American Steamship Company has assured American Maritime Officers that ASC’s pending acquisition by Rand Logistics Inc. will have no adverse effect on our union’s jobs in this Great Lakes fleet or on AMO Plans, the benefit funds that serve all deep-sea, Great Lakes and inland waters AMO members and their families.

“It will be business as usual for ASC and for AMO,” a senior ASC executive told me in an afternoon phone call February 10. Rand Logistics Inc. credits the “professionalism and dedication” of the ASC fleet’s officers and crews as significant influences on the fleet’s profit-making operation and its sustained customer confidence, this executive said. He added that ASC is gearing up for early fitout, with 11 of the company’s vessels operating to meet strong demand for industrial raw materials.

The sale of American Steamship Co. to Rand Logistics Inc. is subject to approval by the Securities and Exchange Commission and possibly by other regulatory agencies and federal court. American Maritime Officers represents the engine and deck officers in the American Steamship Co. fleet. The Seafarers International Union represents the unlicensed ASC personnel.

Paul Doell
National President

Tanker Maersk Misaki joins U.S.-flag fleet with USMMI

American Bureau of Shipping and Maersk Tankers (Singapore) representatives gathered with the U.S. Marine Management, Inc. re-flag team as the tanker Maersk Misaki was flagged into U.S. registry in January. Members of American Maritime Officers working aboard the Maersk Misaki during the re-flagging included (starting second from left) First Assistant Engineer Matthew Kasperski, Chief Mate Philip Ientile, Chief Engineer Raymond Halsted and Captain Jerry Smith.

Chief Mate Philip Ientile and Captain Jerry Smith raise the U.S. flag on the stern of the Maersk Misaki in January. The ship is operated in international trade by USMMI and is manned in all licensed positions by AMO.
AMO-contracted ships serve in convoy exercise for DEFENDER-Europe 2020

This cross-Atlantic convoy operation is being conducted for the first time since the end of the Cold War, using a carrier strike group to pave the way for sealift ships with a cruiser escort to bring the Army ground equipment for the DEFENDER-Europe 20 exercise. This convoy operation is allowing U.S. 2nd Fleet, Naval Forces Europe (NAVEUR) and Military Sealift Command to work command and control (C2) on both sides of the Atlantic to deliver gear by sea – replicating the massive sealift efforts that took place to support the European theater in World War II, and what would have to happen again if the U.S. were to support a major conflict in Europe in the future.

"Defender-Europe 20 is the largest deployment of U.S.-based forces in Europe in more than 25 years, and it just seems like it’s a natural place for [U.S. Transportation Command], Military Sealift Command and the U.S. Navy to use this exercise as a venue to demonstrate our commitment to being able to flow strategic forces from the United States into theater to support military operations abroad,” said Capt. Andrew Fitzpatrick, the commanding officer of USS Vella Gulf.

Sealift remains the primary method for transporting military equipment, supplies, and material around the world. With the return to peer competition and access to sea lanes no longer guaranteed, it is important that the Navy and MSC train together in order to ensure the successful delivery and sustainment of combat power necessary for the joint force to fight and win anywhere around the globe.

"In a real world conflict, much of the military equipment must still go by sealift, which makes convoy operations a critical skill set to maintain and practice,” said Capt. Hans E. Lynch, commodore Military Sealift Command Atlantic. “In the last five years, there has been an increased emphasis on including Merchant Marine shipping in large scale exercises to enhance tactical proficiency. Exercises that incorporate convoy operations are an extension of that ongoing tactical training.”

This exercise will simulate an opposed transit, testing the fleet's abilities to safely cross the Atlantic while testing new ways of conducting a convoy in today's environment. Convoy operations were critical during WWII and WWII as the primary method for moving troops and military equipment, supplies and materiel to Europe. After WWII, convoys became less prevalent in the Atlantic theater, although still practiced in other areas of operation.

"The Atlantic is a battlespace that cannot be ignored,” said Vice Adm. Andrew Lewis, commander U.S. 2nd Fleet. “We need to be prepared to operate at the high end alongside our allies, partners and adversaries alike as soon as we're underway.”

During her operations in the Atlantic, Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69), along with P-8s from VP-4 and a U.S. submarine, cleared the maritime battlespace prior to the transit of the Vella Gulf escorted MSC convoy.

"The coordination between NAVEUR, 2nd Fleet, and 6th Fleet are indicative of a seamless Atlantic Ocean,” said Adm. James G. Foggo III, commander NAVEUR. “This exercise allows us to sharpen our ability to move critical resources across the Atlantic, from the United States to Europe.”
Bill honoring U.S. Merchant Marine veterans of World War II approved by Congress

The Merchant Mariners of World War II Congressional Gold Medal Act has been approved by both the House and Senate and sent to the President to be signed into law. In the House of Representatives, the act was sponsored by Congressman John Garamendi (D-CA). Senator Lisa Murkowski (R-AK) sponsored matching legislation in the Senate. Representatives Don Young (R-AK) and Susan W. Brooks (R-IN) joined the House legislation as original cosponsors. Under the legislation, a gold medal will be struck to honor U.S. Merchant Marine veterans of World War II. The medal will be placed in the National Museum of the American Merchant Marine for display. Duplicate medals in bronze would be available for purchase and personal possession.

“Throughout the Second World War, our Armed Forces relied on the Merchant Marine to ferry supplies, cargo and personnel into both theaters of operation, and they paid a heavy price in service to their country,” said Congressman Garamendi.

The Merchant Marine suffered the highest per capita casualty rate in the U.S. Armed Forces during World War II. An estimated 8,300 mariners lost their lives, and another 12,000 were wounded, to make sure our servicemen could keep fighting. Yet, these mariners who put their lives on the line were not even given veteran status until 1988. 

“I had the opportunity to meet with three World War II merchant mariners in my office. These mariners put their lives on the line for this country, braving German and Japanese submarines in their Liberty Ships as they delivered critical supplies to our servicemen in the European and Pacific theaters. Unfortunately, their sacrifice is commonly overlooked. Thank you to Senator Murkowski (R-AK) for championing this legislation in the Senate and for her partnership,” Rep. Garamendi said.

“Merchant mariners are the unsung heroes of World War II. During one of the greatest conflicts the world has ever seen, they served alongside many American military members as civilian volunteers, risking their lives for the sake of our freedom. Their selfless service, no doubt, supported America in her ability to prevail,” said Senator Murkowski in a statement published on March 5. “I thank my Senate colleagues for supporting me in this effort, and I hope that this legislation to honor the brave merchant mariners, who risked their lives to keep America’s Allied troops armed, fed, and fortified, will swiftly be signed into law.”

“Each day, we meet children and grandchildren of WWII U.S. merchant mariners who tell us of their veteran and how they survived two or three torpedo attacks. Others tell stories of the Murman-Rk. They post photos of very young men (some looking like boys) dressed in merchant marine uniforms or news clipplings of their grandfather who was lost at sea. Each and every one of these photos has a story to tell and it is up to us to tell them,” said Sheila Sova, a daughter of a WWII U.S. merchant mariner and volunteer with the American Merchant Marine Veterans organization. “My Father, Orville Lee Sova, left me with determination to see this recognition through.”

AMO member contributes to preservation of S/S John W. Brown

An important element of the history of the U.S. Merchant Marine’s indispensable role in the Allied victory in World War II has been sustained, due in large part to the tireless efforts of American Maritime Officers member Captain Alaina Basciano.

The S/S John W. Brown, the 77-year-old Liberty Ship that served in the U.S. sealift for Allied Forces during World War II, had lost her home dock in Baltimore and faced the possibility of being sent to the scrapyard until Basciano started a public campaign to raise awareness of the historical importance of the vessel. Those efforts resulted in the 440-foot gray hull finding a familiar new home — in Baltimore at the shipyard in which the ship was originally built.

“She’s my baby. I’m very excited that things worked out and I think she can still be really useful for mariners today,” said Basciano, who began volunteering on the S/S Brown when she was 10 years old and recently embarked on her first trip as master on the USNS Pathfinder.

The S/S Brown is one of four Liberty Ships still in existence, and one of only two that is still operational. While the Brown does get underway three or four times a year for themed cruises, it is primarily a floating museum and had been given port space for virtually no charge. But with space limited in the port of Baltimore, the ship was required to move by the end of 2019.

The Brown’s new home, the former Bethlehem Steel Fairfield Shipyard, is actually the ship’s original home. Hundreds of Liberty Ships were built at the shipyard for the World War II sealift. The Brown was built in 1942.

Basciano said, along with historical cruises, the S/S Brown could also serve as a means for merchant mariners to earn time for seafair activations. The Brown recently helped serve in a refresher course for U.S. Maritime Administrator Rear Adm. Mark Buzby (U.S. Navy retired), who piloted the vessel from Baltimore to drydock in Norfolk, Va. in January before the vessel was moved to the shipyard berth.

“She’s a living, breathing and a very important part of our history,” Buzby said. “The S/S Brown reminds us of a time when we had to band together and rally to save the world and it really shows the importance of the merchant mariner in history.”

Basciano’s work to keep the vessel viable for years to come is not done. The S/S Brown is manned on a voluntary basis.

AMO aboard the USNS Pathfinder

Members of American Maritime Officers working aboard the USNS Pathfinder in February, here in Port Everglades, Fla. Included (in no particular order) Third Mate Jonathan Drew, Chief Mate DeAnna Dennis, Radio Electronics Officer Mike Stone, Second A.E. Armando Bermudez, First A.E. John Tonnier, Chief Engineer William Sprague, Second Mate Jeffrey Harcq and Captain Alaina Basciano (fourth from left). The USNS Pathfinder is operated for Military Sealift Command by Ocean Ships, Inc.
Information Bulletin (MSIB) 02-20

U.S. and conduct normal operations, with restrictions. Crewmembers on these vessels will be 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 the PRC (excluding Hong Kong and Macau) or embarked passengers who have been in the PRC (excluding Hong Kong and Macau) or embarked crewmembers who have been in the PRC (excluding Hong Kong and Macau) within the last 14 days will be denied entry into the United States. If any vessel coming from the PRC (excluding Hong Kong and Macau) remains in effect. The CDC Travel Warning contains precautions to take to protect travelers and others if one must travel to the PRC (excluding Hong Kong and Macau).

- Local industry stakeholders, in partnership with their Coast Guard Captain of the Port (COTP), should review and be familiar with section 5320 Procedures for Vessel Quarantine and Isolation, and Section 5320 — Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.

- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on board their vessel prior to the Coast Guard embarking.

- Local industry stakeholders, in partnership with their COTP, should review and be familiar with their Marine Transportation System Recovery Plan.

- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on board their vessel prior to the Coast Guard embarking.

- Local industry stakeholders, in partnership with their COTP, should review and be familiar with their Marine Transportation System Recovery Plan.

- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on board their vessel prior to the Coast Guard embarking.

- Local industry stakeholders, in partnership with their COTP, should review and be familiar with their Marine Transportation System Recovery Plan.

- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on board their vessel prior to the Coast Guard embarking.

- Local industry stakeholders, in partnership with their COTP, should review and be familiar with their Marine Transportation System Recovery Plan.

- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on board their vessel prior to the Coast Guard embarking.

- Local industry stakeholders, in partnership with their COTP, should review and be familiar with their Marine Transportation System Recovery Plan.
High Risk/Emergency Shiphandling for Masters Course added to curriculum at STAR Center

STAR Center is pleased to announce a new five-day High Risk/Emergency Shiphandling for Masters Course. The purpose of this course is to maneuver several types of vessels under strong environmental conditions and in high risk situations. High situational awareness, sound decision making, and shiphandling skills will be necessary in order to successfully address changing operational issues. Upon completion of this course, the student will have demonstrated high level skills and judgment in high risk and emergency shiphandling.

The student will have the opportunity to practice:
- Channel keeping
- Docking and undocking under strong environmental conditions and in high risk scenarios
- Shiphandling using tug assistance under strong environmental conditions and in high risk scenarios
- Shiphandling under failure mode conditions, technical, tugs and other conditions
- Obtain and maintain situational awareness during changing conditions and under strong environmental conditions and in high risk scenarios
- Demonstrate dynamic decision making skills throughout the scenarios
- Each participant will have multiple opportunities to serve as master/pilot during the simulations. The first class is scheduled to start August 3, 2020. This course is open to all AMO members and applicants that have sailed as Master and have previously taken the course Advanced Shiphandling for Masters and Senior Deck Officers.

Any questions regarding this course should be directed to Head of the Deck Department Jeffrey Jones at 1-800-942-3220 Ext. 7721 or via e-mail: jjones@star-center.com. Enrollment questions or applications should be directed to Student Services at 1-800-942-3220 Ext. 201 or via e-mail: register@star-center.com.

STAR Center adds new eNavigation and Watchkeeping Refresher Course

STAR Center is pleased to announce a three-day eNavigation and Watchkeeping Refresher Course for masters and deck officers. The purpose of this course is to provide mariners a refresher in the requirements and responsibilities of using electronic navigation equipment and its integration in the navigational watchkeeping functions on the bridge.

The course will review Radar, ARPA and ECDIS skills and best practices through practical exercises both in the classroom and with multiple ownship scenarios in the bridge simulators using plans created in the classroom where each student will have desktop simulation including ECDIS.

Each participant will have multiple opportunities to serve all roles during the simulations. This course is open to all AMO members and applicants who have previously taken Radar, ARPA and ECDIS courses.

The first class is scheduled to start July 27 and will be regularly scheduled thereafter.

Any questions regarding these courses should be directed to Deck Department Head Jeff Jones at 1-800-942-3220 Ext. 7721 or via e-mail: jjones@star-center.com. Enrollment questions or applications should be directed to Student Services at 1-800-942-3220 Ext. 201 or via e-mail: register@star-center.com.

REAL ID requirement for U.S. air travel takes effect October 1, 2020; valid TWIC card will be considered acceptable form of identification

The Transportation Security Administration has announced that, beginning October 1, 2020, every air traveler 18 years of age and older will need identification compliant with REAL ID requirements to fly within the United States. A driver’s license issued by a state that is not in compliance with REAL ID requirements will not be accepted after that date. The Transportation Worker Identification Credential (TWIC) is listed by the TSA among the acceptable forms of identification. A complete listing of acceptable forms of identification is available on the TSA website at: https://www.tsa.gov/travel/security-screening/identification. More information about REAL ID requirements is also available on the TSA website at: https://www.tsa.gov/real-id.
New study details importance of U.S. maritime industry to national security

The Center for Strategic and Budgetary Assessments (CSBA) recently released a new study detailing the benefits of the American maritime industry to national security, titled “New Study Details Importance of U.S. Maritime Industry to National Security.”

As a first-time review of the impact of the U.S. domestic maritime industry to national security, this historic report found that the domestic fleet provides the largest source of merchant mariners for U.S. surge sealift operations, supports shipbuilders that also construct government vessels, ensures the maintenance of the U.S. waterways and shipping lanes, and helps reduce the potential of foreign mariners illegally entering the United States. The American Maritime Partnership (AMP) reported in late February. ANP is a coalition of which American Maritime Officers Service is a member and which American Maritime Officers supports.

At a launch event of the new study, U.S. Maritime Administrator Rear Adm. Mark Buzby (U.S. Navy retired) addressed the importance of sustaining a strong and readied defense maritime industrial base, stating: “Implementing a national and readied defense maritime industrial base, stating: “Implementing a national and readied defense maritime industrial base.”

Mark Buzby (U.S. Navy retired) addressed the importance of sustaining a strong and readied defense maritime industrial base, stating: “Implementing a national and readied defense maritime industrial base.”

As stated in the study, “the U.S. maritime industry is essential to American prosperity and security.”

American mariners are crucial to national security. CSBA drilled down on the importance of domestic mariners in a contingency, saying: “The 3,830 mariners that operate large, ocean-going ships in the domestic fleet constitute about 29 percent of overall number MARAD estimates would be needed to operate U.S. surge sealift during wartime or another contingency.” That 29 percent is the largest single commercial source of mariners, and was demonstrated during Operation Desert Storm when “the crews of 13 foreign ships refused to go into a war zone and deliver their cargo. Not a single American crew refused.”

The Jones Act helps maintain shipyards and ship repair yards, which are crucial to national security. CSBA said: “The U.S. shipbuilding and repair industry is a major component of the defense maritime industrial base,” and “without the Jones Act’s requirements ... it is likely the U.S. government would have few, if any, shipyards available to episodically recapitalize its smaller vessels.”

American vessels help maintain U.S. waterways and keep America secure. CSBA emphasized the role that American dredgers and salvage operators play, highlighting the importance of not having to depend “on foreign companies to dredge its dozens of naval facilities, potentially opening up opportunities for sabotage or the depositing of underwater surveillance equipment.”

The Jones Act helps reduce illegal entry into the United States. CSBA noted, “without the Jones Act’s requirements, foreign companies could buy domestic carriers that operate smaller vessels and barges that ply U.S. rivers and intracoastal waterways.”

The Jones Act makes America more secure amidst a growing threat from China and in the Pacific. In addition to helping serve commercial ports as well as strategically important military bases in the Pacific in Hawaii, Guam, and Alaska, the [Jones Act] guards against the ability of China — the world’s largest merchant marine and global port management system — to take over shipping to U.S. territories and gain local influence during peacetime, only to threaten or deny shipping to CONUS during a crisis or conflict.”

China is a “growing threat” to American maritime superiority and national security. CSBA highlighted the subsidized nature of China’s shipbuilding industry and that U.S. challenges in a conflict “would be exacerbated during a confrontation with China, whose government and corporations own the world’s largest commercial shipping fleet.” CSBA added: “the Chinese government has also slowly but systematically gained port access around the world for commerce, logistics and naval operations” as part of its goal of “boost [ing] trade and global influence by economic, political and military means.”

Read the full study, “Strengthening the U.S. Defense Maritime Industrial Base: A Plan to Improve Maritime Industry’s Contribution to National Security,” by Bryan Clark, Timothy A. Walton, and Adam Lemon online at: https://tinyurl.com/zfabf82.
NDIAAmazing Grace Defense Symposium focuses on maintaining, improving U.S. defense sealift capabilities

American Maritime Officers Government Relations Representative Robert Silva (above, left) participated in a panel discussion with U.S. Maritime Administrator Rear Adm. Mark Buzby (U.S. Navy retired) during the National Defense Industrial Association’s Amazing Grace Defense Symposium in February in Jacksonville, Fla. With the theme “Supporting the War Fighter,” the symposium focused on maintaining and improving U.S. defense sealift capabilities. The event was organized in part by AMO member Patrick Potter (above, right), CEO of MAST Associates, a maritime systems and technology company. Potter is also an instructor at STAR Center in Dania Beach, Fla.

Merchant mariners are the lifeblood of strategic sealift, and without them, America’s national defense strategy is in danger of failing, said U.S. Maritime Administrator Rear Adm. Mark Buzby (U.S. Navy retired) during his keynote speech at the National Defense Industrial Association’s Amazing Grace Defense Symposium held in Jacksonville, Fla., on February 25.

Speaking on the theme “Supporting the War Fighter,” Buzby stressed the importance of boosting the nation’s commercial fleet in order to assist and sustain the Armed Forces in times of war, conflict and crisis.

“Our fleet is not very large and that means our pool of mariners is not very large. Those are the same mariners I need to crew up my fleet when the military needs to move cargo. That’s a major concern,” he said. “Our biggest crisis is manning.”

The NDIA’s two-day symposium brought together high-ranking military officials and government contractors to discuss issues facing the U.S. Armed Forces and to brainstorm new ideas and technologies. This year’s defense-in-maritime track was organized and led by American Maritime Officers member Patrick Potter, CEO of MAST Associates, a maritime systems and technology company.

“It is imperative that we maintain a strong and effective merchant fleet capable of sustaining our national defense initiatives. Admiral Buzby is an advocate of a robust U.S. merchant fleet and understands the challenges that our merchant mariners face,” said Potter, who is an instructor at STAR Center. “With Admiral Buzby at the helm of MARAD and organizations like the NDIA, our sealift power will remain the anchor of our national defense.”

Among the other issues Buzby discussed were sealift in contested environments, recapitalizing the Ready Reserve Force (RRF) and potentially expanding the Maritime Security Program to include as many as two times the 60 ships already enrolled in the MSP.

The MSP is a public-private partnership that gives the government access to 60 militarily-useful ships in exchange for an annual stipend for each ship. The government also receives access to key international intermodal routes and transportation capabilities that it could not replicate, Buzby said.

Discussions have already started in Washington, D.C., as to whether to invest limited budgets on attempting to maintain and update the RRF, in which many of the vessels are decades old, or if it would be more advantageous to expand the MSP to as many as 120 active privately-owned vessels that could be called upon when the need arises.

Buzby said MARAD has already begun the process of searching for used vessels to purchase that could augment the aging RRF fleet.

“We are laser focused on this issue of recapitalizing the RRF. Our great mariners are out there maintaining those ships and doing a heroic job of keeping them going,” Buzby said. “It’s going to take national will to revitalize our Merchant Marine up to the level it needs to be to enable our Armed Forces to deploy we need to do so.”

U.S. Coast Guard updates frequently asked questions on Seafarers’ shore access final rule

The following new entries are excerpted from the U.S. Coast Guard’s Maritime Commons blog, where an update to frequently asked questions about the Seafarers’ Access to Maritime Facilities Final Rule has been posted. The complete blog post is available at: https://tinyurl.com/tzwkw4.

Does the Seafarers’ Access to Maritime Facilities regulation apply to all seafarers or just foreign seafarers on foreign-flagged or SOLAS applicable vessels?

Seafarers shore access rule (33 CFR 103.060-107.200)

Shore Access — Continued on Page 12

Liberty Ship

Continued from Page 3

and more volunteers — particularly experienced engineers — are needed to maintain the aging vessel. Deck officers are also needed and the Brown also has a radio room in need of volunteer officers.

If mariners on vacation could spare even a few days, it would be a valuable contribution toward preserving one of the last tangible pieces of merchant mariner history, Basciano believes.

“It’s an important link to our past that deserves our attention,” she said. “She’s more than a museum.”

Jones Act

Continued from Page 6

In his editorial in American Military News, former Congressman Istook noted, “Of the current international fleet, our Bureau of Transportation Statistics reports that a mere 182 of over 41,000 ocean-going cargo ships are American (0.4%). The vast majority are from China or other highly-subsidized shipyards in South Korea or Japan.

Imagine if America’s domestic fleet were reduced to similar ratios of foreign control. Yet some American interests are blatantly calling to end the Jones Act and open our waters to foreign powers. These promoters claim that we will save money but they ignore the larger implications of American security and jobs. During the Trump years America has realized the benefits of promoting our self-interest, as reflected in our booming economy. Repeal or gutting of the Jones Act would be a step backwards.

“Repealing the Jones Act would be surrendering to nations that want to monopolize control of global trade. Those interests already dominate one of the three fleets that are vital to America. We should not let them make it two out of three.”
## General Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combined Basic &amp; Advanced Low Flash Point Fuel Operations (Gulf Code/LNG Fuel Course)</td>
<td>5 days</td>
<td>27 April / 6 July / 5 October</td>
</tr>
<tr>
<td>Confined Space Entry</td>
<td>3 days</td>
<td>31 October</td>
</tr>
<tr>
<td>Advanced Fire Fighting</td>
<td>5 days</td>
<td>27 April / 24 August / 28 October</td>
</tr>
<tr>
<td>Advanced Fire Fighting Refresher</td>
<td>2 days</td>
<td>6 July</td>
</tr>
<tr>
<td>Basic Safety Training — All 6 modules must be completed within 12 months: Personal Safety Techniques (Mon./Tues. — 1.5 days), Personal Safety &amp; Social Responsibility (Wed. — 1 day), Fire Fighting &amp; Fire Prevention (Thurs/Fri — 2 days) — not required if Combined Basic &amp; Adv. Fire Fighting completed within 12 months.</td>
<td>5 days</td>
<td>6 July</td>
</tr>
<tr>
<td>Basic Safety Training — Refresher</td>
<td>3 days</td>
<td>9 July</td>
</tr>
<tr>
<td>Chemical Safety — Advanced</td>
<td>5 days</td>
<td>31 August</td>
</tr>
<tr>
<td>ECDS</td>
<td>6 days</td>
<td>20 April / 3 September / 12 October</td>
</tr>
<tr>
<td>Environmental Awareness (Includes Oily Water Separator)</td>
<td>3 days</td>
<td>27 April</td>
</tr>
<tr>
<td>Fast Rescue Boat</td>
<td>4 days</td>
<td>6, 20 April / 22 June / 24 August / 26 October</td>
</tr>
<tr>
<td>GMDSS — Requires after-hour homework</td>
<td>10 days</td>
<td>13 July</td>
</tr>
<tr>
<td>LMG Tankerman PIC</td>
<td>6 days</td>
<td>16 September</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 PNC classroom course is prerequisite.</td>
<td>5 days</td>
<td>30 March / 28 September</td>
</tr>
<tr>
<td>Proficiency in Survival Craft (Lifeboat)</td>
<td>4 days</td>
<td>14 July</td>
</tr>
<tr>
<td>Safety Officer Course</td>
<td>2 days</td>
<td>11 June / 1 October</td>
</tr>
<tr>
<td>Tankerman PIC DL — Classroom</td>
<td>5 days</td>
<td>1 June / 20 July</td>
</tr>
<tr>
<td>Tankerman PIC DL — Simulator</td>
<td>50 days</td>
<td>13 April / 11 May / 8 June / 27 July / 17 August</td>
</tr>
<tr>
<td>Tankerman PIC DL — Accelerated Program</td>
<td>30 days</td>
<td>Please Call</td>
</tr>
<tr>
<td>Train the Trainer</td>
<td>5 days</td>
<td>13 April / 11 May / 6 July / 24 August / 14 September / 10 October</td>
</tr>
<tr>
<td>Vessel Personnel with Designated Security Duties — WPSSD</td>
<td>2 days</td>
<td>Please Call</td>
</tr>
<tr>
<td>Vessel/Company Security Officer — Includes Anti-Piracy</td>
<td>3 days</td>
<td>8 June / 28 September</td>
</tr>
<tr>
<td>Proficiency in Survival Craft (Lifeboat) REFRESHER</td>
<td>1 day</td>
<td>11 July</td>
</tr>
<tr>
<td>Electronic Navigation Refresher</td>
<td>3 days</td>
<td>27 July / 10 August / 7 October</td>
</tr>
<tr>
<td>Basic Training &amp; Advanced Fire Fighting Revalidation (Required by first credential renewal AFTER 1 January 2017)</td>
<td>2 days</td>
<td>23, 26 March / 16 April / 4, 7, 18 May / 1, 15, 29 June / 13, 27 July / 10, 31 August / 24, 17 September / 9, 18 October</td>
</tr>
<tr>
<td>Leadership &amp; Management (Required by ALL management level Deck and Engine officers by 1 Jan 2017)</td>
<td>5 days</td>
<td>23 March / 18 May / 8 July / 17 August</td>
</tr>
<tr>
<td>Maritime Security Awareness</td>
<td>2/2 day</td>
<td>Please Call</td>
</tr>
</tbody>
</table>

## Medical Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heat Stress Afloat / Hearing Conservation Afloat</td>
<td>1 day</td>
<td>6 April</td>
</tr>
<tr>
<td>Elementary First Aid — Prerequisite for MCP within preceding 6 months</td>
<td>1 day</td>
<td>24 March / 5 May / 2 June / 21 July / 12, 18 August / 22 Sept. / 26 October</td>
</tr>
<tr>
<td>Medical Care Provider — Prerequisite for MCP within preceding 6 months, Please fax EFA certificate when registering</td>
<td>3 days</td>
<td>25 March / 7 April / 8 May / 3 June / 22 July / 19 August / 23 Sept. / 27 October</td>
</tr>
<tr>
<td>Medical PIC — Please fax MCP certificate when registering</td>
<td>5 days</td>
<td>30 March / 11 May / 8 June / 27 July / 24 August / 29 Sept.</td>
</tr>
<tr>
<td>Urology Collector Training</td>
<td>1 day</td>
<td>16 June / 3, 31 August / 5 October</td>
</tr>
<tr>
<td>Breath Alcohol Test (BALT) — Alcosensors 3 and 4 only</td>
<td>1 day</td>
<td>17 June / 5 August / 2 September / 7 October</td>
</tr>
<tr>
<td>Screening Test Technician — (EIDs a.m./Alco Mate 1000 p.m.)</td>
<td>1 day</td>
<td>16 June / 4 August / 1 September / 6 October</td>
</tr>
</tbody>
</table>

## Radar Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radar Recertification</td>
<td>1 day</td>
<td>30 July / 13 August / 6 October</td>
</tr>
<tr>
<td>Electronic Navigation Refresher</td>
<td>3 days</td>
<td>27 July / 10 August / 7 October</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</th>
<th>Duration</th>
<th>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>26 October</td>
</tr>
<tr>
<td>Advanced Shiphandling for Masters/Senior Deck Officers — (No equivalency) Must have sailed as Chief Mate Unlimited</td>
<td>5 days</td>
<td>13 April / 4 May / 31 August</td>
</tr>
<tr>
<td>Advanced Shiphandling for 3rd Mates — 90 days seastate equiv. for 3rd Mates</td>
<td>10 days</td>
<td>11 May / 1 June (P.M.) / 14 September / 12 October</td>
</tr>
<tr>
<td>Tug Training — ASD Assist</td>
<td>5 days</td>
<td>27 April</td>
</tr>
<tr>
<td>Basic Meteorology</td>
<td>5 days</td>
<td>5 October</td>
</tr>
<tr>
<td>Basic Celestial – DNVNS</td>
<td>10 days</td>
<td>Please Call</td>
</tr>
<tr>
<td>Dynamic Positioning — Induction (Basic)</td>
<td>5 days</td>
<td>11 May / 20 July</td>
</tr>
<tr>
<td>Dynamic Positioning — Simulator (Advanced)</td>
<td>5 days</td>
<td>20 April / 17 August</td>
</tr>
<tr>
<td>Dynamic Positioning — Revalidation</td>
<td>5 days</td>
<td>1 June</td>
</tr>
<tr>
<td>Navigational Watchkeeping Standardization &amp; Assessment Program</td>
<td>5 days</td>
<td>13 April / 18 May / 8 June / 13, 27 July / 7 September / 12, 26 Oct.</td>
</tr>
<tr>
<td>TOBAR (Towing Officer Assessment Record) — Third Mate (Unlimited or Great Lakes) or IHO57 Master License required AND DNVNS required</td>
<td>5 days</td>
<td>20 March / 21 September</td>
</tr>
<tr>
<td>High Risk and Emergency Shiphandling for Masters (must have completed Advanced Shiphandling for Masters and sailed as master)</td>
<td>5 days</td>
<td>3 August</td>
</tr>
</tbody>
</table>
**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 ECDIS, GMDSS and ARPA have been previ- 
ously completed.

<table>
<thead>
<tr>
<th>Upgrade</th>
<th>Description</th>
<th>Duration</th>
<th>Start Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shiphandling at the Management Level</td>
<td>10 days</td>
<td>23 March</td>
<td>24 April, 1 July, 20 July, 3 July</td>
</tr>
<tr>
<td>Advanced Meteorology — Requires after-hours homework</td>
<td>5 days</td>
<td>13 April</td>
<td>11 May, 1 June, 6 July, 3 August</td>
</tr>
<tr>
<td>Advanced Stability</td>
<td>5 days</td>
<td>20 April</td>
<td>20 July, 10 August, 16 October</td>
</tr>
<tr>
<td>Search &amp; Rescue</td>
<td>2 days</td>
<td>6 April</td>
<td>13, 16, 19, 26, 28 October</td>
</tr>
<tr>
<td>Management of Medical Care</td>
<td>2/2 day</td>
<td>0 April</td>
<td>15 July, 28 October</td>
</tr>
<tr>
<td>Leadership &amp; Management</td>
<td>5 days</td>
<td>23 March</td>
<td>18 May, 6 July, 17 August, 12 October</td>
</tr>
<tr>
<td>Advanced Cargo</td>
<td>5 days</td>
<td>30 March</td>
<td>4 May, 1 June, 17 August, 28 September</td>
</tr>
<tr>
<td>Marine Propulsion Plants — Optional for task sign-off</td>
<td>5 days</td>
<td>0 June</td>
<td>31 August</td>
</tr>
<tr>
<td>Advanced Celestial — Optional for task sign-off</td>
<td>5 days</td>
<td>27 April</td>
<td>22 June, 3 August, 14 September</td>
</tr>
<tr>
<td>Advanced Navigation — Optional for task sign-off</td>
<td>5 days</td>
<td>13 April</td>
<td>15 June, 13 July, 21 September</td>
</tr>
</tbody>
</table>

**Engineering Courses**

<table>
<thead>
<tr>
<th>Course Name</th>
<th>Duration</th>
<th>Start Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Electricity</td>
<td>10 days</td>
<td>20 April, 27 July, 19 October</td>
</tr>
<tr>
<td>Diesel Crossover</td>
<td>4 weeks</td>
<td>19 October</td>
</tr>
<tr>
<td>Engine Room Resource Management (Simulator)</td>
<td>5 days</td>
<td>4 May, 20 July, 17, 24 August</td>
</tr>
<tr>
<td>Gas Turbine Endorsement</td>
<td>10 days</td>
<td>28 October</td>
</tr>
<tr>
<td>Marine High Voltage (Simulator)</td>
<td>5 days</td>
<td>11 May</td>
</tr>
<tr>
<td>Hydraulics / Pneumatics</td>
<td>5 days</td>
<td>30 March</td>
</tr>
<tr>
<td>Machine Shop</td>
<td>10 days</td>
<td>11 May</td>
</tr>
<tr>
<td>Programmable Logic Controllers (PLCs)</td>
<td>5 days</td>
<td>4 May</td>
</tr>
<tr>
<td>Refrigeration (Operational Level)</td>
<td>5 days</td>
<td>16 March</td>
</tr>
<tr>
<td>Refrigeration (Management Level) Universal Refrigeration Recovery</td>
<td>5 days</td>
<td>23 March</td>
</tr>
<tr>
<td>Stream Endorsement</td>
<td>4 weeks</td>
<td>27 April</td>
</tr>
<tr>
<td>Controls and Instrumentation</td>
<td>10 days</td>
<td>20 April</td>
</tr>
<tr>
<td>Welding &amp; Metallurgy Skills &amp; 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.</td>
<td>2 weeks</td>
<td>11 May</td>
</tr>
</tbody>
</table>

**Engine Upgrade — STCW 2010 — Management Level (NVIC 15–14)** — If sea service or training towards management level (IAV/Capt 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

<table>
<thead>
<tr>
<th>Course Name</th>
<th>Duration</th>
<th>Start Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of Medical Care</td>
<td>1/2 day</td>
<td>1/2 day</td>
</tr>
<tr>
<td>Search &amp; Rescue</td>
<td>2 days</td>
<td>5 days</td>
</tr>
<tr>
<td>Advanced Stability</td>
<td>5 days</td>
<td>10 days</td>
</tr>
<tr>
<td>Upgrade: Advanced Meteorology — Requires after-hours homework</td>
<td>5 days</td>
<td>2 weeks</td>
</tr>
<tr>
<td>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</td>
<td>5 days</td>
<td>2 weeks</td>
</tr>
<tr>
<td>STCW Upgrade Task Assessment — Steam (E121 as amended) — OPTIONAL: Tasks can be signed off onboard</td>
<td>5 days</td>
<td>10 August</td>
</tr>
<tr>
<td>STCW Upgrade Task Assessment — Gas Turbine (E122 as amended) — OP- TIONAL: Tasks can be signed off onboard</td>
<td>3 days</td>
<td>3 August</td>
</tr>
</tbody>
</table>

**MSC Training Program**

<table>
<thead>
<tr>
<th>Course Name</th>
<th>Duration</th>
<th>Start Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic CBR Defense — Refresher required every 5 years</td>
<td>1 day</td>
<td>2 April, 1.1 May, 24 July, 24 September</td>
</tr>
<tr>
<td>Damage Control — Refresher required every 5 years</td>
<td>1 day</td>
<td>1.30 April, 6 May, 23 July, 23 September</td>
</tr>
<tr>
<td>Heat Stress Endorsement / Hearing Conservation Endorsement</td>
<td>1 day</td>
<td>6 April</td>
</tr>
<tr>
<td>Helicopter Fire Fighting — Refresher required every 5 years</td>
<td>1 day</td>
<td>31 March, 5 May, 22 July, 22 September</td>
</tr>
<tr>
<td>Marine Environmental Program (with CBRD) — Refresher required every 5 years</td>
<td>2/2 day</td>
<td>2 April, 1.3 July, 24 July, 24 September</td>
</tr>
<tr>
<td>Marine Sanitation Devices / Water Sanitation Endorsement</td>
<td>1/2 day</td>
<td>Please call</td>
</tr>
<tr>
<td>MSC Readiness Refresher — Must have completed full CBRD &amp; DC once in career</td>
<td>2 days</td>
<td>30 March, 6 May, 21 July, 21 September</td>
</tr>
<tr>
<td>MSC Watchstander — BASIC — Once in career, SST grad grandfathered</td>
<td>2 days</td>
<td>13 April, 22 June, 17 August</td>
</tr>
<tr>
<td>MSC Watchstander — ADVANCED — Required for all SRF members</td>
<td>1 day</td>
<td>20 May, 3, 24 April, 16, 18 May, 5, 12, 19, 23 June, 10, 17, 31 July, 7, 14, 18, 20 August, 4, 18 September, 2, 5, 16, 23, 30 October</td>
</tr>
<tr>
<td>MSC Ship Reaction Force — Required every three years for SRF members</td>
<td>3 days</td>
<td>15 April, 20 May, 26, 29 October</td>
</tr>
<tr>
<td>Small Arms — Initial &amp; Sustainment (Refresher) Training — Open to members &amp; applicants eligible for employment through AMO (w/in 1 year) or MSC on MARAD contracted vessels.</td>
<td>4 days</td>
<td>6, 20 April, 11 May, 6, 13, 27, July, 6, 13, 27, 31 August, 6, 14, 28, 31 September, 22, 26, 28 October</td>
</tr>
</tbody>
</table>

**Self-Study, CDs and Online Courses**

<table>
<thead>
<tr>
<th>Course Name</th>
<th>Duration</th>
<th>Start Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anti-Terrorism Level I</td>
<td>Online</td>
<td></td>
</tr>
<tr>
<td>DOT Hazardous Materials Transportation Training</td>
<td>Online</td>
<td></td>
</tr>
<tr>
<td>EPA Universal Refrigerant Certification Examination</td>
<td>Self Study</td>
<td></td>
</tr>
<tr>
<td>Qualified Assessor</td>
<td>Online</td>
<td></td>
</tr>
<tr>
<td>Vessel General Permit — EPA</td>
<td>On Campus in conjunction with other classes</td>
<td></td>
</tr>
</tbody>
</table>

**AMERICAN MARITIME OFFICER**

www.amo-union.org

**March 2020** 9

**NOTICE:** AMO members planning to attend STAR Center in Dania Beach, Florida — either to prepare for license upgrading or to undergo specialty training—are asked to call the school to confirm course schedule and space availability in advance.

**NOTICE OF NON-DISCRIMINATION POLICY AS TO STUDENTS:** The Simulation, Training, Assessment and Research Center (STAR), established under the auspices of the American Maritime Officers Safety and Education Plan, admit students of any race, color, national or 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.
AMO NATIONAL HEADQUARTERS
DANIA BEACH, FL 33004-4109
601 S. Federal Highway
(954) 921-2221 / (800) 362-0513
Paul Doell, National President
Mobile: (954) 981-5851
pdoell@amo-union.org
Extension 1001 / FAX: (954) 926-5112

Charles A. Murdock, National Secretary-Treasurer
Mobile: (954) 789-8944
cmurdock@amo-union.org
Extension 1004 / FAX: (954) 367-1025

Mike F. Flesigalan, National Executive Vice President
Mobile: (380) 986-8465
mflesigalan@amo-union.org / contracts@amo-union.org
Extension 1011 / FAX: (954) 367-1084

Joseph Z. Gremelsbacker, National Vice President, Deep Sea
Mobile: (954) 673-0880
jgremelsbacker@amo-union.org
Extension 1009 / FAX: (954) 367-1029

Todd Christensen, East Coast Representative
Mobile: (561) 806-3769
tchristensen@amo-union.org
Extension 1007

Michael J. Thomas, Gulf Coast Representative
Mobile: (954) 290-9775
mthomas@amo-union.org / Extension 1037

Robert Silva, Government Liaison
Mobile: (954) 785-8140
bsilva@amo-union.org / Extension 1013

Marie Dorth, Executive Assistant to the National President
Mobile: (954) 290-8109 / mdorth@amo-union.org
Extension 1010 / FAX: (954) 926-5112

Dispatch: (800) 345-3440 / FAX: (954) 926-5126
Brendan Keller, Dispatcher (bkeller@amo-union.org)
(800) 362-0513 Extension 1001 / Mobile: (954) 817-4000
Roy Emrick, Jr., Dispatcher (remrick@amo-union.org)
(800) 362-0513 Extension 1060 / Mobile: (954) 298-7635

Member Services: (800) 362-0513 Extension 1050
memberservices@amo-union.org / FAX: (954) 367-1086

Editorial Department: editorial@amo-union.org

WASHINGTON, D.C. 20024
480 L’Enfant Plaza East SW, Suite 7204

Paul Doell, National President
Mobile: (954) 981-5851
pdoell@amo-union.org

T. Christian Spain, National Vice President, Government Relations
Mobile: (202) 658-8887
cspan@amo-union.org
(800) 362-0513 Extension 7010 / FAX: (202) 479-1188

STAR CENTER

STUDENT SERVICES/LODGING AND COURSE INFORMATION
2 West Dixie Highway / Dania Beach, FL 33004-4312
(954) 920-3222 Extension 201 / (800) 942-3220 Extension 201
24 Hours: (954) 920-3222 Extension 7999 / FAX: (954) 926-5126

ASSOCIATION OF MARITIME OFFICERS

TOLEDO, OH 43604
One Maritime Plaza, Third Floor
FAX: (419) 255-2550

John E. Clemons, National Vice President, Great Lakes
Mobile: (419) 295-3509
johnclemons@amo-union.org
(800) 362-0513 Extension 6003

Joseph T. Brown, Great Lakes Representative
Mobile: (419) 309-1729
jbrown@amo-union.org
(800) 362-0513 Extension 6007

Michelle Moffitt, Dispatcher (mmoffitt@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
drobichaux@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

William Barrere, West Coast Representative
Mobile: (415) 854-2871
wbarrere@amo-union.org
FAX: (954) 367-1064

AMO PLANS CONTACT INFORMATION

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

Phone: (800) 345-3455
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) 348-6515
FAX — Medical Plan: (954) 298-3410 / FAX: (954) 922-7539
E-mail — Medical Plan: amomedical@amoplans.com
E-mail – Medical Plan: amo401k@amoplans.com
E-mail – Retirement Services: amopension@amoplans.com

E-mail – 401(k) Plan: amo401k@amoplans.com

E-mail – Retirement Services: amopension@amoplans.com

SBA PLANS
2 West Dixie Highway
Dania Beach, FL 33004-4312
(954) 920-3222 Extension 201 / (800) 942-3220 Extension 201
Course Attendance Confirmation: (800) 942-3220 Extension 200
24 Hours: (954) 920-3222 Extension 7999 / FAX: (954) 920-3140

MEDICAL CLINIC
2 West Dixie Highway
Dania Beach, FL 33004-4312
(954) 927-5213

AMO PLANS
2 West Dixie Highway
Dania Beach, FL 33004-4312
(800) 345-3455 / FAX: (954) 922-7539

AMO Coast Guard Legal Aid Program
Michael Reny
Mobile: (419) 346-1485
(419) 243-1105 / (888) 853-4662
MikeReny@BEX.NET
FAX: (419) 243-8953

SBA PLANS
2 West Dixie Highway
Dania Beach, FL 33004-4312
(800) 345-3455 / FAX: (954) 922-7539

SBA PLANS
2 West Dixie Highway
Dania Beach, FL 33004-4312
(800) 345-3455 / FAX: (954) 922-7539

E-mail – Medical Plan: amomedical@amoplans.com
E-mail – Medical Plan: amo401k@amoplans.com
E-mail – Medical Plan: amomedical@amoplans.com

AMO member addresses a career in maritime as part of Aspen Institute High Seas Initiative, represents North America on Nautical Institute council

American Maritime Officers member Alexandra Hagerty greets former Secretary of State Madeleine Albright during a meeting of the Aspen Institute in December. During her presentation, Secretary Albright discussed her first trip on the steamship USNS Bowditch, has spoken at Aspen High School in Colorado about her sailing career, and addressed the pursuit of careers in the maritime industry as part of the Aspen Institute’s High Seas Initiative. She is also a representative for North America on the Younger Members’ Council of the Nautical Institute. The council is advising the Nautical Institute on improving communications and outreach with their publication and event listings, including distribution of their magazine to AMO-contracted vessels.

Hagerty, who sails as chief officer aboard the USNS Bowditch, has spoken at Aspen High School in Colorado about her sailing career, and addressed the pursuit of careers in the maritime industry as part of the Aspen Institute’s High Seas Initiative. She is also a representative for North America on the Younger Members’ Council of the Nautical Institute. The council is advising the Nautical Institute on improving communications and outreach with their publication and event listings, including distribution of their magazine to AMO-contracted vessels.

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 800-650-1065. 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.

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.

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:

April 6, May 4, June 8

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

Members of American Maritime Officers working aboard the SLNC Magothy during Operation Deep Freeze 2020, here as the ship docked at McMurdo Station, Antarctica, included Third Mate Chris Cudney, Chief Mate Louis Hartmann, Captain Eric Swanson, Chief Mate Kraig Wallace, First Assistant Engineer Matt Fuss, Third Assistant Engineer Jack Watkins and Chief Engineer James Brown. The SLNC Magothy is operated under Military Sealift Command charter by Argent Marine Operations and is manned in all licensed positions by AMO.

DEFENDER
Continued from Page 2

"As I have said before, logistics is the sixth domain of warfare, and a critical part of any successful operation or exercise," Foggo said. "The transatlantic bridge is just as important today for moving troops and military equipment, supplies and material from the United States to Europe as it has been at any point in history."

2nd Fleet and 6th Fleet work together to ensure the security of sea-lanes of communication in the Atlantic. If called upon, the Department of Defense’s sealift transportation fleet expects to move approximately 90 percent of required assets from the U.S. to the theatre of conflict. The safest and quickest way to get needed materials to the front lines is via maritime convoy.

"We, as a Navy, are inherently linked with the broader maritime industry and this exercise provides a great opportunity to train like we fight," said Capt. Fitzpatrick. "Practicing convoy operations flexes a blue-water, high-end skill for the first time in many years, enabling us all to operate on, above, and below the sea in a contested environment."

C2F exercises operational authorities over assigned ships, aircraft, and landing forces on the East Coast and the Atlantic.

Shore Access
Continued from Page 7

105.237) applies to all seafarers, including U.S. mariners on domestic voyages, who must be allowed access through MTSA-regulated facilities for the purpose of shore leave or crew changes, free of charge to the seafarer. The facility security plan (FSP) needs to address access for mariners that are not already included or covered under the plan such as facility or company employees. Foreign seafarers’ that do not have proper paperwork/credentials may be denied access to shore leave by Customs and Border Protection (CBP).

Do facilities or terminals, based on their Facility Security Plan (FSP) or Alternative Security Program (ASP) that have already addressed access or utilize Public Access Areas (33 CFR 105.106) need a separate “system” to address seafarers’ shore access?

Security Plans need to address a system for mariner access but if a plan already has a no-cost means for mariner access such as Public Access Areas (33 CFR 105.106), or the facility receives only its own mariners or employees covered by their plan, such as small passenger vessel crews, a separate system need not be re-documented in the plan and plan amendments do not need to be re-submitted to the cognizant COTP. A defined public access area within a facility is open to all persons and provides a public pathway through the facility from public thoroughfares to the vessel. U.S. mariners with or without a TWIC may transit the facility through the public access area without escort. This process does not apply to cruise ship terminals or any facility interfacing with foreign flagged vessels.

As a reminder, important dates associated with the regulation:

- The facility owner and operator has 14 months after publication of the final rule to implement a system, which is June 1, 2020;
- Seafarers’ Access to Maritime Facilities regulation went into effect May 1, 2019;
- The system must be documented in the Facility Security Plan (FSP) on or before February 3, 2020.

www.amo-union.org