Appropriations measures fund key maritime programs for balance of FY 2020, reauthorize Export-Import Bank

Two pieces of appropriations legislation signed into law in late December averted a shutdown of the federal government, allotted funding for key maritime programs for the remainder of fiscal year 2020, and reauthorized the U.S. Export-Import Bank for a period of seven years, the charter for which was due to expire.

The efficacy of the U.S. Export-Import Bank has been limited in recent years by the failure of the U.S. Senate to confirm the President’s nominees to the agency’s board of directors, thereby keeping the bank’s board below the minimum number required for a quorum. In 2018, enough of the President’s nominees to the bank’s board were confirmed to establish a full administrative quorum, which is required to approve transactions valued at more than $10 million.

At no cost to U.S. taxpayers, the Export-Import Bank provides loan guarantees, loan insurance and financing for U.S. manufacturers. These activities generate heavy-lift and other project cargoes for U.S.-flagged merchant ships, as goods produced and shipped as a result of these transactions are subject to U.S. cargo preference requirements. The bank’s activities are self-funding through fees the bank collects for the financial services it provides.

The legislation signed into law in December extends the charter of the U.S. Export-Import Bank until December 31, 2026. The measure also includes a provision to prevent a lapse in a quorum on the bank’s board, which will allow the agency to continue to function as intended. Specifically, if there is an insufficient number of directors to constitute a quorum for 120 days, a temporary board consisting of the U.S. trade representative, U.S. treasury secretary, U.S. commerce secretary and the members of the board of directors will convene to conduct business.

The appropriations legislation provides full funding for the Maritime Security Program fleet — $300 million for the fiscal year. The Maritime Security Program (MSP) supports a fleet of 60 militarily-useful U.S.-flagged ships, which are crewed by U.S. merchant mariners and operate in international commercial trades. The ships and their corresponding privately-owned intermodal cargo systems and networks are available to the Department of Defense for military sealift operations and in national security emergencies. The cost of the MSP amounts to a small fraction of the projected $65 billion it would cost the government to replicate this sealift capacity and the intermodal infrastructure provided to the DOD by private-sector MSP participants.

The appropriations act also provides funding for U.S. food-aid programs through the current fiscal year. Food for Peace Title II — the primary source of food-aid cargoes for U.S.-flagged vessels — is now funded at $1.725 billion, an increase over 2019. In the previous fiscal year, the program had been funded at $1.5 billion.

Under U.S. cargo preference requirements, at least 50 percent of U.S. government impelled food-aid shipments must be carried by U.S.-flagged vessels. These cargoes help keep U.S.-flagged commercial vessels in service and U.S. merchant mariners, who are needed to man surge and reserve military sealift vessels in times of war and crisis, employed and current on their skills and certifications.

The appropriations act provides the National Security Multi-Mission Vessel Program with $300 million, covering construc-

AMO job base expands as Maersk Valencia joins U.S.-flag fleet

The Maersk Valencia was reflagged into U.S. registry in October in Newport News, Va. The ship is operated under Military Sealift Command charter by U.S. Marine Management, Inc. and is manned in all licensed positions by members of American Maritime Officers. Please see additional photos on Page 6.
Voluntary Political Action Fund: solid, steady return on investment

By Paul Doell
National President

AMO members ask me occasionally whether our union’s Voluntary Political Action Fund favors conservatives, liberals or centrists on Capitol Hill, and my answer is always the same: the money is put to the greatest practical use — disbursements from the fund are based exclusively on legislative support for the U.S. merchant fleet and the jobs this fleet provides for AMO members in international trade, in military support services worldwide, and in all domestic deep-sea, Great Lakes and inland waters markets. There are no other considerations when VPAF checks are cut for Congressional campaigns.

An equally reassuring point is that individual contributions drawn from the AMO Voluntary Political Action Fund generate substantial and consistent return on investment, as was the clear case in 2019. The first session of the 116th Congress — for example, Congress and the President in mid-December signed off on the Further Consolidated Appropriations Act, which includes a fiscal 2020 National Defense Authorization Act provision extending the Maritime Security Program for 10 years through 2035. Our union has a membership.

The fiscal 2020 NDAA also authorizes substantial and consistent return on investment, as was the clear case in 2019. The first session of the 116th Congress — for example, Congress and the President in mid-December signed off on the Further Consolidated Appropriations Act, which includes a fiscal 2020 National Defense Authorization Act provision extending the Maritime Security Program for 10 years through 2035. Our union has a membership.

For congressional purposes, and the President also considered the $17.3 billion PL-480 appropriation (which is also subject to a 50-percent U.S.-flag cargo preference requirement) for the Export-Import Bank and to food aid exports is always under challenge. Some federal agencies are adept at evading the U.S.-flag requirement, and this is made easier by the lack of a firm and specific cargo preference enforcement mechanism.

A fiscal 2008 appropriations bill included a provision referred to generally as the “Noouye amendment,” which was named for its sponsor, Sen. Daniel Noouye of Hawaii. This amendment designated the Department of Transportation as the exclusive arbiter of inter-agency cargo preference disputes, but the required conforming regulations were never adopted. Legislation approved earlier in 2019 provides for a study of cargo preference law compliance and recommendations for tighter application of the existing statutes within one year. AMO will track this closely.

A new Soo Lock — The fiscal 2020 appropriations bill agreed to in December includes $75 million for the design and initial construction of a second “thousand footer” lock at the Soo Locks in Sault Ste. Marie, Michigan — a long-sought national security project that will keep the largest U.S.-flag cargo vessels in operation. Great Lakes bulk carriers and their industrial raw materials moving if the existing large lock fails or is damaged or destroyed in a terrorist attack.

This will also enhance the efficiency of the Great Lakes bulk fleet and the job security of AMO engineers and mates. This second large lock was proposed meaningfully for the first time in the Water Resources Development Act of 1986, but it stalled over whether the eight states bordering the Great Lakes should share the cost with the federal government.

The Jones Act endures …

In 2019, the venerable Jones Act endured, despite relentless pressure for specific waivers or exemptions or for outright repeal — including a November 3 editorial in The Wall Street Journal, which cited the Puerto Rico controversies and long-discredited criticisms by the Castro Institute as reason enough to kill the law. A Jones Act repeal bill sponsored by Utah Republican Sen. Mike Lee languished in the hopper for much of the 2019 Congressional session, and a subsequent measure from Sen. Lee to ease the Jones Act waiver process to a dangerous extent also stalled.

A bid to exempt Puerto Rico from Jones Act jurisdiction permanently was beaten back in a convincing way, thanks to Transportation Secretary Elaine Chao and a delegation of six Republican Senators and one Republican House member who persuaded the President to stand fast in support of the law as a national security, homeland security and economic asset. AMO works well with the lawmakers who participated in the White House session. Late in December, Customs and Border Protection in the Department of Homeland Security completed its review of Jones Act interpretations applied to offshore energy and heavy-lift services. CBP clarified aspects of the decades-long dispute over whether goods carried on offshore service and supply vessels are “merchantised” or resources “integral to the function of the vessel” — if these goods are “merchantised,” they are Jones Act cargoes. CBP did settle this in the Jones Act’s favor to an extent, but its conclusions remain subject to debate.

In this, the Jones Act’s centennial year, AMO and other U.S. maritime interests will have to fend off a United Kingdom request to allow UK-owned ships — regardless of flag state or officer and crew nationality — to navigate directly between and among U.S. coastal ports.

And, on December 19, Hawaii Democratic Rep. Ed Case filed three bills targeting the Jones Act. One bill would exempt Hawaii, Alaska, Guam and Puerto Rico from the law; a second would limit what Jones Act carriers can charge for two-way service between Hawaii and the mainland, and the third measure would bar Jones Act application in domestic markets served by less than three carrier companies owned separately from each other.

The good news here is that comparable legislation filed from diverse sources over several years to exempt the remote U.S. states and territories from the Jones Act gained no traction. Indeed, Rep. Case pushed for a Jones Act exemption for Hawaii during his previous term in the House of Representatives in 2003.

The better news is that the Jones Act stands on conspicuous merit and has a broad, diverse and bipartisan support base in both the House and the Senate — a principled if informal coalition nurtured significantly through direct contact from AMO. The law also enjoys the sustained support of Sec. Chao, one of the President’s closest advisors.

For AMO specifically, the Jones Act sustains ships operating between the mainland East Coast and Puerto Rico, between the U.S. West Coast and Hawaii and Alaska, tankers in the booming U.S. ports, the entire U.S. Great Lakes fleet and tugs and tug-barge operations in ports and along the inland waterways.

My thanks at the New Year to all deep-sea, Great Lakes and inland waters AMO members who support the AMO Voluntary Political Action Fund routinely. To you who do not contribute to this all-important fund, I ask that you do so in 2020 at levels you can be comfortable with. This is a non-partisan fund that keeps faith with no ideology and considers no divisive social issues. The focus is on job and benefit security for all AMO members and their families, and the money is used only to support lawmakers who support our industry. Best wishes to all for a healthy and happy New Year.
Maritime Security Program authorized, enhanced through 2035 by National Defense Authorization Act

The Maritime Security Program was authorized for an additional 10 years and the terms of the vital sealift program were enhanced as part of the National Defense Authorization Act for Fiscal Year 2020, which was signed into law in late December. Prior to this legislation, the authorization for the Maritime Security Program was scheduled to lapse in 2025. The reauthorization extends that date until 2035, and also increases the annual allotment for each of the 60 ships enrolled in the program beginning in fiscal year 2022.

The Maritime Security Program (MSP) supports a fleet of 60 militarily-useful U.S.-flagged ships, which are crewed by U.S. merchant mariners and operate in international commercial trades. The ships and their corresponding privately-owned intermodal cargo systems and networks are available to the Department of Defense for military sealift operations and in national security emergencies.

The authorized cost of the MSP amounts to a small fraction of the amount it would cost the government to replicate this sealift capacity and the intermodal infrastructure provided to the DoD by private-sector MSP participants. The infrastructure cost has been projected at $65 billion, and some of the transportation capabilities afforded by the military by the MSP could not be reproduced by the government at any cost.

The ships in the program operate in active trades, and are thus maintained in a state of constant readiness, and are utilized by the DoD to provide the vast majority of sustained sealift services for U.S. forces deployed in conflicts around the globe.

Merchant Mariners of World War II Congressional Gold Medal Act approved by U.S. Senate; passage into law anticipated in near future

The Merchant Mariners of World War II Congressional Gold Medal Act was approved by the U.S. Senate in December, following the approval of companion legislation sponsored by Congressman John Garamendi (D-CA) in the U.S. House of Representatives.

The principal sponsor of the legislation in the Senate, Senator Lisa Murkowski (R-AK), applauded the passage of the bill, following the approval of companion legislation in the House. Prior to this legislation, the authorization for the Maritime Security Program was scheduled to lapse in 2025. The reauthorization extends that date until 2035, and also increases the annual allotment for each of the 60 ships enrolled in the program beginning in fiscal year 2022.

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Members of American Maritime Officers working aboard the Maersk Pittsburgh in November included Second Mate Felix Nunez, Second Mate Javier Roquebert, Captain Tim Kelly, Chief Mate Sean Wentworth and Third Mate Austin Butt.

AMO members working aboard the Maersk Pittsburgh in November included Third Assistant Engineer Chester Brown, First A.E. Mary Ann Cowan, Chief Engineer Shawn Flaherty, Engineering Cadet Charles Wheat and Second A.E. Logan Cowan.

The Maersk Pittsburgh is operated in the Maritime Security Program fleet by Maersk Line, Ltd. and is manned in all licensed positions by American Maritime Officers. The Maritime Security Program (MSP) supports a fleet of 60 militarily-useful U.S.-flagged ships, which are crewed by U.S. merchant mariners and operate in international commercial trades. The ships and their corresponding privately-owned intermodal cargo systems and networks are available to the Department of Defense for military sealift operations and in national security emergencies.
AMO-contracted vessels, companies recognized for environmental excellence

More than 100 vessels operated under contract with American Maritime Officers were among those recognized in 2019 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 24 vessels achieving 10 years or more without an incident. The awards were presented November 13 in Washington, D.C. CSA awarded Certificates of Environmental Achievement to a total of 81 companies representing 1,565 vessels, both domestic and foreign, which achieved a total of 14,008 years of operation without incident.

“These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards. In today’s world, it seems our industry only gets front-page news when spills or other environmental problems occur. It is encouraging to see how many vessels go for years achieving environmental excellence. It should be clear to the American public that we in the maritime industry take our stewardship of the marine environment very seriously. Safe and environmentally responsible operation is a culture fully embraced by the maritime industry as a whole and is evidenced by the performances of the award recipients recognized tonight,” said CSA President Kathy Metcalf. Adm. Charles Ray, vice commandant, United States Coast Guard, participated in the award ceremony and congratulated the award recipients and the industry as a whole for their extraordinary performance. Mr. D. Lee Forsgren, deputy assistant administrator, Office of Water, U.S. Environmental Protection Agency, also addressed the attendees and expressed his congratulations to the participants on their exceptional environmental performance.

AMO-contracted companies operating vessels recognized for environmental excellence included Crescent Towing, Intrepid Personnel and Provisioning (Crowley), Crowley Liner Services, Key Lakes (Keystone Shipping), TOTE Services, Shell Ship Management, Tote Maritime, and U.S. Shipping Corp.

Veterans

Continued from Page 3

were not without sacrifices as the Merchant Marine likely bore a higher per-capita casualty rate than any of the military branches during the war.

“The Merchant Marine proved to be an instrumental asset on an untold number of occasions, participating in every landing operation by the United States Marine Corps, from Guadalcanal to Okinawa.”

“The Merchant Marine provided the bulk tonnage of material necessary for the invasion of Normandy, an invasion which, according to a 1944 New York Times article, ‘would not have been possible without the Merchant Marine.’”

“In assessing the performance of the Merchant Marine, General Eisenhower stated, ‘every man in this Allied command is quick to express his admiration for the loyalty, courage, and fortitude of the officers and men of the Merchant Marine. We count upon their efficiency and their utter devotion to duty as we do our own; they have never failed us.’”

“During a September 1944 speech, President Franklin D. Roosevelt stated that the Merchant Marine had ‘delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult, and dangerous transportation job ever undertaken. As time goes on, there will be greater public understanding of our merchant fleet’s record during this war.’”

“The feats and accomplishments of the Merchant Marine are deserving of broader public recognition.

“The United States will be forever grateful and indebted to these merchant mariners for their effective, reliable, and courageous transport of goods and resources in enemy territory throughout theaters of every variety in World War II.

“The goods and resources transported by the Merchant Marine saved thousands of lives and enabled the Allied Powers to claim victory in World War II.”

“The Congressional Gold Medal would be an appropriate way to shed further light on the service of the merchant mariners in World War II and the instrumental role they played in winning that war.

“Many students of the Merchant Marine Academy lost their lives as they sailed through enemy-controlled waters or unloaded cargoes in overseas combat areas, and, as a result, the United States Merchant Marine Academy is the only institution among the Five Federal academies to be authorized to carry a battle standard as part of its color guard.”

Deputy commander of MSC tours

USNS Piliiaau at Boston Shipyard

Military Sealift Command Deputy Commander Rear Adm. Robert Clark toured the USNS Piliiaau in November at Boston Shipyard. Here during a tour of the engineering spaces are Captain Thomas Pearse-Drance, Rear Adm. Clark, Chief Engineer Kevin Hogle and MSC Representative J.R. Prudencio Tubalado. The USNS Piliiaau is operated for MSC by U.S. Marine Management, Inc.

Photo: Assistant Port Engineer Kris Bridge
2020 brings increase in earned benefits from defined benefit AMO Pension Plan

The New Year will bring an increase in earned benefits for all active AMO members vested in the defined benefit AMO Pension Plan. Under an agreement reached by the joint union-employer trustees of the AMO Pension Plan in October 2019, monthly benefits calculated for active members vested in the Plan when it was suspended as deficient under the federal Pension Protection Act of 2008 in December 2009 increased by 10 percent on January 1, 2020.

This one-time benefit increase was made possible when the AMO Pension Plan reached the federal law’s “green zone” funded status at the close of its fiscal year on September 30, 2018. This benefit increase will not impair the AMO Pension Plan’s ability to meet its obligations to current retirees, to retiree survivors, or to vested individuals no longer working in AMO covered employment but eligible for benefits at age 65.

The AMO Pension Plan’s funded status as of December 31, 2019, was approximately 85.5 percent. Meanwhile, a proposal to exempt active AMO members with 20 years or more of service from an Internal Revenue Service rule governing defined benefit distributions remained under bipartisan senior staff review in the House Ways and Means Committee (from which all tax legislation must originate) and the House Education and Labor Committee (which has immediate jurisdiction over pension issues) at the New Year break.

Under the proposed exemption — pending since August 2019 — AMO members qualified for strategic sealift services would have the option of receiving earned monthly benefits from the AMO Pension Plan while remaining at work at sea. These AMO members would be permitted to roll these earned benefits directly into their individual Money Purchase Benefit defined contribution accounts, where they would grow through return on self-directed investment. There would be no tax consequence for these AMO members until withdrawal from these accounts upon actual retirement, at which point the direct rollover would end.

In the case of AMO engineers active on the Great Lakes — where there is a fleet-wide AMO 401(k) Plan employer match but no MPB participation — monthly benefits from the AMO Pension Plan would be rolled over directly to individual AMO 401(k) accounts or to other qualified defined contribution accounts.

IRS approval of this proposal would serve legitimate national security interests by easing a dangerous and growing shortage of civilian American merchant mariners — the “first responders” in defense emergencies. Comparable exemptions exist for law enforcement officers, firefighters, emergency medical personnel and other first responders in some public sector pension plans.

The AMO proposal would encourage sealift-ready AMO members to remain in their jobs and available for military support services in an overseas crisis. It would address immediate Defense Department and Congressional concerns about the ability to activate the Maritime Administration’s Ready Reserve Force and Military Sealift Command’s surge fleet during mobilization.

In a related development, the joint union-employer trustees of the AMO Defined Contribution Plan in the first quarter of 2020 will continue deliberations on proposals to calculate individual DC Plan benefits on length of service exclusively. Age would no longer be a factor.

New Year marks sixth consecutive year without dues increase

2020 marks an unprecedented sixth consecutive year without an increase in AMO membership dues or a hike in AMO initiation fees. This reflects both sound administrative management of AMO assets and an increasing rate of timely membership dues and applicant initiation fee payments.

On behalf of the AMO National Executive Board, all AMO reps and all support staff personnel, I wish all AMO members, their families and their friends a happy, healthy New Year 2020.

Paul Doell
National President

AMO aboard the American Mariner

Members of American Maritime Officers working aboard the American Mariner in October, here in Superior, Wis., included Third Mate Nagi Musaid, Second Mate Richard Rittmeyer, Captain Abdul Hussein and Captain Mark Kapia.

AMO members working aboard the American Mariner as the ship loaded grain in Superior, Wis. in October included Second Mate Rittmeyer and First Mate Raina Barnes.

AMO members working aboard the American Mariner on October in Superior, Wis. included Second Assistant Engineer Frederick Austin, First A/E, Adam Saile and Chief Engineer Matt Posten.

AMO members working aboard the American Mariner in October in Superior, Wis., included First Assistant Engineer Pete Warren and Chief Engineer James Beland.
American Maritime Officers members working aboard the Maersk Valencia, here in Newport News, Va. in October, included Third Mate Geri Ramirez Villan, Chief Mate Rebecca Main and Captain Chris Bartlett.

American Maritime Officers working aboard the Maersk Valencia, here in Newport News, Va. in October, included Chief Engineer Jeff Stanley, Third Assistant Engineer Frank Sambula and First A.E. Mike Bradley.

U.S. Coast Guard delays Qualified Assessor requirements until 2021

In a bulletin issued in December, the U.S. Coast Guard stated: “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, 2021. These assessments must be submitted to the Coast Guard as part of a complete application no later than June 30, 2022.”

Information on the Qualified Assessor approval process can be found on the STAR Center website: https://www.star-center.com/qa.apply.html.

The full U.S. Coast Guard bulletin reads as follows.

**Update to Qualified Assessor Requirements**

The 2010 amendments to the STCW Convention came into force on January 1, 2017. These amendments were incorporated into regulation as part of the final rule titled “Implementation of the Amendments to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, and Changes to National Endorsements” (78 FR 77796). The rule included provisions that impact seafarers serving on vessels subject to the STCW Convention (vessels operating beyond the boundary line). This notice concerns the requirements for 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 Navigation and Vessel Inspection Circular (NVIC) 19-14 (Policy on Qualified Assessors).

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, 2019. 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 that as a result of the limited number of approved QAs, there may be a hardship on mariners trying to complete STCW assessments after December 31, 2019. 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, 2021.

These assessments must be submitted to the Coast Guard as part of a complete application no later than June 30, 2022. Qualified military personnel need not be approved QAs and may continue to sign assessments after December 31, 2021.

Mariners are encouraged to obtain approval as a QA in accordance with 46 CFR 10.405(a). Additional information on obtaining approval can be found in NVIC 19-14 Enclosure (1). NVIC 19-14 is available online: https://tinyurl.com/ttxsnmj.

Mariners and other interested parties should contact the Mariner Credentialing Program Policy Division at (202) 372-2357 or e-mail MMCPolicy@uscg.mil with any questions or feedback.

AMO aboard the Maersk Valencia under MSC charter

AMO aboard the USNS Henson

American Maritime Officers members working aboard the USNS Henson in November included Second Assistant Engineer Brandy White; Captain Kristin Mangold, master on the USNS Henson; Third A.E. Stephanie Stowe; and Second Mate Danielle Garcia-Lance.

AMO members and Texas A&M at Galveston Sea Aggie alumni working aboard the USNS Henson in November were Third mate Sam Chief (class of 2019), Captain Kristin Mangold (class of 1997), and Chief Mate William Taylor (class of 1995).
**Your American Maritime Officers Boarding Representatives**

**WILLIE BARRERE:** I graduated from Balboa High School in the Panama Canal Zone and then attended the U.S. Merchant Marine Academy. After graduating from Kings Point in 1983 and working at USMMA and for Military Sealift Command, I started with AMO in 1984 — the day Maersk Line, Limited brought in its first officers. I earned my master's license in 1987 and started sailing master in 1989, working for Maersk and Crowley. During my off time, I taught a ship handling course when the STAR Center first opened. I sailed for 32 years and came ashore in 2016 to be your West Coast Representative. Along with ship visits, I am the maritime academy liaison, I oversee MARAP, tanker and LNG PIC programs, as well as assist with the Steam Advancement Program.

**JOE BROWN:** I'm your Great Lakes boarding representative. My sailing career began in 1987 as a deckhand aboard the M/V Wolverine, a self-unloading bulk carrier. I've sailed my entire career on the Great Lakes, achieving my master's license and working for just about every AMO-contracted company on the Lakes. I came ashore to work for the union in February of 2019 with the goal of enhancing the connections between members on the Lakes, the union and our contracted companies. I would describe my interactions and work experience with AMO members aboard ships as very positive. Members have welcomed me aboard and were very open with any questions or concerns. My goal is to meet the needs of our members as well as helping them manage their expectations as professional mariners.

**TODD CHRISTENSEN:** After a 15-year career in the aerospace industry, I began my maritime career in 1986 as a wiper with American Hawaiian Cruises aboard the S/S Constitution. While sailing on various types of ships, I pursued a chief engineer's license and then came ashore in 2003 to raise my son. I was hired at STAR Center as one of the original gas turbine instructors, where I assisted in development of MSC and USCG approved engineering courses. In 2013, I was promoted to facilities engineer at AMO Plans. In 2016, I accepted the appointed position of East Coast Representative for AMO. Having experienced nearly every aspect of the sailing industry, and our union, it is my honor to ensure that each individual member receives the attention and assistance due to them as members of American Maritime Officers.

**BOB SILVA:** I have spent 27 seagoing years as member of American Maritime Officers, sailing for many of those on my master's license. The majority of my sailing career has been aboard vessels under Military Sealift Command charter. I have extensive experience with activations from reduced operating status to full operating status, and I have been involved with numerous military exercises around the world throughout my career. I currently serve in the appointed position as government liaison representative with AMO, which allows me to use my sailing knowledge and experience in assisting current AMO members, operating companies and government agencies with issues particular to work aboard government and military sealift vessels, such as security clearances, MSC training requirements, government policies and maritime officer professional duties.

**MIKE THOMAS:** I am your Gulf Coast Representative. I'm a former United States Marine and I began my career in the maritime industry as a member of the Seafarers International Union. I first got my Z-Card back in 1991 and sailed on the U.S.-flagged cruise ships out in Hawaii. In 2004, I began shipping out as a licensed deck officer with American Maritime Officers, and have worked for nearly every AMO-contracted company on a variety of vessels all over the world. I know many of you from sailing and from taking courses at STAR Center and share the same experiences for nearly every AMO-contracted company on a variety of vessels all over the world. I know many of you from sailing and from taking courses at STAR Center and share the same experiences as any merchant mariner. It is truly an honor to represent this membership, and I have great appreciation for the sacrifices all AMO members make for our Nation.

**Petersburg serves in 2019 Arctic Expeditionary Capabilities Exercise**

The Ready Reserve Force ship Petersburg participated in the Arctic Expeditionary Capabilities Exercise off the coast of California in September. The ship is operated by TOTE Services, Inc. and manned in all licensed positions by American Maritime Officers.

Onboard the Petersburg during the exercise were Military Sealift Command Pacific (MSPAC) Special Mission/Tanker Officer Thad Reap; Lt. Ammon Bostic, ACB-1; MSPAC Commodore Capt. Gabriel Varela; Captain Kevin Stith, master on the Petersburg; and Lt. Julie Flaherty, MSPAC LNO.

The Petersburg (T-AOT-9101) sits in a 12-degree list as it successfully deploys a single-anchor leg mooring (SALM) buoy, the first of this type of exercise conducted in Southern California, as part of the Arctic Expeditionary Capabilities Exercise 2019.

The beach terminal unit (BTU) is offloaded from the Petersburg and loaded onto an offshore utility boat as part of the Arctic Expeditionary Capabilities Exercise 2019. The BTU is where the conduit hose is connected and product is pumped ashore.
## General Courses

<table>
<thead>
<tr>
<th>Course Description</th>
<th>Duration</th>
<th>Start Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOAR (Towing Officer Assessment Record) — Third Mate (Unlimited or Great Lakes)</td>
<td>5 days</td>
<td>17 February, 27 April, 6 July</td>
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<tr>
<td>Navigational Watchkeeping Standardization &amp; Assessment Program</td>
<td>5 days</td>
<td>17 February, 27 April, 6 July</td>
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<tr>
<td>Dynamic Positioning — Revalidation</td>
<td>5 days</td>
<td>17 February, 27 April, 6 July</td>
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<tr>
<td>Dynamic Positioning — Simulator (Advanced)</td>
<td>5 days</td>
<td>17 February, 27 April, 6 July</td>
</tr>
<tr>
<td>Dynamic Positioning — Induction (Basic)</td>
<td>5 days</td>
<td>17 February, 27 April, 6 July</td>
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<tr>
<td>Basic Celestial — OICNW</td>
<td>10 days</td>
<td>30 March</td>
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<tr>
<td>Basic Meteorology</td>
<td>5 days</td>
<td>30 March</td>
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<tr>
<td>Advanced Shiphandling for 3rd Mates — 60 days seatime equiv. for 3rd Mates</td>
<td>10 days</td>
<td>30 March</td>
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<tr>
<td>Basic Safety Training — Refresher</td>
<td>3 days</td>
<td>4 March, 8 July</td>
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<tr>
<td>Chemical Safety — Advanced</td>
<td>5 days</td>
<td>24 February, 31 August</td>
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<tr>
<td>ECDIS</td>
<td>5 days</td>
<td>24 February, 20 April</td>
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<tr>
<td>Environmental Awareness (Includes Oily Water Separator)</td>
<td>3 days</td>
<td>27 April</td>
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<tr>
<td>Fast Rescue Boat</td>
<td>4 days</td>
<td>27 January, 30 March, 20 April, 22 June</td>
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<tr>
<td>GMDSS — Requires after-hour homework</td>
<td>30 days</td>
<td>20 January, 15 July</td>
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<tr>
<td>LNG Tankerman PIC</td>
<td>8 days</td>
<td>16 March</td>
</tr>
<tr>
<td>LNG Simulator Training — Enrollment priority in the LNG simulator course is given to qualified member candidates for employment and/or observation opportunities with AMO contracted LNG companies. In all cases successful completion of the LNG PIC classroom course is prerequisite.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Streamflow in Survival Craft (Lifeboat)</td>
<td>4 days</td>
<td>9 March, 14 July</td>
</tr>
<tr>
<td>Safety Officer Course</td>
<td>2 days</td>
<td>20 February, 11 June</td>
</tr>
<tr>
<td>Tankerman PIC — Classroom</td>
<td>5 days</td>
<td>27 January, 1 June, 20 July</td>
</tr>
<tr>
<td>Tankerman PIC — Simulator</td>
<td>30 days</td>
<td>2 March, 13 April, 8 June, 27 July, 17 August</td>
</tr>
<tr>
<td>Tankerman PIC — Accelerated Program</td>
<td>30 days</td>
<td>Please Call</td>
</tr>
<tr>
<td>Train the Trainer</td>
<td>5 days</td>
<td>10 February, 9 March, 13 April, 8 June, 6 July</td>
</tr>
<tr>
<td>Vessel Personnel with Designated Security Duties — VPSSD</td>
<td>2 days</td>
<td>21 February</td>
</tr>
<tr>
<td>Vessel/Company Security Officer — Includes Anti-Piracy</td>
<td>5 days</td>
<td>10 February, 8 June</td>
</tr>
<tr>
<td>Crowd Management</td>
<td>1 day</td>
<td>Please Call</td>
</tr>
<tr>
<td>Crisis Management &amp; Human Behavior</td>
<td>1 day</td>
<td>Please Call</td>
</tr>
<tr>
<td>Basic Training &amp; Advanced Fire Fighting Revalidation (Required by first credential renewal AFTER 1 February 2017)</td>
<td>2 days</td>
<td>23 January, 13, 20 February, 16, 23, 26 March, 18 April, 4, 7, 11 May, 1, 16, 29 June, 13, 27 July, 10, 31 August</td>
</tr>
<tr>
<td>EFA (Scheduled with Basic Training Revalidation BUT NOT REQUIRED FOR STCW 2010)</td>
<td>1 day</td>
<td>19 February, 20 May, 12 August</td>
</tr>
<tr>
<td>Leadership &amp; Management (required by ALL management level Deck and Engine officers by 1 January 2017)</td>
<td>5 days</td>
<td>27 January, 23 March, 18 May, 6 July, 17 August</td>
</tr>
<tr>
<td>Maritime Security Awareness</td>
<td>1/2 Day</td>
<td>Please Call</td>
</tr>
</tbody>
</table>

## Medical Courses

<table>
<thead>
<tr>
<th>Course Description</th>
<th>Duration</th>
<th>Start Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heat Stress Afloat / Hearing Conservation Afloat</td>
<td>1 day</td>
<td>8 April</td>
</tr>
<tr>
<td>Elementary First Aid — Prerequisite for MCP within preceding 8 months</td>
<td>1 day</td>
<td>21 January, 25 February, 24 March, 5 May, 2 June, 21 July, 12, 18 August</td>
</tr>
<tr>
<td>Medical Care Provider — Prerequisite for MPIC within preceding 8 months. Please fax EFA certificate when registering.</td>
<td>3 days</td>
<td>22 January, 26 February, 25 March, 7 April, 6 May, 5 June, 22 July, 19 August</td>
</tr>
<tr>
<td>Medical PIC — Please fax MPIC certificate when registering</td>
<td>5 days</td>
<td>27 January, 30 March, 11 May, 27 July, 24 August</td>
</tr>
<tr>
<td>Urinalysis Collector Training</td>
<td>1 day</td>
<td>3 February, 16 June, 31 August</td>
</tr>
<tr>
<td>Breath Alcohol Test (BAT) — Alco Sensors 3 and 4 only</td>
<td>1 day</td>
<td>5 February, 17 June, 5 August</td>
</tr>
<tr>
<td>Screening Test Technician — (E)nts.m./Alco Mate 7000 p.m.</td>
<td>1 day</td>
<td>4 February, 16 June, 4 August</td>
</tr>
</tbody>
</table>

## Radar Courses

<table>
<thead>
<tr>
<th>Course Description</th>
<th>Duration</th>
<th>Start Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radar Recertification</td>
<td>1 day</td>
<td>2 March, 6 July</td>
</tr>
<tr>
<td>ARPA</td>
<td>4 days</td>
<td>Please Call</td>
</tr>
<tr>
<td>Radar Recertification &amp; ARPA</td>
<td>5 days</td>
<td>Please Call</td>
</tr>
<tr>
<td>Original Radar Observer Unlimited</td>
<td>5 days</td>
<td>Please Call</td>
</tr>
</tbody>
</table>

## Deck Courses

<table>
<thead>
<tr>
<th>Course Description</th>
<th>Duration</th>
<th>Start Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Bridge Resource Management — Meets STCW 2010 Leadership &amp; Management gap closing requirements</td>
<td>5 days</td>
<td>24 February</td>
</tr>
<tr>
<td>Advanced Shiphandling for Masters — (No equivalency) Must have sailed as Chief Mate Unlimited</td>
<td>5 days</td>
<td>8 March, 13 April, 4 May, 5 August</td>
</tr>
<tr>
<td>Advanced Shiphandling for 3rd Mates — 90 days seastate equiv. for 3rd Mates</td>
<td>10 days</td>
<td>10 Feb. (P.M.), 2 March, 11 May, 1 June (P.M.)</td>
</tr>
<tr>
<td>Tug Training — AOS Assist</td>
<td>5 days</td>
<td>27 April</td>
</tr>
<tr>
<td>Basic Meteorology</td>
<td>5 days</td>
<td>Please Call</td>
</tr>
<tr>
<td>Basic Celestial — OICNW</td>
<td>10 days</td>
<td>24 February</td>
</tr>
<tr>
<td>Dynamic Positioning — Induction (Basic)</td>
<td>5 days</td>
<td>27 January, 9 March, 11 May, 20 July</td>
</tr>
<tr>
<td>Dynamic Positioning — Simulator (Advanced)</td>
<td>5 days</td>
<td>20 April</td>
</tr>
<tr>
<td>Dynamic Positioning — Revalidation</td>
<td>5 days</td>
<td>10 February, 1 June</td>
</tr>
<tr>
<td>Navigational Watchkeeping Standardization &amp; Assessment Program</td>
<td>5 days</td>
<td>2 March, 13 April, 18 May, 8 June, 15, 27 July</td>
</tr>
<tr>
<td>TOAID (Towing Officer Assessment Record) — Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required</td>
<td>5 days</td>
<td>30 March</td>
</tr>
<tr>
<td>Advanced and Emergency Shiphandling - First Class Pilots, Great Lakes</td>
<td>5 days</td>
<td>10 February</td>
</tr>
</tbody>
</table>

**Contact Information:**

**AMO Safety and Education Plan — Simulation, Training, Assessment & Research Center**  
(954) 920-3222 / (800) 942-3220 — 2 West Dixie Highway, Dania Beach, FL 33004
Deck Upgrade — STCW 2010 — Management Level (NVIC 10-14) — If sea service or training towards management level (Chief Mate/Chief Eng.) upgrade started ON OR AFTER 24 March 2014, you must adhere to this new program of training. Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 10-14, providing ECDIS, GMDSS and ARPA have been previously completed.

Upgrade: Ship handling at the Management Level 5 days  20 January  23 March  20 April  1, 16 June  20 July  3, 17 August
Upgrade: Advanced Meteorology — Requires after-hours homework 5 days  20 January  18 March  13 April  11 May  1 June  8 July  3 August
Advanced Stability 5 days  2 March  20 April  20 July  10 August
Search & Rescue 2 days  3, 17 Feb.  6 April  13, 16 July
Management of Medical Care  1/2 day  5, 19 February  8 April  15 June
Leadership & Management  5 days  27 January  17 February  23 March  18 May  6 July  17 August
Advanced Cargo — Optional for task sign-off  5 days  10 February  30 March  4 May  1 June  17 August
Marine Propulsion Plants — Optional for task sign-off  5 days  24 February  8 June  24 August
Advanced Celestial — Optional for task sign-off  5 days  9 March  27 April  22 June  3 August
Advanced Navigation — Optional for task sign-off  5 days  17 February  13 April  15 June  15 July

Engineering Courses
Basic Electricity  5 days  26 February  20 April  27 July
Diesel Crossover  4 weeks  Please Call
Engine Room Resource Management (Simulator)  5 days  10 February  4 May  20 July  17, 24 August
Gas Turbine Endorsement  5 days  10 February  9 March
Marine High Voltage (Classroom)  5 days  3 February  11 May  17 August
Hydraulics / Pneumatics  5 days  27 January  30 March
Machine Shop  5 days  24 February  11 May  15, 19 June
Programmable Logic Controllers (PLCs)  5 days  10 February  9 March  4 May  10 August
Refrigeration (Operational Level)  5 days  10 March
Refrigeration (Management Level) Universal Refrigeration Recovery certificate required. Please attach copy with registration.

Engine Upgrade — STCW 2010 — Management Level (NVIC 15-14) — If sea service or training towards management level (Chief Mate/Chief Eng.) upgrade started ON OR AFTER 24 March 2014, you must adhere to this new program of training. Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 15-14. By completing the series, no expiration limitation will be placed on your STCW credential. See STAR Center’s website for full details: https://www.star-center.com/stcw2010-engine.upgrade.html

Leadership & Managerial Skills (G600) as amended — REQUIRED

Leadership & Managerial Skills (G600) as amended — REQUIRED  5 days  27 January  23 March  19 May  6 July  17 August

Competencies Certification

Engineering Competencies

- OR -

NVGF (ENG as amended) — REQUIRED (unless previously taken for gap closing or original license)

Upgrade: Electrical, Electronic & Control Engineering (Management Level) (EELG as amended) (UPGRADS with tasks) Required unless previously taken for gap closing or original license

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

STCW Upgrade Task Assessment — Steam (E121 as amended) — OPTIONAL: Tasks can be signed off onboard

STCW Upgrade Task Assessment — Gas Turbine (E122 as amended) — OPTIONAL: Tasks can be signed off onboard

MSC Training Program

Basic CBR Defense - Refresher required every 5 years  1 day  24 January  2 April  1, 7 May  24 July
Damage Control - Refresher required every 5 years  1 day  23 January  1, 30 April  6 May  23 July
Heat Stress Affluat / Wearing Conservation Afflat  1 day  6 April
Helicopter Fire Fighting - Refresher required every 5 years  1 day  22 January  12, 31 March  5 May  22 July
Marine Environmental Program (with CBRD) - Refresher required every 5 years  1/2 day  24 January  1 April  27 April
Marine Sanitation Devices / Water Sanitation Afflat  1/2 day  Please call

MSC Readiness Refresher — Must have completed full CBRD & DC once in career  2 days  21 January  30 March  4 May  21 July
MSC Watchstander — BASIC — Once in career, OST grad grandfathered  2 days  3 February  13 April  22 June  17 August
MSC Watchstander — ADVANCED — Required for all DHF members

Small Arms - Initial & Sustainment (Refresher) Training — Open to members & applicants eligible for employment through AMO (w/in 1 year) or on NASA as NASA contracted vessels.

Self-Study, CDs and Online Courses

Anti-Terrorism Level I  Online
DOT Hazardous Materials Transportation Training  Online
EPA Universal Refrigerant Certification Examination  Self Study
Qualified Assessor  Online
Vessel General Permit — EPA  On Campus in conjunction with other classes

AMERICAN MARITIME OFFICER  www.amo-union.org
DIRECTORY

TOLEDO, OH  43604
One Maritime Plaza, Third Floor
FAX: (419) 255-2350
John E. Clemons, National Vice President, Great Lakes
Mobile: (419) 205-3509
johnclemons@amo-union.org
(800) 362-0513 Extension 6003
Joseph T. Brown, Great Lakes Representative
Mobile: (419) 308-1729
jbrown@amo-union.org
(800) 362-0513 Extension 6007
Michelle Moffitt, Dispatcher (mmoffitt1@amo-union.org)
(800) 362-0513 Extension 6005 / Mobile: (419) 481-3470

NEW ORLEANS / MADISONVILLE, LA  70447
P .O. Box 970
Daniel J. Robichaux, National Vice President, Inland Waters
Mobile: (985) 201-5462
drobindaux@amo-union.org
(954) 367-1036 / FAX: (954) 367-1062

SAN FRANCISCO / OAKLAND, CA  94607
1121 7th Street, Second Floor
William Barrere, West Coast Representative
Mobile: (415) 854-2871
wbarrere@amo-union.org
FAX: (954) 367-1064

PHILADELPHIA, PA  19113
1 International Plaza, Suite 550
Chris Holmes, Contract Analyst
cholmes@amo-union.org / contracts@amo-union.org
(800) 362-0513 Extension 4002 / Mobile: (856) 693-0694

AMO NATIONAL HEADQUARTERS
DANIA BEACH, FL  33004-4109
601 S. Federal Highway
(954) 290-5775 / (800) 362-0513
Paul Duell, National President
Mobile: (954) 785-8140
bsilva@amo-union.org
Extension 1013
Marie Douthit, Executive Assistant to the National President
Mobile: (954) 290-8109
mdoutthit@amo-union.org
Extension 1012

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WASHINGTON, D.C.  20024
480 L’Enfant Plaza East SW, Suite 7204
Paul Duell, National President
Mobile: (954) 861-5851
pduell@amo-union.org
T. Christian Spain, National Vice President, Government Relations
Mobile: (202) 658-8887
cspain@amo-union.org
(800) 362-0513 Extension 7910 / FAX: (202) 479-1188

AMO PLANS CONTACT INFORMATION
AMO Plans normal business hours are Monday through Friday, 8 a.m. to 4 p.m. Eastern.
Phone: (800) 348-6515
To request a connection with a specific person, dial “0” for the operator.
Medical Customer Service: extension 12
Retirement Services (Pension, 401(k), MPB, and DC): extension 14
Vacation: extension 15
FAX – Retirement Services: (954) 922-7539
FAX – Medical Plan: (954) 920-9482
FAX – Vacation Plan: (954) 928-7274
E-mail – Medical Plan: amomedical@amoplans.com
E-mail – Vacation Plan: amovacation@amoplans.com
E-mail – Retirement Services: amopension@amoplans.com

STAR CENTER
STUDENT SERVICES/LODGING AND COURSE INFORMATION
2 West Dixie Highway / Dania Beach, FL  33004-4312
FAX – Medical Plan: (954) 920-3222 Extension 2017 / (800) 942-3220 Extension 2011
Course Attendance Confirmation: (954) 920-3222 Extension 7989 / FAX: (954) 920-3140

AMO PLANS
2 West Dixie Highway
Dania Beach, FL  33004-4312
FAX – Medical Plan: (954) 920-3222 Extension 2017 / (800) 942-3220 Extension 2011
Course Attendance Confirmation: (954) 920-3222 Extension 7989 / FAX: (954) 920-3140

E-mail – Medical Plan: amomedical@amoplans.com
E-mail – Vacation Plan: amovacation@amoplans.com
E-mail – Retirement Services: amopension@amoplans.com

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AMERICAN MARITIME OFFICER
AMO aboard the tanker **Louisiana** in Jones Act service

Members of American Maritime Officers working aboard the Jones Act tanker Louisiana in December, here in Garyville, La., included Second Assistant Engineer James Cedeno, First A.E. Brice Genrich, Captain David Hall, Chief Engineer Zach Nichols, Third Mate Darian Bryan, Third Mate Christian Prestipino and Second Mate Joe Kasprzycki. The Louisiana is operated by Intrepid Personnel and Provisioning and is manned in all licensed positions by American Maritime Officers.

**MONTHLY MEMBERSHIP MEETINGS**

Regular monthly membership meetings for American Maritime Officers will be held during the week following the first Sunday of every month beginning at 1 p.m. local time.

Meetings will be held on Monday at AMO National Headquarters (on Tuesday when Monday is a contract holiday). The next meetings will take place on the following dates:

- February 3
- March 2
- April 6

**STAR Center**

Simulation, Training, Assessment & Research

register@star-center.com ★ FAX: 954-920-3140

If possible, please use the secure online course application: [https://www.star-center.com/forms/reg.mbr.live.html](https://www.star-center.com/forms/reg.mbr.live.html)

If you have questions regarding your individual AMO Plans retirement accounts — 401(k), Defined Contribution, Money Purchase Benefit — you can contact the Newport Group by phone at (800) 942-3220. If you need investment advice, a Newport Group representative can transfer you to a Merrill Lynch advisor.

As before, there will continue to be no fee to consult with a professional investment advisor. You can review your accounts and investment selections online at [https://www.newportgroup.com](https://www.newportgroup.com) by clicking the “Log In” tab and selecting “Participant Access” from the menu.

**NEWPORT GROUP**

Phone: 800-942-3220 Ext. 201

If you have questions regarding your individual AMO Plans retirement accounts — 401(k), Defined Contribution, Money Purchase Benefit — you can contact the Newport Group by phone at (800) 942-3220 Ext. 201, or by e-mail: register@star-center.com.

STAR Center values all our AMO Plans Participants’ time and efforts and understands issues may arise that will impact schedules and travel. However, “No Show” students impact other AMO Plans Participants who may be on a wait list and could fill the unused seat. We therefore ask that our enrolled and confirmed students respect the needs of their fellow AMO students and contact STAR Center as noted above so their seat may be filled. The circumstances of “No Show” students will be reviewed as necessary. Those who are repeat “No Show” students may have all future STAR Center enrollment applications wait-listed for the requested course(s) until all other AMO participants are accommodated.

**Desired Course(s)** / **Preferred / Alternate Start Date**

<table>
<thead>
<tr>
<th>Desired Course(s)</th>
<th>Preferred / Alternate Start Date</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
</tr>
</tbody>
</table>

**Check IN Date:** / **Check OUT Date:** / /
(If before class starts) (If after class concludes)

**Lodging / Accompanying Guest Information**

**Spouse / Guest / Significant Other**

<table>
<thead>
<tr>
<th>Relationship</th>
<th>Age (if Minor Under 18)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**STAR Center “No Show” Policy for Registered and Confirmed Students:** STAR Center students who are enrolled and who have been confirmed are REQUIRED to notify STAR Center at least 48 hours prior to the start date of a course when a short notice change arises such that they will no longer be able to attend by contacting Student Services by phone at (800) 342-3220 Ext. 201, (954) 920-3222 Ext. 201, or by e-mail: register@star-center.com.

STAR Center admits students of any race, color, national and ethnic origin or gender.

Students must be “fit for duty” and guests must be capable of performing “activities of daily living” without assistance. All Minors under 18 must be accompanied by an adult at all times while at STAR Center. Include ages of all Minors under 18 on list above.

- [ ] Check if baby crib required

**Lodging Remarks / Requests:**
Crowley’s LNG-fueled ConRo ships honored at International Workboat Show

The following is excerpted from an article released by Crowley. American Maritime Officers represents all licensed officers aboard the Commitment Class ships M/V El Coquí and M/V Taíno.

Crowley Maritime Corp. and subsidiary Jensen Maritime, the company’s Seattle-based naval architecture and marine engineering firm, were honored with the 2019 Significant Boat of the Year Award during the International Workboat Show in New Orleans in December. This award recognizes the company’s industry-leading combination container and roll-on/roll-off (ConRo) ships, M/V El Coquí and M/V Taíno, the first of their kind powered by liquefied natural gas (LNG).

Workboat’s recognition of the ConRo ships tops among its annual Significant Boats honorees marks the first time that the award has been presented to a large, oceangoing container vessel.

“The award for Crowley’s LNG-powered ConRo ships comes on the heels of the successful closeout of our $550 million investment to transform the way we service our cargo shipping and logistics customers,” said Rob Grune, senior vice president and general manager, Crowley Shipping.

“The innovative vessels, the first of their kind to be powered by LNG, have greatly expanded the company’s U.S.-flag cargo fleet and allow us to provide our customers with safe, reliable, fast cargo transportation services. They are a source of pride for us and for the men and women who designed, built and crew them.”

Wärtsilä’s ship design team worked together with contributions from the Crowley/Jensen teams to successfully produce the Commitment Class vessels from the keel up to meet the specific needs of Crowley’s customers shipping cargo between the U.S. mainland and Puerto Rico, the ships’ dedicated trade under the Jones Act. Both ships were built in the U.S. at VT Halter Marine Shipyard in Pascagoula, Miss., with onsite construction management by Crowley Maritime Corp. and sub-divisionary Crowley/Jensen Maritime. The engineering firms and shipyards that it took to bring these new ideas and concepts to life. American owned, built and operated.

AMO in the Crescent Towing fleet

Above: Members of American Maritime Officers working aboard the Crescent Towing tug Arkansas, here in Savannah, Ga., included Captain Patrick Cazaubon and Engineer Jeff Parker. With them is Captain of the tug Georgia, Heath Parker.

At right: The Crescent Towing tug Savannah escorts a containership in the port of Savannah, Ga.

Appropriations

Continued from Page 1

tion, planning, administration and design of maritime academy training ships, which could also be used in defense sealift and humanitarian crisis missions domestically and abroad. The act also provides $3 million for administrative expenses related to the Maritime Administration’s Title XI shipbuilding loan guarantee program, which eases access to commercial credit for the construction of merchant vessels in U.S. shipyards.

Ready Reserve Force

One of the two appropriations bills signed into law in December provides approximately $352 million for the maintenance, administration and activities of the National Defense Reserve Fleet (NDRF) for fiscal year 2020, which includes the Maritime Administration’s Ready Reserve Force. During fiscal year 2018, the NDRF appropriation was $330.8 million, and in the year prior to that, it was $289.3 million.

AMO aboard tug Yankee in Jones Act trade between U.S. mainland and Puerto Rico

Working aboard the Seabulk Towing tug Yankee in October, here in Jacksonville, Fla., were Able Seaman Thomas McGill, Captain Caleb White, Second Mate Troy Dillon, AB Zaymen Owens, Chief Engineer Ken Dale, Second Mate Ian Schurman and Chief Mate David Altman. The Yankee operates in a Jones Act tug/barge cargo service between the U.S. mainland and Puerto Rico. AMO represents the personnel aboard the vessel.

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