Having grown up volunteering on the World War II Liberty Ship, S.S. JOHN W. BROWN, I have always had a passion for this industry and a great respect for the "salts" who came before us. I fully understand the impact our jobs have on the nation, in both peace and war. My grandfather was a U.S. Merchant Mariner in World War II and very much influenced both my older sister and I to pursue careers in the maritime industry. I genuinely care about this industry and I am grateful to have the opportunity to assist AMO members in many capacities and to serve in an active role helping to ensure the U.S. Merchant Marine's continued existence and success. For me, it's personal.

AMO Safety and Education Plan – Simulation, Training, Assessment & Research (STAR) Center

(954) 920-3222 / (800) 942-3220 – 2 West Dixie Highway, Dania Beach, FL 33004

General Courses

Combined Basic & Advanced Low Flash Point Fuel Operations (IGF Code/LNG Fuel) Course	5 Days	5 February	11 March	24 June				
Confined Space Entry	3 Days	31 January	8 May	1 July				
Advanced Fire Fighting	5 Days	15 April						
Advanced Fire Fighting Refresher	2 Days	1 April						
Basic Safety Training – All 4 modules must be completed within 12 months: Personal Safety Techniques (Monday/Tuesday – 1.5 days), Personal Safety & Social Responsibility (Tuesday PM – half-day), Elementary First Aid (Wednesday – 1 day), Fire Fighting & Fire Prevention (Thursday/Friday – 2 days) – not required if Combined Basic and Advanced Fire Fighting completed within 12 months.	5 Days				1 April			
Basic Safety Training – Refresher – required for STCW renewal for those without 360 days of sea service in 5 years	3 Days	3 April						
Chemical Safety – Advanced	5 Days	12 February						
ECDIS	5 Days	12 February						
Environmental Awareness (includes Oily Water Separator)	3 Days	Please Call						
Fast Rescue Boat	4 Days	9 January	19 March	16 April	4 June			
GMDSS – Requires after-hour homework	10 Days	26 February	15 July					
LNG Tankerman PIC – available online	8 Days	10 July						
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. In all cases successful completion of the LNG PNC classroom course is prerequisite.	5 Days				22 July			
Proficiency in Survival Craft (Lifeboat)	4 Days	25 March	30 July					
Safety Officer Course (also see online schedule)	2 Days	10 April	4 July					
Tankerman PIC DL – Classroom (also see online schedule)	5 Days	19 February						
Tankerman PIC DL – Simulator	10 Days	22 January	22 April	17 June	8 July			
Train the Trainer – requires after hours homework	5 Days	15 January	11 March	13 May				
Vessel/Company Security Officer – Includes Anti-Piracy (also see online schedule)	3 Days	17 January	24 April	26 June				
Proficiency in Survival Craft (Lifeboat) REFRESHER	1 Day	6 April						
Electronic Navigation and Watchkeeping Refresher	3 Days	10 January	10 April	12 June				
Basic Training and Advanced Fire Fighting Revalidation (Required for STCW renewal) – required for those with 360 days sea service in five years	2 Days	8, 29 January	12, 26 February	18 March	8, 22 April	6, 20 May	10, 24 June	8, 29 July
Leadership & Management (required by ALL management level Deck and Engine officers by 1 January 2017)	5 Days	22 January	11 March	20 May	24 June	8 July		

Deck Courses

Advanced Bridge Resource Management	5 Days	15 January	13 May					
Advanced Shiphandling for Masters/Senior Deck Officers – (no equivalency) must have sailed as Chief Mate Unlimited	5 Days	26 February	15 April	24 June				
Advanced Shiphandling for 3rd Mates – 60 days seetime equivalency for 3rd Mates	10 Days	22 January	5 February	4 March	29 April	3 June	15 July	
Advanced and Emergency Shiphandling – First Class Pilots, Great Lakes	5 Days	29 January						
Basic Meteorology	5 Days	5 February						
Tug Training – ASD Assist	5 Days	22 April						
Dynamic Positioning – Induction (Basic)	5 Days	8 January	11 March	6 May	8 July			
Dynamic Positioning – Simulator (Advanced)	5 Days	29 January	15 April					
Dynamic Positioning – Revalidation	5 Days	12 February	10 June					
Navigational Watchkeeping Standardization & Assessment Program	5 Days	19 February	20 May	29 July				
TOAR (Towing Officer Assessment Record) – Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required	5 Days	5 February						
High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)	5 Days	22 January	18 March	20 May	29 July			

AMO members and applicants are asked to register for courses as far in advance as possible, and to submit a course application even if the preferred course/start date has a wait list

AMO members and applicants are asked to submit an application for course registration as far in advance of the course's start date as possible for all courses. Applications received less than 60 days in advance of a course's start date are more difficult to accommodate. AMO members and applicants are also asked to submit an application for their preferred course and start date even if there is a wait list. STAR Center is sometimes able to accommodate those who are on a course wait list.



Deck Upgrade – STCW 2010 – Management Level (NVIC 10-14) – Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 10-14, providing ECDIS, GMDSS and ARPA have been previously completed. See STAR Center's website for full details: <http://www.STAR-Center.com/STCW2010-deck.upgrade.html>.

Upgrade: Shiphandling at the Management Level (includes SAR)	10 Days	8 January	12 February	4 March	1 April	6 May	3, 17 June	15 July	
Upgrade: Advanced Meteorology – Requires after-hours homework	5 Days	15 January	12 February	1, 22 April	13 May	24 June	15 July		
Advanced Stability (also see online schedule on page 10)	5 Days	15 January	26 February	18 March	6 May	29 July			
Management of Medical Care (also see online schedule on page 10)	Half-Day	31 July	24 April	5 June	31 July				
Leadership & Management (also see online schedule on page 10)	5 Days	22 January	11 March	20 May	24 June	8 July			
Advanced Cargo – Optional for task sign-off (also see online schedule on page 10)	5 Days	29 January	19 February	4 March	1 April	13 May	22 July		
Marine Propulsion Plants – Optional for task sign-off	5 Days	29 January	19 February	20 May	3 June	8 July			
Advanced Celestial – Optional for task sign-off	5 Days	5 February	11 March	29 April	22 July				
Advanced Navigation – Optional for task sign-off	5 Days	12 February	8 April	20 May	8 July				

Engineering Courses

Electrical and Instrumentation Troubleshooting (Professional Development)	5 Days	15 January	22 April	22 July					
Engine Room Resource Management (Simulator)	5 Days	8 January	6 May						
Engine Operations Training and Assessment Program	5 Days	22 January	20 May						
Diesel Endorsement (Crossover)	4 Weeks	12 February							
Gas Turbine Endorsement	2 Weeks	Please Call							
Marine High Voltage Safety Course (Simulator)	5 Days	12 February							
Hydraulics / Pneumatics (Professional Development)	5 Days	11 March	10 June						
Machine Shop 1 (Professional Development)	5 Days	26 February	10 June						
Machine Shop 2 (must complete Machine Shop 1)	5 Days	4 March	17 June						
Programmable Logic Controllers (PLCs) (Does not include EPA Universal)	5 Days	29 January	6 May						
Refrigeration & Air Conditioning	5 Days	8 January	17 June						
Steam Endorsement	4 Weeks	29 January							
Control Systems Troubleshooting (Professional Development)	5 Days	22 January	29 April	29 July					
Welding 1 – Professional Development	5 Days	15 April							
Welding 2 (must complete Welding 1 prior to enrolling)	5 Days	8 January	22 April						

Engine Upgrade – STCW 2010 – Management Level (NVIC 15-14) – Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 15-14. See STAR Center's website for full details: <https://www.star-center.com/stcw2010-engine.upgrade.html>

Leadership & Managerial Skills (G500 as amended) – REQUIRED	5 Days	22 January	11 March	20 May	24 June	8 July			
ERM (E050 as amended) – REQUIRED (unless previously taken for gap closing or original license) Note: if your current OICEW endorsement does not have a limitation, you should not require this for upgrade.	5 Days	8 January	6 May	29 July					
Upgrade: Electrical, Electronics & Control Engineering (Management Level) (E133 as amended) (UPGRADE with tasks) Required unless previously taken for gap closing or original license	5 Days	15 January	18 March	13 May	15 July				
STCW Upgrade Task Assessment – General: This class is required by all propulsion types (Motor, Gas and Steam) Licensed engineers – OPTIONAL: Tasks can be signed off onboard	5 Days	29 January	4 March	29 April	22 July				

Medical Courses

Elementary First Aid – Prerequisite for MCP within preceding 6 months	1 Day	16 January	27 February	2 April	7 May	11 June	23 July		
Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering	3 Days	17 January	28 February	3 April	8 May	12 June	24 July		
Medical PIC – Please FAX MCP certificate when registering	5 Days	22 January	4 March	8 April	13 May	17 June	29 July		
Urinalysis Collector Training	1 Day	11 March	15 April	20 May	24 June				
Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m.	Half-Day	12 March	16 April	21 May	25 June				

Self-Study, CDs and Online Courses

Anti-Terrorism Level 1 – Online	Qualified Assessor – Online
DOT Hazardous Materials Transportation Training – Online	Vessel General Permit EPA – On campus in conjunction with other classes

AMO members and applicants can **register online** for STAR Center courses

STAR Center is no longer accepting paper course registration applications by FAX, nor scanned paper applications by email. AMO members and applicants will need to register for courses on the STAR Center website. With a phone, scan the QR code to open a link to the online course registration form, or in the address bar of a Web browser, enter the following URL: www.star-center.com/forms/reg.mbr.live.html



Military Sealift Command Training Program – The core MSC courses noted below are required for initial MSC employment. Other MSC courses listed are only required as assigned duties require.

CORE Basic CBR Defense – Refresher required every 5 years	1 Day	19 January	16 February	7 March	12 April	16 May	20 June	18 July	
CORE Damage Control – Refresher required every 5 years	1 Day	18 January	14 February	6 March	10 April	15 May	19 June	17 July	
CORE Helicopter Fire Fighting – Refresher required every 5 years	1 Day	17 January	15 February	5 March	11 April	14 May	18 June	16 July	
CORE Marine Environmental Program (with CBRD) – Refresher required every 5 years	Half-Day	19 January	16 February	7 March	12 April	16 May	20 June	18 July	
MSC Readiness Refresher – Must have completed full CBRD & DC once in career	2 Days	16 January	4 March	13 May	17 June	15 July			
MSC ATO Level II – Required every 3 years by Master once during career (unless designated ATO)	5 Days	22 January	1 April	8 July					
MSC CBRD Officer – Required every five years and successful completion of the annual refresher/indoctrination training is a prerequisite	5 Days	19 February	29 April						
MSC Watchstander – BASIC – once in career, SST graduates are grandfathered	1 Day	29 January	4 March	15 April	15 July				
MSC Watchstander – ADVANCED – annual requirement for all SRF members	1 Day	12, 26, 30 January	9, 16 February	5, 15, 22 March	12, 16, 26 April	10, 24 May	7, 14, 28 June	12, 16 July	
MSC Ship Reaction Force – Required every three years for SRF members and must have Basic and a valid Advanced Watchkeeping and a valid Small Arms	3 Days	31 January	6 March	3, 17 April	15 May	17 July			
Small Arms – Initial & Sustainment (Refresher) Training – Open to members & applicants eligible for employment through AMO (w/in 1 year) or MSC on MARAD contracted vessels.	4 Days	8, 22 January	5, 12, 26 February	11, 18 March	8, 22, 29 April	6, 20 May	3, 10, 24 June	8, 29 July	

Radar Courses

Radar Recertification	1 Day	29 January	1 April						
Electronic Navigation and Watchkeeping Refresher	3 Days	10 January	10 April	12 June					
ARPA	4 Days	30 January							
Radar Recertification & ARPA	5 Days	29 January							
Original Radar Observer Unlimited	5 Days	29 January							

ONLINE Blended Management Level Upgrade Classes (Deck and Engine) – STAR Center is offering the following courses ONLINE. WHERE SHOWN, FULLY ONLINE CLASSES INCLUDE ALL ASSESSMENTS AND TRAVEL TO STAR CENTER IS NOT REQUIRED. By USCG approval requirements, Practical Exercises and Competency Assessments for blended courses will have to be taken at STAR Center. This will be scheduled in a comprehensive 5-day session.

Leadership and Management (Deck and Engine) – FULLY ONLINE	5 Days	20 May	8 July						
Advanced Navigation (Deck) – FULLY ONLINE	3 Days	12 February							
Marine Propulsion Plant (Deck) – FULLY ONLINE	3 Days	Please Call							
Advanced Stability (Deck) FULLY ONLINE	5 Days	26 February							
Advanced Cargo (Deck) FULLY ONLINE	5 Days	19 February							
Advanced Celestial (Deck) Blended Assessment at STAR Center	4 Days	22 April							
Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE	5 Days	18 March	15 July						
Combined Basic and Advanced Low Flash Point Fuel Operations – FULLY ONLINE	5 Days	5 February							
LNG Tankerman PIC – FULLY ONLINE	8 Days	Please Call							
Tankerman PIC DL – Classroom – FULLY ONLINE	5 Days	Please Call							
Vessel Security Officer (VSO) – FULLY ONLINE	3 Days	Please Call							
Management of Medical Care – FULLY ONLINE	Half-Day	24 April							

Assessments (at STAR Center) DECK and ENGINE

Advanced Celestial (Deck)	2 Days	9 January	12 June						
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NOTICE: AMO members planning to attend STAR Center in Dania Beach, Florida – either to prepare for license upgrading or to undergo specialty training—are asked to call the school to confirm course schedule and space availability in advance.

NOTICE OF NON-DISCRIMINATION POLICY AS TO STUDENTS: The Simulation, Training, Assessment and Research Center (STAR), established under the auspices of the American Maritime Officers Safety and Education Plan, admit students of any race, color, national and ethnic origin or sex to all the rights, privileges, programs and activities generally accorded or made available to students at the Center. It does not discriminate on the basis of race, color, national or ethnic origin or sex in administration of its educational policies, admission policies and other programs administered by the Center.



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Course Attendance Confirmation: (800) 942-3220 Extension 200

24 Hours: (954) 920-3222 Extension 7999

SERVICES

AMO MEMBERS & APPLICANTS: UPDATE CREDENTIALS, DOCUMENTS, TRAINING RECORDS

Secure File Upload: <https://www.amo-union.org> (LOGIN/MEMBER LOGIN)

Questions: (800) 362-0513 Extension 1050

E-mail: memberservices@amo-union.org

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AMO Plans normal business hours are Monday through Friday, 8 a.m. to 4 p.m. Eastern.

Phone: (800) 348-6515

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Historic first as U.S. Merchant Marine veterans of World War II participate in Veterans Day wreath laying ceremony at Arlington National Cemetery



Representatives of the U.S. Merchant Marine, including merchant mariner veterans of World War II and Maritime Trades Department-affiliated union members, participated in the annual wreath laying ceremony at the Tomb of the Unknown Soldier at Arlington National Cemetery on Saturday, November 11 – Veterans Day.

Four World War II U.S. Merchant Marine veterans – Capt. Pete Kurkimilis, Charles A. Mills, Howard Pfeifer and Dave

Yoho – joined an honor guard from the Seafarers International Union's Paul Hall Center for Maritime Training and Education. The honor guard presented the United States and the U.S. Merchant Marine flags.

This marks the first time the U.S. Merchant Marine has been invited to participate at the solemn event, which historically has seen the President lay a wreath.

In addition, U.S. Maritime Administration (MARAD) Executive Director Jack



Kammerer placed a wreath.

After four decades of fighting, mariners who sailed during World War II received veterans' status in 1988. Three years later, and in another first, union mariners marched in the parade from Capitol Hill to the White House with members of the U.S. Armed Services at the conclusion of the Kuwaiti War.

The American Merchant Marine Veterans worked with the U.S. Department

of Veterans Affairs, the Maritime Administration, Arlington National Cemetery, the Veterans of Foreign Wars, USA Maritime, the American Maritime Congress, the Transportation Institute and Gloria Cataneo Tosi to make this happen. Unions involved in the planning and implementation included the Seafarers International Union; Marine Engineers' Beneficial Association; Masters, Mates & Pilots; and American Maritime Officers.



AMO membership committee reviews union's financial files



Members of American Maritime Officers serving on the semi-annual Financial Committee that convened in November in Dania Beach, Fla. were Daniel Vich, Mark Kerr and Frank Celino.