AMO-contracted company successfully conducts sea trials for newest Jones Act vessel built, delivered by NASSCO

The 870-foot M/V Lurline, the newest Jones Act cargo ship built and delivered by General Dynamics NASSCO in San Diego, Calif., underwent sea trials conducted by AMO-contracted company Cetacean Marine in November 2019. The sea trial team, composed of American Maritime Officers and Seafarers International Union members, included AB June, AB Esteban Ugate, AB Markee Meggs, Captain Douglas Voss, Chief Mate John Radcliff, Second Mate Daniel Tutin, Third Mate Taylor Dial and Bosun Ali Quarish. “The shipyard was very pleased with the level of professionalism and experience of the ship’s crew. The ship’s crew spent a lot of time maneuvering around the heavy presence of U.S. Navy ships also conducting their own operations, including the aircraft carrier the USS Theodore Roosevelt, among many other destroyers, support vessels and low flying helicopters,” Captain Voss noted.

Photos courtesy of Captain Douglas Voss

AMO aboard the USNS Able

Members of American Maritime Officers working aboard the USNS Able (T-AGOS 20) in January, here in Yokohama, Japan, included Second Mate Pavel Gorodnichin, Third Mate Ryan Trabert, First Assistant Engineer Jordan Cuddy, Captain Phil Thrift, Third Assistant Engineer Si Hughes, Chief Mate Wayne Robinson and Chief Engineer Lynn Bell. The USNS Able is operated for Military Sealift Command by Crowley Liner Services. AMO represents all licensed officers aboard the ship.

Page 7: Changes in mariner exam process take effect April 6
Service of **USNS Brittin** recognized by Military Sealift Command

The following is excerpted from a post by Military Sealift Command. The USNS Brittin is operated for MSC by U.S. Marine Management, Inc. and is manned in all licensed positions by American Maritime Officers. MSC recently highlighted the service of the USNS Brittin (T-AKR-305) for supporting short-notice worldwide contingency operations for the U.S. Army from October 2019 to January 2020. USNS Brittin replaced a vessel that faced surprise maintenance issues. The USNS Brittin is a surge sealift vessel kept in a ready status to be activated and deployed when needed. This mission demonstrated the Surge Program’s ability to react when called on to support operations around the world.

**Ocean Glory** delivers U.S. food aid shipment in Djibouti

Members of American Maritime Officers — Captain Nicholas Sabbath and Captain Matthew Sanford (**Ocean Glory**) and Captain Maximilian Warncke (**Ocean Freedom**) — met onboard the **Ocean Glory** in Houston as the ship loaded a cargo of PL-480 wheat for delivery to Djibouti. The **Ocean Freedom** was also in Houston loading food aid at the time.

The M/V **Ocean Glory** in January delivered a 13,000 MT shipment of wheat to Djibouti as part of the United States Food for Peace program, commonly known as PL-480. The ship, which delivered the much-needed aid from Houston, is operated in the Maritime Security Program fleet by Crowley Liner Services and is manned in all licensed positions by American Maritime Officers.
Great Lakes fleet to undergo $97 million in maintenance and modernization at U.S. shipyards during winter lay-up

More than $97 million in maintenance and modernization is underway on U.S.-flagged Great Lakes freighters idled for winter work at multiple Great Lakes shipyards, the Lake Carriers’ Association reported in January.

After working around the clock for 10 months hauling cargo over more than 70,000 miles per vessel, the ships and their crews are given a brief rest to recoup before the next season starts in March.

The investment U.S. shipping companies put into these freshwater vessels will grow the workforce at shipyards across the Great Lakes. More than 1,000 engineers, welders, pipe-fitters, mechanics and electricians will work tirelessly on the ships over the next two months to ensure they are ready to sail as soon as the Soo Locks open on March 25. Major shipyards are located in Superior, Wis., Sturgeon Bay, Wis., Toledo, Ohio and Erie, Pa., with other work being done in Toledo and Ashtabula, Ohio as well as Milwaukee, Wis., Detroit, Mich. and Ludington, Mich.

Winter work includes steel renewal, installation of advanced electronic navigation systems, and replacement of safety equipment such as lifeboats. The self-unloading capability on lakers is unique and the equipment requires maintenance to ensure the vessels can continue to unload up to 75,000 tons of cargo in less than 12 hours — one of the reasons why U.S.-flagged lakers are the most efficient mode of dry-bulk cargo transportation in the world.

The work is carefully orchestrated to get as much done as possible while ensuring the U.S.-flag fleet is ready to sail.

It will be in high demand come March after stockpiles of raw materials are running low and customers require resupply immediately to maintain operations and keep people employed.

When the lakes come out of maintenance, there is no idle time. Crews arrive, warm up the engines and get to work moving vital cargo. Every day in a 10-month shipping season is critical, hence the investment in maintenance and modernization now while the Soo Locks are closed.

President affirms support for second Poe-sized lock at Sault Ste. Marie


The Army Corps of Engineers began work on the project in 2019, initiating the deepening of the upstream approach channel for the new large lock.

The Soo Locks are situated on the St. Marys River at Sault Ste. Marie, Mich. and allow vessels to transit the 21-foot elevation change at the St. Marys Falls Canal. This new Soo Lock project will construct a second Poe-sized lock (110’ by 1,200’) on the site of the existing Davis and Sabin Locks. The Soo Locks are nationally critical infrastructure and the reliability of this critical node in the Great Lakes Navigation System is essential to U.S. manufacturing and national security.

During a speech in Michigan, the President said completing the project is a promise he plans to keep.

"It's a big deal," President Trump said. "And now, as your congressmen can tell you — and they worked so hard on it — all of the funding has been fully — fully approved. Fully. Done. Signed. This has to be done." The President was addressing a gathering of American workers regarding the United States-Mexico-Canada Agreement.

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 President said the project will cost about $922 million, but once completed, will help support close to 18 million jobs in the Great Lakes region. With prompt and full funding, the project could be completed in as few as seven years.

"So, Soo Locks — we’re going to be starting that in a matter of a couple of months. And we’re going to have it all set," President Trump said. "We got our maximum funding, and we have the maximum design. And it’s going to be good for another hundred years, they say. So we’re going to get it done."
U.S. Coast Guard: Vessel restrictions due to novel coronavirus

The following bulletin was released February 2. For updates regarding maritime commerce and the novel coronavirus, please visit the AMO Currents website at http://www.amo-union.net.

The following bulletin was released by the U.S. Coast Guard, including this e-mail address: OutreachQuestions@uscg.mil.

Information to shipping companies (January 28, 2020)

A new type of Coronavirus was detected since December 2019 in Wuhan City, Hubei Province of China. All cases in Wuhan were connected to the “Huanan Seafood Market”. The source of infection is unclear. Human-to-human transmission is possible.

Signs and symptoms of 2019-nCoV sickness:
- Fever, acute respiratory symptoms (cough, breathing problems, pneumonia)
- Average time from infection to disease: 7 days
- Infection from human-to-humans may occur during incubation period (before person shows signs of sickness)

Cases have been exported from Wuhan to other Chinese provinces and to Thailand, Japan, South Korea, Taiwan, Macau, Hong Kong, Singapore, Saudi Arabia, Vietnam, USA, France and Australia. Further global spread to other countries is possible.

The Chinese authorities have installed TRAVEL RESTRICTIONS in the affected areas in China. Health measures, such as fever measurements, are installed at Chinese airports, bus and train stations, and at ports.

How to protect yourself from getting infected with 2019-nCoV:
- Frequently clean hands by using alcohol-based hand rub or soap and water;
- When coughing and sneezing cover mouth and nose with flexed elbow or tissue — throw tissue away immediately and wash hands;
- Avoid close contact with anyone who has fever and cough;
- If you have fever, cough and difficulty breathing seek medical care early and share previous travel history with your health care provider;
- When visiting live markets in areas currently experiencing cases of novel coronavirus, avoid direct unprotected contact with live animals and surfaces in contact with animals;
- The consumption of raw or undercooked animal products should be avoided. Raw meat, milk or animal organs should be handled with care, to avoid cross-contamination with uncooked foods, as per good food safety practices.

Specific advice to shipping crew and companies (as of January 28, 2020):
- Do not restrict embarkation/disembarkation of seafarers in non-affected ports
- Do not restrict necessary ship visits by port agents, chaplains, service personnel and others
- Do not visit Food Markets in China; avoid provision of fish and poultry in China
- Do not consume raw eggs, milk, meat
- For galley: Observe strict food hygiene to avoid cross contamination
- Store facial protection for all crew (5 pieces /per person)
- Provide influenza vaccination, alcohol based hand rub and facial protection to ship inspector and other company employees who travel to China
- If a person on board falls sick and has been traveling to affected areas 2-12 days before embarkation, the person must stay in his cabin. Consult a Medical Doctor in the next port
- If a sick person is on board of the ship, fill the Maritime declaration of health and notify port authority
- Further information: https://www.who.int

IMHA: Reducing the risk of infection from novel coronavirus (2019-nCoV)

The bulletin from the U.S. Coast Guard includes the following:

• Further information: https://www.who.int

CDC any sick or deceased crew/passengers during the 15 days prior to arrival at a U.S. port. Guidance to vessels on reporting deaths and illnesses to the CDC can be found at https://go.usa.gov/xddjm. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon.

Vessel owners/operators and local stakeholders should be aware of the following:
- Passenger vessels or any vessel carrying passengers that have been to China (excluding Hong Kong and Macau) or embarked passengers who have been in China (excluding Hong Kong and Macau) within the last 14 days will be denied entry into the United States. If all passengers exceed 14 days since being in China(excluding Hong Kong and Macau) and are symptom free, the vessel will be permitted to enter the United States to conduct normal operations. These temporary measures are in place to safeguard the American public.
- Non-passenger commercial vessels that have been to China (excluding Hong Kong and Macau) or embarked crewmembers who have been in China (excluding Hong Kong and Macau) within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, with restrictions. Crewmembers on these vessels will be required under COTP authority to remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations.
- The Coast Guard considers it a hazardous condition under 33 CFR 160.236 if a crewmember who was in China (excluding Hong Kong and Macau) within the past 14 days is brought onboard the vessel during transit. This requires immediate notification to the nearest Coast Guard Captain of the Port.
- The Coast Guard will continue to review all “Notice of Arrivals” in accordance with current policies and will communicate any concerns stemming from sick or deceased crew or passengers to their Coast Guard chain of command and the cognizant CDC quarantine station, who will coordinate with local health authorities.
- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on their vessel prior to embarking the team and Boarding Teams should verify the type of illnesses with CDC if concerns arise.
- Local industry stakeholders, in partnership with their Coast Guard Captain of the Port, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 – Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.
- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with their Marine Transportation System Recovery Plan.
- For situational updates, please check with the CDC at https://go.usa.gov/xddjW.
Ocean Jazz delivers Valiant Class Navy Yard Tug Defiant

The following article by Christina Johnson, Commander, Fleet Activities Yokosuka, was published in the February edition of Seafleet, the official publication of Military Seafleet Command. The M/V Ocean Jazz is operated for MSC by Crowley Liner Services and is manned in all licensed positions by American Maritime Officers.

Christmas came early to Commander, Fleet Activities Yokosuka (CFAY), with the gift of Defiant (YT-804), a Valiant Class harbor tug December 9. The M/V Ocean Jazz, a heavy-lift vessel, spent nearly two hours lifting and dropping the harbor tug in water near CFAY’s Berth 6.

As the largest overseas U.S. Navy base, CFAY’s port operations are essential to the success of the U.S. 7th Fleet’s forward-deployed mission.

“CFAY is uniquely equipped to provide service to Forward Deployed Naval Forces (FDNF) with its Navy-owned and operated tugboats,” said Capt. Rich Jarrett, CFAY’s commanding officer. “The arrival of YT-804 in Yokosuka strengthens both the capacity and capability that the port is able to execute in a mission that is fundamental to the projection of 7th Fleet power.”

There are currently four Valiant Class Navy Yard Tugs (YT) in service at CFAY.

*This is the only tug fleet comprised of active duty sailors remaining in the fleet,* said Senior Chief Petty Officer Anjan Beng, a CFAY port operations tug master. "Navy tug masters provide added flexibility and proficiency specific to the additional demands of the Yokosuka FDNF ships that would not normally be available at civilian or civil service operated ports.*

During 2019, CFAY’s port operations team executed more than 130 vessel movements, with over 100 of them conducted after normal working hours or on weekends/holidays to maximize support of forward operations."

The increase of one additional tug allows port operations to more two 10,000-ton ships simultaneously organizationally without the need for contracted support 24-hours a day, seven days a week,” said Cmdr. Antonio Matos, CFAY’s port operations officer. “This will double the organic capability of the Port Operations Department and add tremendous flexibility to our husbanding operations here at Fleet Activities Yokosuka.”

MSCI Advisory: Sulu and Celebes Seas — piracy/armed robbery/terrorism

**Description:** This revised advisory (2020-003) cancels U.S. Maritime Advisory 2019-011.


2. **Issue:** In 2019, there were at least 12 reported boardings, attempted boardings, attacks, hijackings, and kidnappings in the Sulu and Celebes Seas. Kidnapping incidents in this area were reportedly linked to the Abu Sayyaf Group (ASG), a violent Islamic separatist group operating in the southern Philippines. Specific case details are available at the Office of Naval Intelligence’s “Worldwide Threat to Shipping” and “Piracy Analysis and Warnings” group operating in the southern Philippines. Specific case details are available at the Office of Naval Intelligence’s “Worldwide Threat to Shipping” and “Piracy Analysis and Warnings” website at https://www.oni.navy.mil/News/Shipping-Threat-Reports/.

3. **Guidance:** U.S.-flagged vessels are advised to remain vigilant and adhere to the counter-piracy annex of their approved Vessel Security Plan when transiting the Sulu and Celebes Seas in light of recent boardings and kidnappings for ransom that have taken place in those areas. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia’s (ReCAAP) Information Sharing Center advises all ships to avoid anchoring outside port limit areas and to exercise enhanced vigilance, maintain strict look-outs (particularly during hours of darkness), and report all incidents to the relevant authorities immediately. Additional information on threats in this region, including specific recommendations for vessels transiting the area, are available on the ReCAAP website at https://www.recaap.org/.

4. **Contact Information:** For any questions about this advisory, contact the Coast Guard by e-mail to GMCC@uscg.mil. Supplemental information may also be found on the MA RAD Office of Maritime Security website at https://go.usa.gov/xUKG7. ReCAAP Focal Points Contact Information is available at http://www.recaap.org/focal-points.

5. **Cancellation of Prior Advisories:** This message cancels U.S. Maritime Advisory 2019-011 and will automatically expire on July 16, 2020.

For more information about U.S. Maritime Alerts and Advisories, including subscription details, please visit https://go.usa.gov/xETEA.

**Status:** Active

U.S. Coast Guard: Seafarers’ shore access — important dates to remember

The following article was posted on the U.S. Coast Guard Maritime Commons blog.

The Office of Port and Facility Compliance is reminding the industry of approaching deadlines associated with the Seafarers’ Access to Maritime Facilities Final Rule, which was effective May 1, 2019.

Each facility owner or operator must implement a system for providing access through the facility that enables individuals to transit to and from a moored vessel in accordance with guidelines found in the Code of Federal Regulations at 33 CFR 105.237.

Access procedures must be documented in the Facility Security Plan for each facility and approved by the local Captain of the Port.

• A system for seafarers’ shore access must be documented in your Facility Security Plan (FSP) on or before February 3, 2020.

• The facility owner/operator must implement their Coast Guard approved seafarers’ access system by June 1, 2020.

• Coast Guard enforcement of the Seafarers’ Access to Maritime Facilities Final Rule begins June 1, 2020.

For questions, contact the Office of Port and Facility Compliance at the following address: HOS-PF-FLDR-CF-FAC@uscg.mil.

Previous posts about this Final Rule:

- Seafarers’ Access to Maritime Facilities Final Rule published (https://tinyurl.com/y7k85w4)
AMO Union — Member Services Department

The American Maritime Officers Member Services Department is a service provided by AMO the union for all AMO members and applicants. Through the AMO Member Services Department, AMO members and applicants — via phone, e-mail and secure file transfer — can manage the information AMO the union has on file for them, review and update their professional profiles and documents on file, pay dues and obtain information pertaining to membership.

For information about AMO-contracted employment and job dispatching services, AMO members and applicants will need to contact the separate AMO Dispatching Department. The AMO Member Services Department is completely separate from and not directly integrated with any of the AMO benefit plans (such as medical, training and retirement).

The AMO Member Services staff includes Susan Scott, Carly Phillips, Maria Mott, Judy Salaberry and Chris Rodriguez. The Member Services Department is responsible for establishing and maintaining membership records as they relate to applications, dues and initiation fees. In addition, AMO Member Services staff members assign applicant and book numbers, field questions from members and applicants, assemble recruiting packages and manage AMO union mailings to members and applicants.

AMO Member Services can directly assist AMO members and applicants with:

• Managing professional information and documents on file with the union
• Payment of dues and initiation fees
• Updating contact information on file with AMO the union, including e-mail, phone and mailing address for all union mailings
• AMO members and applicants who have issues with or questions about AMO benefit plans and benefit information received by mail from AMO Plans will need to contact the appropriate AMO benefit plan directly (a directory for AMO Plans offices is published on page 10). Neither the AMO Member Services Department nor any other department of AMO the union can address AMO benefit plan questions and issues.

Please note: Neither STAR Center nor other training facilities directly provide training records to the union. AMO members and applicants who complete training courses at STAR Center (or at a different training facility) are responsible for providing digital or physical copies of course completion certificates to Member Services to be included in their profiles.

S/S Petersburg serves in 2019 Arctic Expeditionary Capabilities Exercise

As previously reported in American Maritime Officer, the Ready Reserve Force ship Petersburg participated in the Arctic Expeditionary Capabilities Exercise off the coast of California in September 2019. The ship is operated by TOTE Services, Inc. and manned in all licensed positions by American Maritime Officers. The following article by Sarah Burford, Military Sealift Command Maritime Officers, was published in the November edition of Seafarit.

Military Sealift Command (MSC) has completed its support of the Arctic Expeditionary Capabilities Exercise (AECE) 2019 off the coast of San Diego.

Over the course of two weeks, MSC exercised operational control of the Maritime Administration tanker ship S/S Petersburg, at anchor offshore. During the course of operations, Petersburg successfully deployed and recovered an 800-ton, single-anchor leg mooring (SALM) buoy while sitting in a 12-degree list. The SALM was then connected to an offshore petroleum discharge system (OPDS), that delivered water via hoses to shore. This process can deliver fresh, drinking water to areas where local infrastructure has been damaged or a beach is inaccessible by conventional methods, such as following a natural disaster like a hurricane or earthquake.

The Military Sealift Command Pacific (MSCPAC) team, along with Petersburg civilian crew, worked alongside Navy Sailors from Amphibious Construction Battalions 1 and Mobile Diving and Salvage Unit One, ensuring a successful deployment and recovery of the SALM. “It has been amazing being out here and working with such a diverse group of professionals,” said Julie Flaherty, MSCPAC’s liaison officer on Petersburg. “The knowledge base of everyone, from the Sailors to the civilian contractors aboard, was vast and watching the groups get together, work, share information, and carry out a successful deployment and recovery of the SALM was incredible. It really shows the dedication and professionalism of the Navy and of the civilians who support the Navy and MSCPAC’s missions.”

Exercises like AECE, provide effective training, ensuring forces are capable, interoperable, and deployable on short notice. In addition, working together across the commands increases the ability of all participants to plan, communicate and conduct complex amphibious and expeditionary combat support operations. These same skills would be critical to humanitarian assistance and disaster relief operations. “We have learned so many lessons over this past two weeks,” said Capt. Gabe Varelta, Commander, MSCPAC. “Exercises like this one really put concepts into a real-world scenario and to allow us to learn in a constantly changing environment alongside the subject matter experts where we can ask questions and improve techniques, so we will be ready and confident in an actual deployment of OPDS during a contingency or a humanitarian mission.”

AECE is one in a series of U.S. Indo-Pacific Command exercises in 2019 that prepares joint forces to respond to crisis in the Indo-Pacific. AECE specifically tests joint expeditionary force logistical transfer capabilities in the Arctic environment, including wet logistics over the shore, expeditionary mine countermeasures, mobile diving and salvage and an offshore petroleum discharge system. Navy and Marine Corps participants will conduct operational and tactical actions to validate the littoral operations in a contested environment and the expeditionary advanced base operations concepts.

February 2020

www.amo-union.org
U.S. Coast Guard: Changes in mariner examination process take effect April 6

The following article was released by the U.S. Coast Guard’s National Maritime Center.

In an effort to provide consistent, quality customer service to all mariners, the National Maritime Center (NMC) is implementing the following changes at all Regional Examination Centers (RECs). These changes take effect Monday, April 6, 2020:

- Walk-in services for examinations will no longer be offered. All examinations must be scheduled at least two business days in advance. After receiving a letter from the NMC indicating you are approved to test, schedule an examination appointment by:
  1. Using the Schedule Exam/REC Appointment link on the Examinations page of the NMC Website (https://booknow.appointment-plus.com/pgkb5y4/).
  2. Calling the NMC Contact Center at 1-888-IASKNMC (427-5662).
  3. Contacting the NMC Contact Center by chat (https://tinyurl.com/yb9b8t6l).

- All RECs will have two examination periods daily, a 3 1/2-hour a.m. (morning) session and a 3 1/2-hour p.m. (afternoon) session with a minimum 1/2-hour break between sessions. See the REC webpage for specific hours (https://www.dco.uscg.mil/nmc/recs/).
- Mariners who finish a module early may take additional modules during an examination period but will not be given additional time to complete the extra modules. Requests for additional modules during a specific examination period are coordinated with the REC staff at the time of examination.
- There will be no changes to the First Class Pilot examination process.
- Appointments are highly recommended for all other services. See the REC webpage for facility access requirements (https://www.dco.uscg.mil/nmc/recs/).

Should you have any questions or concerns visit the Examinations webpage (https://www.dco.uscg.mil/nmc/examinations/) or Frequently Asked Questions webpage (https://www.dco.uscg.mil/nmc/faq/), or contact the NMC Customer Service Center by e-mail to IASKNMC@uscg.mil, by using the NMC online chat system, or by calling 1-888-IASKNMC (427-5662).

AMO plans — STAR Center Student Services Department

AMO members and applicants who have attended classes at STAR Center will know the Student Services team. Located on the fourth floor of the main STAR Center building, the team is composed of Lisa Marra (manager), Grace Chrisman (lead Student Services coordinator), Maria Steff and Julie Calvados (Student Services coordinators). The team shares a phone extension (201) and e-mail addresses (register@star-center.com). The team’s role is primarily to work with all AMO members to process their course applications and coordinate lodging reservations at STAR Center with our Lodging Services staff.

For the past year, many classes have seen heavy demand and waiting lists have resulted, particularly Revalidation, certain deck upgrade courses and most MSC classes.

Student Services works hard to provide those applying for classes with all the information they need prior to their arrival including course information, assistance with multi-course scheduling and lodging requests. With most enrollments occurring three to four months in advance of a class, they also work to confirm class attendance two weeks prior to their start date.

All AMO members and applicants are required to confirm their attendance at that point so that any changes in circumstances can be addressed, and wait listed members be notified of course availability if they will not be able to attend.

• Process STAR Center class applications in accordance with STAR Center’s policies and procedures
• Process non-resident training applications and reimbursement requests
• Maintain required training records
• Process lodging reservations
• Maintain required training records and course documentation (all other documents, including credentials, passports, TWIC, etc. are maintained by the AMO union)

To help ensure that students on wait lists for courses at STAR Center are given the opportunity to take unexpectedly available slots in the courses they need, it applies to students who have registered for a course, and confirmed that they will be attending, but who are unable to attend the course due to unforeseen circumstances.

As a reminder, students enrolled and confirmed for course attendance must notify STAR Center at least 48 hours in advance if they will not be able to attend.

• Answer questions posed by AMO Members and Applicants regarding their training and license processes and requirements
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Here are some representative tasks:

- Answer questions posed by AMO Members and Applicants regarding their training and license processes and requirements
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Should you have any questions or concerns visit the Examinations webpage (https://www.dco.uscg.mil/nmc/examinations/) or Frequently Asked Questions webpage (https://www.dco.uscg.mil/nmc/faq/), or contact the NMC Customer Service Center by e-mail to IASKNMC@uscg.mil, by using the NMC online chat system, or by calling 1-888-IASKNMC (427-5662).

AMO aboard the M/V SSG Edward A. Carter

Members of American Maritime Officers working aboard the M/V SSG Edward A. Carter in January, here in Chinhae, included Chief Mate Magdy Wahba, Chief Engineer Randall Macy, First Assistant Engineer Christopher Phillips, Third A.E. Alexander Woodley, Third Mate Anthony Rossetto, Second A.E. John Nelson, Second Mate Michael Andrew and Captain Jeremy Allen. The M/V Carter is operated under Military Sealift Command charter by Sealift Inc. and is manned in all licensed positions by AMO.
General Courses

Combined Basic & Advanced Low Flash Point Fuel Operations (Oil Code/MLC) Fuel Course
5 days
27 April
6 July

Confined Space Entry
2 days
Please Call

Advanced Fire Fighting
5 days
24 February
27 April
24 August

Advanced Fire Fighting Refresher
2 days
2 March
6 July

Basic Safety Training — All 6 modules must be completed within 12 months: Personal Safety Techniques (Mon./Tues. — 1.5 days), Personal Safety & Social Responsibility (Tues pm — 5 days), Emergency & Fire Fighting (Wed. — 1 day), Fire Fighting & Fire Prevention (Thurs/Fri — 2 days) — not required if Combined Basic & Adv. Fire Fighting completed within 12 months.
5 days
2 March
8 July

Basic Safety Training — Refresher
2 days
4 March
8 July

Chemical Safety — Advanced
5 days
24 February
31 August

ECDIS
5 days
24 February
20 April
3 August

Environmental Awareness (Includes Oil Water Separator)
3 days
27 April

Fast Rescue Boat
4 days
6, 20 April
22 June
24 August

GMDSS — Requires after-hour homework
30 days
15 July

LNG Tankerman PIC
9 days
16 March
16 September

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.
5 days
30 March
28 September

Proficiency in Survival Craft (Lifeboat)
4 days
9 March
14 July

Safety Officer Course
2 days
20 February
11 June

Tankerman PIC DL — Classroom
5 days
1 June
20 July

Tankerman PIC DL — Simulator
30 days
2 March
13 April
15 May
8 June
27 July
17 August

Tankerman PIC DL — Accelerated Program
30 days
Please Call

Train the Trainer
5 days
9 March
13 April
15 May
6 July
24 August
14 September

Vessel Personnel with Designated Security Duties — VPSD
2 days
21 February

Vessel/Company Security Officer — Includes Anti-Piracy
2 days
6 June
28 September

Proficiency in Survival Craft (Lifeboat) REFRESHER
1 day
7 March
11 July

Crisis Management & Human Behavior
1 day
Please Call

Basic Training & Advanced Fire Fighting/Revalidation (Required by first credential renewal AFTER 1 January 2017)
2 days
20 February
19, 23, 26 March
16 April
4, 7, 18 May
1, 15, 29 June
13, 27 July
10, 31 August
21, 24 September

EFA (Scheduled with Basic Training Revalidation BUT NOT REQUIRED FOR STCW 2010)
1 day
20 May
12 August

Leadership & Management (Required by ALL management level Deck and Engine officers by 1 Jan 2017)
5 days
23 March
18 May
6 July
17 August

Maritime Security Awareness
6/2 day
Please Call

Medical Courses

Heat Stress Afflict / Hearing Conservation Afflict
1 day
8 April

Elementary First Aid — Prerequisite for MCP within preceding 6 months
1 day
25 February
24 March
5 May
2 June
21 July
12, 18 August
22 September

Medical Care Provider — Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering
3 days
26 February
25 March
25 March
7 April
6 May
3 June
22 July
19 August
23 September

Medical PIC — Please fax EFA certificate when registering
5 days
30 March
11 May
8 June
27 July
24 August
29 Sept.

Urinalysis Collector Training
1 day
15 June
3, 31 August

Breath Alcohol Test (BAC) — Alco Sensors 3 and 4 only
1 day
17 June
5 August
2 September

Screening Test Technician — DEOs a.m./Alco Mate 7000 p.m.
1 day
16 June
4 August
1 September

Radar Courses

Radar Recertification
1 day
2 March
6 July

ARPA
4 days
Please Call

Radar Recertification & ARPA
5 days
Please Call

Original Radar Observer Unlimited
5 days
Please Call

Deck Courses

Advanced Bridge Resource Management — Meets STCW 2010 Leadership & Management gap closing requirements
5 days
24 February

Advanced Shiphandling for Masters/Senior Deck Officers — (No equivalency) Must have sailed as Chief Mate Unlimited
5 days
8 March
13 April
4 May
31 August

Advanced Shiphandling for 3rd/Mates — 90 days seafame equiv. for 3rd Mates
10 days
2 March
11 May
1 June (P.M.)
14 September

Tug Training — ASD Assist
5 days
27 April

Basic Meteorology
5 days
Please Call

Basic Celestial — OICNW
10 days
24 February

Dynamic Positioning — Induction (Basic)
5 days
9 March
11 May
20 July

Dynamic Positioning — Simulator (Advanced)
5 days
20 April
17 August

Dynamic Positioning — Revalidation
5 days
1 June

Navigational Watchkeeping Standardization & Assessment Program
5 days
2 March
13 April
16 May
8 June
13, 27 July
7 September

TTOAR (Towing Officer Assessment Record) — Third Mate (Unlimited or Great Lakes) or IEGD Master License required AND OICNW required
5 days
30 March
21 September

High Risk and Emergency Shiphandling for Masters
5 days
3 August
Deck Upgrade — STCW 2010 — Management Level (NVIC 10-14) — If sea service or training towards management level (Chief Mate/Master) 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 ECDSI, GMDSS, and ARPA have been previ

Upgrade: Shiphandling at the Management Level 10 days 23 March 20 April 1.15 June 20 July 3.17 August 28 Sept.
Upgrade: Advanced Meteorology — Requires after-hours homework 5 days 10 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 8 April 13.16 July
Management of Medical Care 0/2 day 8 April 15 July
Leadership & Management 5 days 22 March 18 May 6 July 17 August
Advanced Cargo — Optional for task sign-off 5 days 30 March 4 May 1 June 17 August 28 September
Marine Propulsion Plants — Optional for task sign-off 5 days 24 February 8 June 31 August
Advanced Celestial — Optional for task sign-off 5 days 9 March 27 April 22 June 3 August 14 September
Advanced Navigation — Optional for task sign-off 5 days 13 April 15 June 13 July 21 September

Engineering Courses

Basic Electricity 0 days 24 February 20 April 27 July
Diesel Crossover 4 weeks Please Call
Engine Room Resource Management (Simulator) 5 days 4 May 20 July 17.24 August
Gas Turbine Endorsement 0 days 9 March
Marine High Voltage (Simulator) 5 days 11 May 17 August
Hydraulics / Pneumatics 5 days 30 March 28 September
Machine Shop 10 days 24 February 11 May 15, 18 June
Programmable Logic Controllers (PLCs) 5 days 9 March 4 May 10 August
Refrigeration (Operational Level) 5 days 16 March 31 August 14 September
Refrigeration (Management Level) Universal Refrigeration Recovery certificate required. Please attach copy with registration. 5 days 23 March 21 September
Steam Endorsement 4 weeks 27 April 14 September
Controls and Instrumentation 10 days 20 April 28 September
Welding & Metallurgy Skills & Practices — Open to eligible Chief Mates and Masters on a space available basis. Interested participants should apply online and will be confirmed 2 weeks prior to start date. 2 weeks 8 March 11 May 1 June 21 September

Engine Upgrade — STCW 2010 — Management Level (NVIC 15-14) — If sea service or training towards management level (STCW-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 (GDO as amended) — REQUIRED 5 days 23 March 18 May 6 July 17 August
ERM (GDO as amended) — REQUIRED (unless previously taken for gap closing or original license) 5 days 4 May 20 July 24 August
Upgrade: Electrical, Electronic & Control Engineering (Management Level) (E125 as amended)UPGRADENecessary tasks required unless previously taken for gap closing or original license 5 days 30 March 11 May 8 June 13 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 16 March 1 June 27 July
STCW Upgrade Task Assessment—Steam (E127 as amended) — OPTIONAL: Tasks can be signed off onboard 5 days 24 February 10 August
STCW Upgrade Task Assessment—Gas Turbine (E122 as amended) — OPTIONAL: Tasks can be signed off onboard 3 days 2 March 3 August

MSC Training Program

Basic CDR Defense — Refresher required every 5 years 1 day 2 April 1.7 May 24 July 24 September
Damage Control — Refresher required every 5 years 1 day 1.30 April 8 May 23 July 23 September
Heat Stress Afloat / Hearing Conservation Afloat 1 day 6 April
Helicopter Fire Fighting — Refresher required every 5 years 1 day 12.31 March 5 May 22 July 22 September
Marine Environmental Program (with CBRD) — Refresher required every 5 years 1/2 day 2 April 1.7 May 24 July 24 September
Marine Sanitation Devices / Water Sanitation Afloat 1/2 day Please call
MSC Readiness Refresher — Must have completed full CBRD & DC once in career 2 days 30 March 4 May 21 July 21 September
MSC Watchstander — BASIC — Once in career, DST grade grandfathered 2 days 13 April 22 June 17 August
MSC Ship Reaction Force — Required every 3 years for SHF members 3 days 3 March 15 April 20 May 24 June 18 August
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 24 February 9.16 March 6.20 April 11 May 1.8, 15, 29 June 6, 13, 27 July 3, 10, 24, 31 August 3.14, 29 September

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

NOTICE: AMO members planning to attend STAR Center in Davie 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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cholmes@amo-union.org / contracts@amo-union.org
(800) 362-0513 Extension 4002 / Mobile: (856) 693-0694

STAR CENTER
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(954) 927-5213
AMO Coast Guard Legal Aid Program
Michael Reny
Mobile: (415) 346-1485
(419) 243-1005 / (888) 83-4682
MikeReny@BEX.NET
FAX: (419) 243-8953

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cspan@amo-union.org
(800) 362-0513 Extension 7010 / 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

Services
Update Credentials, Documents, Training Records
Secure File Upload: https://securetransfer.amo-union.org/
E-mail: memberservices@amo-union.org / Questions: (800) 362-0513 Extension 1050

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(954) 927-5213

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(800) 348-6515 / FAX: (954) 922-7539

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Editorial Department: editorial@amo-union.org

www.amo-union.org
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:

- March 2
- April 6
- May 4

Newport Group phone number, Web address for managing individual AMO Plans retirement accounts

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 800-650-0855. 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 by clicking the “Log In” tab and selecting “Participant Access” from the menu.

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 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

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<th>Desired Course(s)</th>
<th>Preferred / Alternate Start Date</th>
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Lodging / Accompanying Guest Information

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

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<tr>
<th>Spouse / Guest / Significant Other</th>
<th>Relationship</th>
<th>Age (If Minor Under 18)</th>
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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:

STAR Center Use Only / Tracking Number:

STAR Center admits students of any race, color, national and ethnic origin or gender.
SLNC Magothy serves in Operation Deep Freeze 2020

The following is excerpted from an article by Sarah Burford, Military Sealift Command Pacific, which was published online by MSC. The SLNC Magothy is operated under MSC charter by Argent Marine Operations, Inc. and is manned in all licensed positions by American Maritime Officers.

Military Sealift Command chartered ship SLNC Magothy in January concluded cargo onload operations and departed Port Hueneme, Calif. The ship heads for the remote Antarctica outpost of McMurdo Station, in support of Operation Deep Freeze, the Joint Task Force Support for Antarctica mission to the NSF-managed U.S. Antarctic Program. During the cargo onload, 566 containers, filled with building materials for an expansion project at the NSF facilities at McMurdo Station, were loaded onto the ship under the supervision of Navy reservists from MSC’s Expeditionary Port Unit (EPU) 114.

Magothy is scheduled to stop in Taranga, New Zealand, where the ship will load additional cargo, and then travel to McMurdo Station, where members of Navy Cargo Handling Battalion ONE will offload the ship at a floating causeway being used in lieu of the traditional ice-pier, that was delivered by another MSC chartered ship, M/V Ocean Giant. Magothy is one of three MSC chartered ships that will deliver 80 percent of the supplies and 100 percent of the fuel needed for the year’s survival at McMurdo Station.

Operation Deep Freeze is a joint service, on-going defense support to civilian authorities activity in support of the National Science Foundation (NSF) lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica. 2020 marks the 65th anniversary of the establishment of McMurdo Station and its resupply mission, which began in 1955. An MSC-chartered cargo ship and tanker have regularly made the challenging voyage to Antarctica since the station and its resupply mission were established in 1955.

Maersk Peary delivers in Operation Deep Freeze

Members of American Maritime Officers working aboard the Maersk Peary during Operation Deep Freeze 2020 included Captain Everett Hatton, Chief Officer Karen Laycock, Second Officer John Watkins, Third Officer Laura McCormack, Third Officer Arron Lamb, Chief Engineer James Cook, First Assistant Engineer Benjamin White, Second A.E. Justin Lovely and Third A.E. Alexander Buddy. The Maersk Peary is one of three MSC-chartered ships that will deliver supplies fuel needed at McMurdo Station.