



MV Jean Anne marks first year in Jones Act service as Pasha Hawaii seeks to build second ship in U.S.



The car carrier *MV Jean Anne* recently completed its first year of operation in the Jones Act trades between California and the Hawaiian Islands. The ship is operated for Pasha Hawaii Transport Lines by Interocean American Shipping and is manned in all licensed positions by American Maritime Officers. Pasha Hawaii Transport is currently negotiating with U.S. shipyards for the construction of a second vessel for Jones Act service.

The new U.S.-flagged car and truck carrier *Jean Anne* this month will mark its first anniversary in domestic service—and the ship's owner is in the market for a second vessel for the same trade.

Manned in all licensed positions by American Maritime Officers, the *Jean Anne* is operated by Interocean American Shipping for Pasha Hawaii Transport Lines, a joint venture between the Pasha Group and Strong Vessel Operators.

Built at National Steel and Shipbuilding Co. in San Diego, the vessel shuttles between California and Hawaii under the Jones Act of 1920. The law requires that cargo vessels operating between ports in the U.S. and between the U.S. mainland and the remote states and territories of Alaska, Hawaii, Guam and Puerto Rico be owned, built, flagged and manned in the United States.

"As we approach the one-year mark of *Jean Anne's* ocean crossings, it's an excellent time to review our track record," said George W. Pasha IV, president of Pasha Hawaii

Transport Lines. "Through the first 20 voyages, she has not only met but has exceeded our expectations for shipments of vehicles, as well as for over-high and wide cargo. The volume and variety of cargo carried increases with each voyage, and our customer base continues to expand—we have established a reputation as a successful Hawaii-mainland liner company, the first in decades, and we take great pride in this accomplishment."

Tom Bethel, national executive vice president of AMO, also commented as the anniversary approached.

"Our union has had a strong, skilled hand in the success of this particular Pasha venture," Bethel said. "Every officer who has served aboard the *Jean Anne* has demonstrated the professionalism and commitment to excellence that are hallmarks of AMO. We anticipate this fleet's growth in Jones Act service."

Gayle Murphy Burns, manager of corporate marketing

See *Jean Anne* ♦ Page 11

U.S. Shipping Partners orders two more ATBs

New articulated tug-barges to operate under AMO contract in U.S. domestic trades

U.S. Shipping Partners has ordered two more double-hulled articulated tug-barges for domestic service under American Maritime Officers contract.

Manitowoc Marine will build the 160,000-barrel barges and Eastern Shipbuilding Group will build the tugs.

The first ATB is scheduled for delivery in August 2008, and the second vessel is planned for delivery three months later.

U.S. Shipping Partners' contracts with Manitowoc Marine and Eastern Shipbuilding include options for two more barges and four additional tugs.

"These two yards both have fine reputations and an established track record of successful deliveries," U.S. Shipping Partners Chief Executive Officer Paul Gridley said in the online edition of *Trade Winds* Feb. 22. *Trade Winds* is a shipping trade publication based in Norway.

In December 2006, U.S. Shipping Partners will take delivery of an articulated tug-barge under construction at Southeastern New England Shipbuilding Co., or Senesco, in Rhode Island.

"We are pleased by the growth of this fleet and encouraged by the company's continued faith in Jones Act markets," said AMO National Executive Vice President Tom Bethel. "AMO members, the finest licensed seafaring professionals in the world, will play a prominent role in the success of the ATB services."

The Jones Act holds domestic deep-sea, Great Lakes and inland waters cargoes for merchant vessels owned, built, documented and crewed in the United States.

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Court blocks controversial NSPS work rules

Page 6: A federal judge has blocked a controversial plan by the Department of Defense to set new job classification, wage and labor relations rules for its civilian employees under the National Security Personnel System.

A change of command at U.S. Navy's MSC

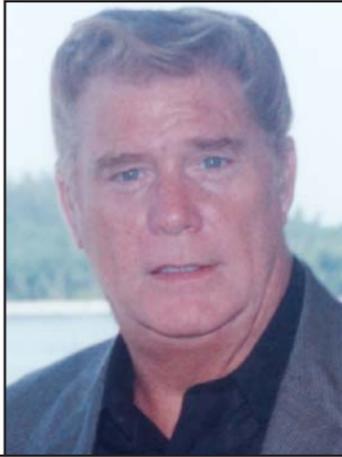
Page 12: Rear Adm. Robert D. Reilly Jr. assumed command of the U.S. Navy's Military Sealift Command March 10. He takes over for Vice Adm. David Brewer III, who had served as commander of MSC since August 2001.

Great Lakes News



Page 5: Union business, AMO Plans benefits were discussed during the 2006 area meetings.

Focus holds on FEMA's contract with foreign-flag cruise line



National President Michael R. McKay

Rep. Henry Waxman (D-CA) has asked the U.S. Department of Homeland Security to reassess a controversial deal in which a U.S.-based foreign-flagged cruise line stationed three vessels as emergency housing on the storm-struck Gulf Coast for six months.

The agreement, signed in September 2005 by Carnival Cruise Line and the Federal Emergency Management Agency, a unit of the Department of Homeland Security, cost U.S. taxpayers a minimum of \$192 million. The figure was drawn from what Carnival said it would have earned from the three vessels (*Ecstasy*, *Sensation* and *Holiday*) under routine operating conditions.

In a letter March 8 to Homeland Security Inspector General Richard L. Skinner, Rep. Waxman made note of Skinner's three-page Feb. 16 report on the Carnival charter. "You concluded that 'FEMA's decision to lease the cruise ships was reasonable under the circumstances, although not necessarily cost-efficient,'" the Congressman wrote. "You further found that 'cruise ships could be cost-efficient for high-cost areas like New Orleans as long as a high occupancy rate is maintained,' but noted that 'several problems kept the occupancy rate low in the first weeks after the disaster, and the ships never reached full occupancy.'"

Rep. Waxman added that, since all of the hurricane victims living aboard the ships had departed March 1, "we now know the actual occupancy rates for the ships over the course of the contract period." He asked Skinner to "update your analysis to reflect the new information."

Rep. Waxman cited a FEMA analysis that found use of the cruise ships would have been cost-efficient if the occupancy rate had held at 95 percent over the six-month charter period. "My staff has done a preliminary analysis of the contracts," he continued. "It finds that if the three Carnival Cruise ships are considered on their own, they would not be cost-efficient even at full occupancy. If every berth had been filled on the two ships based in New Orleans, the *Sensation* and the *Ecstasy*, the weekly cost per person would have been about \$1,720, almost exactly the federal weekly per diem rate of \$1,286 in that area. If every berth had been filled on the *Holiday*, which was based along the Mississippi-Alabama coast, the cost per week would have been \$1,294, almost twice the local per diem weekly rate of \$770.

"As your report acknowledged, the ships did not reach full occupancy," Rep. Waxman's letter added. "My staff's preliminary analysis, based on occupancy data for the last five months of the contract and your office's estimate that the ships averaged a 35-percent occupancy rate during the first month of the contract, shows that the three Carnival Cruise ships housed an average of 4,408 people over the course of the contract, far below the contract maximum of 7,116. As a result of the low occupancy rates, the average weekly cost of housing individuals on the three Carnival ships was much higher than the federal per diem rates. For the two ships based in New Orleans, the average weekly cost per passenger was about \$1,862, 45 percent more than the local federal per diem rate of \$1,2182. The *Holiday*, the Carnival Cruise ship based along the Mississippi-Alabama coast, was the least occupied ship, averaging only 818 passengers during this period. This low occupancy rate led to a per-person weekly cost of \$2,923, almost four times more than the local per diem rate."

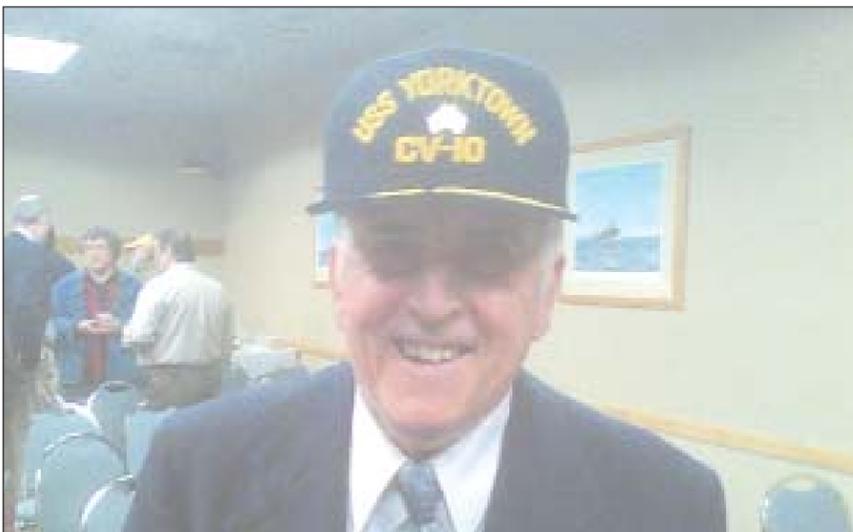
Rep. Waxman cited testimony by Terry Thornton, a Carnival Cruise Line vice president, during a House hearing late last year on the charter agreement. Thornton testified that the two-person-per-cabin capacity of the *Ecstasy* and *Sensation* is 5,556. Thornton also said the ships were at or above capacity based on the lower capacity number.

"I urge you to re-examine the contracts in light of the actual passenger counts for the full six months of the contract period," Rep. Waxman wrote. "In addition, I request that you provide me with additional information that should be available now that the contract is complete."

The Congressman asked specifically for "documentation of the total amount paid to Carnival Cruise Lines, the total amount of costs reimbursed, and the total amount of profit earned by Carnival under this contract," and "documentation regarding Carnival's obligations under the neutrality provision of the contract, including any audits performed by the government and the total amount of payments reimbursed to the government by Carnival."

Carnival Cruise Line has its corporate headquarters in Miami, but the line is incorporated in Panama and its ships are registered under foreign flags of convenience.

Lakes vet sets meeting record



Bernard Mousseau, a retired member of AMO, at the AMO Great Lakes area meeting in Alpena, Michigan, March 1. Brother Mousseau and his wife of 50 years, Carol, have attended at least one of the annual Great Lakes sessions every year for the last 46 years.

New to the AMO Executive Board



Capt. John K. Hafner, shown here with AMO National President Michael R. McKay, has been appointed to the national executive board of AMO. Hafner succeeds Bob Kiefer as national executive board member, inland waters. Kiefer was appointed national assistant vice president at large upon the death of Leroy Tanner.

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2007 budget proposal would cut food aid programs, damage U.S. agricultural and shipping industries

Cargoes traditionally reserved for U.S.-flagged vessels would be replaced by grants

The proposed fiscal 2007 budget for the U.S. Department of Agriculture would alter U.S. food aid programs to the detriment of U.S. maritime and agricultural interests.

The USDA spending blueprint would allow the State Department's Agency for International Development to replace some of USDA's direct commodity shipments to poor countries with cash grants—which would reduce cargoes available to U.S.-flagged merchant ships, including vessels operated under American Maritime Officers contract.

AID would be permitted to use 25 percent of USDA's food aid budget for

the grants.

Under the proposal, cash grant recipient countries would not be required to buy farm products from U.S. interests.

Under Public Law 480, USDA is authorized to buy wheat and other commodities from domestic producers and donate it for overseas shipment in response to widespread malnutrition, famine or natural disasters. A cargo preference provision in a 1985 farm support measure set aside up to 75 percent of such shipments for U.S.-flagged ships. In exchange, U.S. cargo vessel operators relinquished all claim to all other USDA exports.

“Any reduction in the volume of Department of Agriculture's humanitarian exports would result in a proportionate reduction in the volume of cargoes available to U.S.-flagged merchant ship operators under the 1985 cargo preference law,” AMO National Executive Vice President Tom Bethel said.

“Fewer food aid exports would result in lost jobs at sea and ashore, fewer ships for defense services as needed, and fewer skilled and dependable civilian officers and crews to man government-owned and chartered sealift ships in national security emergencies.

Bethel added: “Exporting cash

instead of commodities would also diminish the diplomatic dividend that comes from using American vessels in USDA's humanitarian export programs—the good will generated overseas by the sight of the U.S. flag flying freely from the stern of a ship loaded with food. This is an important consideration at a time when the U.S. wants to broaden its appeal in poor and developing countries.”

A fiscal 2006 USDA budget proposal to provide cash grants in lieu of direct commodity shipments had no traction in the House of Representatives or the Senate.

U.S. District Court rules that Customs and Border Protection erred in granting Jones Act exemption

A U.S. District Court recently rejected rulings from U.S. Customs and Border Protection that had allowed a company to circumvent the Jones Act by shipping frozen fish from Alaska to the U.S. East Coast aboard a foreign-flagged vessel via a Canadian port and rail lines.

Judge Ellen Segal Huvelle of the U.S. District Court for the District of Columbia ruled Feb. 10 that U.S. Customs and Border Protection (CPB) erred when it determined that a foreign-flagged vessel qualified for an exemption to the Jones Act despite the fact that the shipping company failed to meet the requirements specified in the Jones Act to qualify for such an exemption, specifically the filing of rate tariffs for the rail portion of the shipments.

The ruling stemmed from a case brought by Jones Act carrier Horizon Lines LLC against American Seafood Company LLC and the United States of America. Horizon had challenged CPB rulings that permitted the company to ship frozen fish along an essentially U.S. domestic route aboard a foreign-flagged ship under exemption from the Jones Act. The company added an extra leg to the transit, diverting shipments about 145 miles over Canadian rail, before they were finally brought to the U.S.

The Jones Act requires that cargo shipped by water between two points in the U.S., including noncontiguous states such as Alaska, be transported by vessels built and registered in the U.S., manned by U.S. citizens and owned and operated by companies under majority U.S. ownership.

A provision of the Jones Act, known as the Third Proviso, can be invoked to permit vessels not qualified for the Jones Act trades to ship cargo “between points within the continental United States, including Alaska, over through routes heretofore or hereafter recognized by the Surface Transportation Board for which routes rate tariffs have been or shall hereafter be filed with the Board when such routes are in part over Canadian rail lines and their own or other connecting water facilities.”

CPB had ruled that Sunmar Shipping Inc. qualified for an exemption to the Jones Act under the Third Proviso and could ship fish from Alaska to Massachusetts via Nova Scotia even though the company did not intend to file

rate tariffs with Surface Transportation Board for the portion of the shipment conducted on Canadian rail.

Relying upon its own reasoning and interpretations of U.S. statutes, CPB determined variously that rate tariffs could not be filed with the Surface Transportation Board (STB), did not need to be filed with the STB and/or could be filed but only for informational purposes, according to court documents. Regardless of whether or not or in what form rate tariffs were filed, CPB determined that Sunmar qualified for an exemption from the Jones Act for the waterborne portion of the shipment.

Horizon's challenge—which was supported by a legal brief from Jones Act carrier Totem Ocean Trailer Express—of the CPB decision brought the case to U.S. District Court. Judge Huvelle found fault

with CPB's factual and legal analysis of U.S. statutes and ruled that the language of the Jones Act's Third Proviso must be followed literally for an exemption to the law to be valid.

Despite CPB's acknowledgement that the Third Proviso is a limited exception to the Jones Act, “the agency's interpretation expands the Proviso to permit a non-coastwise-qualified private shipper to engage in noncontiguous domestic trade without filing a rate tariff with the STB. This interpretation ignores both the plain language of the statute and the congressional intent in enacting it,” Judge Huvelle said.

Citing existing case law, the judge noted that an interpretation of the Third Proviso to allow foreign vessels to ship cargo in U.S. domestic trades without complying with the terms of the provision

“would go beyond its purpose and in large measure defeat the prohibition” set forth in the Jones Act.

“It is within the authority of Congress to expand the scope of the Third Proviso and the fact that certain foreign vessels that wish to take advantage of the Proviso are unable to is the concern of the legislature and not the agency,” Judge Huvelle said.

The Jones Act (Section 27 of the Merchant Marine Act of 1920) is a cornerstone of U.S. maritime policy and is crucial to maintaining a fleet of American merchant vessels that conduct the nation's commerce safely and efficiently and provide a substantial job base for American merchant mariners, many of whom serve aboard government cargo vessels, tankers and military sealift ships during times of war and national crisis.

U.S. cargo, cabotage laws threatened by new proposal to include maritime services at WTO

The European Union Feb. 28 submitted a new proposal to include maritime services in ongoing multilateral trade negotiations.

The proposal—filed in Geneva, where the talks are held under the auspices of the World Trade Organization—represented a tactical departure for the EU, which has sought repeatedly to put shipping on the WTO agenda. This time, the EU took a “plurilateral” approach, lining up other countries known to want WTO rules for maritime trade behind a single proposal.

Details had not emerged from Geneva by March 1, but the EU, Japan, the Nordic countries, Panama and others are known to want negotiated repeal of the 1920 Jones Act, the law that holds all U.S. domestic deep-sea, Great Lakes and inland waters maritime markets for merchant vessels owned, built, flagged and manned in the United States. These nations and others also want access to U.S. domestic passenger, towing, dredging and salvage vessel trades.

Moreover, the EU, Japan and others have been critical of the Maritime Security Program, which now supports 60 U.S.-flagged merchant ships in commercial international trade. The MSP guarantees the Department of Defense immediate access to the ships for strategic sealift service during national security emergencies.

Cargo preference laws that hold specific amounts of U.S. government-financed imports and exports for U.S.-flagged cargo ships and a law reserving Alaskan North Slope crude oil exports for U.S.-flagged tankers are also targeted by the foreign governments.

“The Jones Act, the Maritime Security Program, cargo preference—if U.S. trading partners can sink these critical U.S. maritime policy elements at the multilateral, regional or bilateral trade table, they can sink the U.S. merchant fleet in U.S. coastal waters and on the high seas,” said American Maritime Officers National President Michael McKay. “This threat has persisted for years—as far back as GATT (General Agreement on Tariffs and Trade) in 1947 as far as the Jones Act is concerned.

Fortunately, the U.S. has refused to yield to its trading partners on the maritime front—our government has understood consistently that the U.S. cannot protect its vital interests worldwide without a strong American merchant fleet.”

At press time, there was no indication that the U.S. position on maritime services in trade bargaining would change in the wake of the EU proposal.

In a related development, U.S. Trade Representative Rob Portman Feb. 16 said the prospect of a free trade agreement between the U.S. and Panama was increasingly dim.

In the talks, Panama has sought designation as a “distant foreign port” as defined in the U.S. Passenger Vessel Services Act of 1886. The law requires a foreign-flagged cruise ship departing one U.S. port to call at a distant foreign port before taking on or disembarking passengers in another U.S. port. U.S. maritime interests have said defining Panama as a distant foreign port would permit foreign-flagged cruise interests to dodge PVSA requirements.

AMO Medical Plan PPO Contact Information:

PHCS is the Plans' primary PPO that covers eligible participants in all states. Alternate PPO enrollment is based on a coverage analysis of each geographical area. If you have questions regarding PPO enrollment verification, please contact the Plan Office Participant Services at (800) 348-6515 ext. 12

STATE	PPO NAME	PHONE	WEB SITE
All States	Private Healthcare Systems (PHCS)	(800) 644-0327	www.phcs.com
Alabama	Health Choice of Alabama/AHA	(205) 715-4800	www.aha-ppo.net
Arizona	Arizona Medical Network/AHA	(800) 448-3585	www.aha-ppo.net
Arkansas	Arkansas Managed Care Organization/AHA	(800) 278-8470	www.aha-ppo.net
Colorado	Mountain Medical Affiliates/AHA	(800) 647-1856	www.mma-bp.com
Connecticut	Pioneer Health (HealthCare Value Management, Inc.)	(800) 423-4586	www.pioneerhealth.com
Florida	SouthCare/AHA	(800) 395-2545	www.southcareppo.com
Georgia	SouthCare/AHA	(800) 395-2545	www.southcareppo.com
Hawaii	MDX—Hawaii Preferred Provider Network	(800) 856-4668	www.mdxnet.com
Illinois	Great Rivers Network/AHA	(800) 870-6252	www.aha-ppo.net
Indiana	Sagamore Plus/AHA	(800) 320-0015	www.sagamorehn.com
Iowa	Midlands Choice/AHA	(800) 605-8259	www.midlandschoice.com
Maine	HealthCare VALUE Management, Inc./AHA	(800) 922-4286	www.hcvm.com
Maine	Maine Medical Network	(800) 556-1144	www.mainemednet.com
Massachusetts	HealthCare VALUE Management, Inc./AHA	(800) 922-4286	www.hcvm.com
Michigan	Preferred Provider Organization Midwest (PPOM)/AHA	(800) 878-7766	www.ppom.com
Minnesota	PreferredOne	(800) 451-9597	www.preferredone.com
Missouri	Great Rivers Network/AHA	(800) 870-6252	www.aha-ppo.net
Missouri	Saint John's Health System/AHA	(800) 870-6252	www.smhm.com
Nebraska	Midlands Choice/AHA	(800) 605-8259	www.midlandschoice.com
New Jersey	Intergroup Services Corporation/AHA	(800) 537-9389	www.igs-ppo.com
New Hampshire	HealthCare VALUE Management, Inc./AHA	(800) 922-4286	www.hcvm.com
New Mexico	Health Management Network/AHA	(800) 448-3585	www.aha-ppo.net
New York	MultiPlan, Inc.	(800) 870-6250	www.multiplan.com
North Carolina	MedCost Preferred/AHA	(800) 824-7406	www.medcost.com
Ohio	Emerald Health Network/AHA	(800) 346-3141	www.emeraldhealth.com
Oklahoma (North & East)	Preferred Community Choice/AHA	(800) 884-4776	www.ccmhp.com
Oklahoma (Central & West)	Preferred Community Choice/AHA	(800) 643-7499	www.cok.com
Oregon	Providence Preferred Oregon/AHA	(800) 793-9338	www.providence.org
Pennsylvania	Intergroup Services Corporation/AHA	(800) 537-9389	www.igs-ppo.com
Rhode Island	HealthCare VALUE Management, Inc./AHA	(800) 922-4286	www.hcvm.com
South Dakota (Sioux City)	Midlands Choice/AHA	(800) 605-8259	www.midlandschoice.com
South Carolina	MedCost Preferred/AHA	(800) 824-7406	www.medcost.com
Texas	National Health Care Alliance/AHA	(800) 759-3118	www.aha-ppo.net
Vermont	HealthCare VALUE Management, Inc./AHA	(800) 922-4286	www.hcvm.com
Washington	Northwest One/AHA	(800) 870-6252	www.aha-ppo.net
Washington (Southwest)	Providence Preferred Oregon/AHA	(800) 793-9338	www.providence.org
Wisconsin	MultiPlan/Wisconsin Preferred Provider Networks	(800) 279-9776	www.wppn.com

Great Lakes News

Lakes area membership meetings are traditional and informative



Dan Smith, AMO National Vice President, Great Lakes

My thanks to every active and retired engineer, mate and steward who turned out for the 2006 American Maritime Officers Great Lakes area membership meetings. Strong showings in all seven ports between Feb. 27 and March 3 made these sessions especially productive.

The informational area meetings are a Great Lakes tradition in our union, dating to when lakes officers typically worked a minimum of nine months with little if any time off and little or no opportunity to attend regularly scheduled monthly AMO membership meetings. In 1974, AMO won the absolute right to guaranteed time off for its members during the increasingly longer lakes shipping season, but the annual meetings—held this year in the ports of Tampa (where many Great Lakes AMO members spend the winter), Green Bay, Duluth, Traverse City, Alpena, Cleveland, Ashtabula and Toledo—continued because participation and feedback confirmed their value.

AMO National Great Lakes Assistant Vice President Don Cree and I were joined this year by AMO National President Michael McKay (who reported on developments in maritime labor nationwide), AMO National Executive Vice President Tom Bethel (who discussed deep-sea contract matters and legislative issues), and AMO Plans Executive Director Steve Nickerson, who provided detailed reports on the consistently strong, stable AMO Pension, Medical, Vacation and Safety and Education Plans. Larry Goldstock, a vice president at Citigroup/Smith Barney, explained the versatile strategies, options and mechanics of the AMO 401(k) Plan. Attorney Mike Reny discussed the Coast Guard Legal Aid Program, which is available to all Great Lakes AMO members.

Union discussions addressed diverse topics, including:

AMO finances

Membership dues in AMO were not increased this year because our union remains sound.

Membership dues in AMO have been increased only three times in the last 23 years (1983, 1997 and 2003), and our union has the lowest dues rate among all three U.S. merchant marine officers' unions.



American Maritime Officers officials and representatives of American Maritime Officers Plans addressed the union's membership during the annual series of Great Lakes area meetings in February and March 2006. Among those making presentations (above left) were (left to right) Second Vice President, Investments, with Citigroup/Smith Barney Larry Goldstock, AMO National Executive Vice President Tom Bethel, AMO National Great Lakes Vice President Dan Smith, AMO National Great Lakes Assistant Vice President Don Cree, Michael Reny of the AMO Great Lakes Coast Guard Legal Aid Program and AMO Plans Director of Benefits Mike Naftaniel. Also addressing the membership was AMO Plans Executive Director Steve Nickerson (not pictured). In addition to union business, information was provided on the medical, pension, 401(k) and other benefit plans and the questions of AMO members regarding benefits and union business were answered.

U.S. carriers optimistic about growth in shipping

U.S.-flag carriers operating on the Great Lakes are optimistic about growth in shipping, according to a survey conducted by the U.S. Maritime Administration (MARAD).

MARAD surveyed U.S.-flag carriers, who collectively accounted for 93 percent of domestic cargo traffic on the Great Lakes in 2004, and published a report on the survey in November 2005.

According to MARAD, participants in the survey expressed optimism for growth in the bellwether bulk cargoes of iron ore, coal, limestone and cement, which are essential to regional steel production, manufacturing, construction and utilities.

A majority of the survey's respondents indicated that there is potential for new bulk trades on the Great Lakes, such

Vessel employment

In 2005, AMO enjoyed full employment in the Great Lakes, deep-sea and inland waters sectors. On the lakes, every vessel but one was activated early and ran late in the shipping season.

Our union is so busy that we continue to recruit manpower from the U.S. Merchant Marine Academy in Kings Point, N.Y., and from state-operated maritime academies in Maine, Massachusetts, New York, Texas, California and Michigan. Many of the cadets like what they see in AMO and sign on quickly, and many show interest in Great Lakes careers.

Collective bargaining

In November 2005, our union's Great Lakes members were asked to provide contract proposals for negotiations that will take place this year. A negotiating committee will review and sort the proposals by fleet and by need.

As always, Great Lakes contract negotiations will be influenced by the states of the domestic steel, energy and construction industries that use the iron ore, coal and stone carried by U.S.-flagged Great Lakes bulk vessel operators.

But another factor could loom this year—the collusive, cut-rate 10-year contract between Interlake Steamship Co. and the Marine Engineers Beneficial Association, a contract that costs much less than our union's Great Lakes collective bargaining agreements. Interlake would like nothing more than to monopolize U.S.-flagged Great Lakes bulk trades, and the company sees its contract with MEBA as a portal to that point. The Interlake-MEBA contract could be a factor as well in collective bargaining between U.S.-flagged Great Lakes vessel operators and the unlicensed seagoing unions (the Seafarers International Union and United Steelworkers of America Local 5000).

ON ... and on and on

The possible sale of the Oglebay Norton (ON) fleet was another topic. ON has already sold two of its oldest vessels to a non-union company that will convert at least one into a tug-barge. The fate of the second vessel remained uncertain. Oglebay Norton operates 9 additional bulk carriers under AMO contract, and the fleet's fate is an increasingly important issue.

Conversation also focused on the lawsuit filed recently by AMO against MEBA, top MEBA officials, and MEBA benefit funds. The suit, which charges "tortious interference" with a collective bargaining agreement between Interlake and AMO in 2003, exposes the defendants to massive liability resulting from actions detailed here and elsewhere. The prospects of another legal triumph for AMO in this dispute are strong.

Our union's determined effort to overcome a stubborn "no leave" policy at the Zug Island ore dock near Detroit (and our effort to motivate the U.S. Coast Guard on that front), the continued evolution of the AMO Safety and Education Plan's Raymond T. McKay Centers for Advanced Maritime Officers' Training and RTM Simulation, Training, Assessment and Research Centers as the nation's premier training centers for U.S. merchant marine officers, and the critical value of the AMO Voluntary Political Action Fund were also discussed.

AMO members who were unable to attend one or more of the meetings, or who were on hand but now have additional comments or questions, are asked to call me, Don Cree or AMO National Great Lakes Executive Board Member Stan Barnes at 419-255-3940 or at one of two toll-free numbers: 800-221-9395 (outside Ohio) or 800-221-2294 (inside Ohio).



Court blocks Defense Department's controversial National Security Personnel System work rules

Judge: NSPS would 'entirely eviscerate collective bargaining' for civilian employees

A federal judge in Washington Feb. 28 blocked a controversial plan by the Department of Defense to set new job classification, wage and labor relations rules for its civilian employees.

In a 77-page decision, U.S. District Court Judge Emmett G. Sullivan said DOD's revised civilian employment policy—known as National Security Personnel System, or NSPS—would not ensure the employees' collective bargaining rights.

Moreover, NSPS would not provide for independent third-party review of labor decisions, and it would deny defense employees a fair way to deal with disciplinary actions.

"Taken as a whole, the design of these new regulations appears to rest on the mistaken premise that Congress intended flexibility to trump collective bargaining rights," Judge Sullivan wrote. NSPS, he added, would "entirely eviscerate collective bargaining."

An estimated 800,000 civilian Defense Department workers would be subject to NSPS—including civilian mer-

chant mariners (CIVMARs) employed directly by the Navy's Military Sealift Command, the U.S. Army Corps of Engineers and the National Oceanic and Atmospheric Administration.

Unlike the Seafarers International Union, the International Organization of Masters, Mates and Pilots and the Marine Engineers Beneficial Association, American Maritime Officers does not represent CIVMARs in the MSC, Army Corps or NOAA fleets.

However, American Maritime Officers has joined the other unions in opposition to NSPS, and the coalition has already won CIVMAR exemption from the compensation, appeals and human resources portion of NSPS. No seagoing or shoreside unions had won exemption from the labor relations rules barred by Judge Sullivan.

"We see it as a matter of principle, a labor issue," said AMO National Executive Vice President Tom Bethel. "No one should be denied the right to work under a labor agreement negotiated in good faith—collective bargaining is a

fundamental freedom, and it certainly is not a threat to national security, even when exercised by Defense Department employees.

"We also see NSPS as a potential threat to civilian mariners employed in the private sector by U.S.-flagged shipping companies doing defense work under MSC or Maritime Administration charter," Bethel continued. "DOD could decide at some point to apply NSPS in government charter trades."

Judge Sullivan's ruling was in response to a suit brought against DOD in November 2005 by the American Federation of Government Employees and 12 other unions representing 350,000 defense workers ashore. In their complaint, the unions charged, among other things, that DOD had not consulted with labor before crafting NSPS as required under a 2003 law.

"This is a big win," said AFGE President John Gage. "I think the judge very clearly showed in his decision that this was not collective bargaining by anybody's definition."

Joseph Goldberg, general counsel to the AFGE, said Judge Sullivan's ruling gutted "the core of NSPS, leaving but a hollow shell of provisions that simply cannot stand on their own."

Defense Department lawyers were "reviewing" Judge Sullivan's decision to "determine what our next steps will be," said DOD spokeswoman Joyce Frank.

Mary Lacey, NSPS program executive officer at DOD, said the court ruling would not change the department's plan to move an initial bloc of 11,000 civilian employees into NSPS in April 2006 because the employees do not belong to labor unions. She conceded, however, that the court ruling was a setback. "Would I prefer we didn't have this situation? Absolutely," Lacey said. "But I believe we're right, and we are going to proceed."

Judge Sullivan's ruling was similar to one handed down in August 2005 by U.S. District Court Judge Rosemary Collier, who blocked the application of NSPS in the Department of Homeland Security.

Seagoing unions again provide exceptional service

American mariners answered the calls for Middle East sealift, hurricane relief efforts

Seagoing unions provided exceptional service to the U.S. under extraordinary circumstances in 2005, and they are poised for new tests this year, American Federation of Labor-Congress of Industrial Organizations Maritime Trades Department President Michael Sacco has advised.

Writing in the department's newsletter, Sacco noted the work of U.S. merchant marine officers and crews during relief and recovery operations after the tsunami that struck southwest Asia, the earthquake that rocked Pakistan, and the fierce hurricanes that ravaged the U.S. coast along the Gulf of Mexico. He also cited the ongoing sealift service in support of U.S. armed forces overseas.

These humanitarian and defense missions reflected common commitment to the national interest, Sacco said.

"U.S. civilian mariners continued to provide irreplaceable support to the war effort in Iraq and Afghanistan," he wrote. "They distinguished themselves during the hurricane and Asian relief efforts. In peace and war, American mariners responded to the call of duty, earning praise for their efforts."

Sacco, who also serves as president of the Seafarers International Union, said the bond among the unions—and among the unions, U.S.-flagged merchant vessel operators, legislators and government agencies—had made progress possible for the U.S. maritime community on important fronts last year.

While U.S. jobs were "being exported overseas in record numbers," united U.S. maritime interests worked with "a bipartisan coalition" in Congress to protect seagoing jobs by securing full funding of the Maritime Security Program and reinforcing support of the Jones Act. The Maritime Security Program sustains 60 U.S.-flagged merchant ships in commercial international



President of the Maritime Trades Department and the Seafarers International Union of North America Mike Sacco addresses members of the Maritime Trades Department during the organization's 2006 meetings, which were held in February in Coronado, Calif.

trade, and the Jones Act holds domestic deep-sea, Great Lakes and inland waters cargo markets for merchant vessels owned, built, documented and crewed in the U.S.

Under its authorizing legislation,

the Maritime Security Program cannot be paid for up front for its 10-year span. Instead, funding must be approved each year as a direct budget appropriation. The Jones Act—which requires no federal funding—has been the subject of persis-

tent criticism in the United States and overseas by powerful interests seeking to amend or repeal the law, which continues to enjoy broad bipartisan Congressional support.

"Yes, 2005 was a relatively good one for maritime workers," Sacco wrote. "Grit, hard work and determination on the part of every sector of the industry ... produced some substantial gains. In an industry often known for its internal divisions, everyone sang off the same page—and this sense of unity, this singleness of purpose, made a big difference."

"Maritime workers can use this formula to achieve the same kind of results in 2006," Sacco continued. "Despite our many successes last year, challenges still remain."

Among these are continued funding of the Maritime Security Program, which must be paid for each year as a direct budget appropriation, and development of new ship construction projects.

Also ahead are budget battles over port security, the Title XI shipbuilding loan and mortgage guarantee program overseen by the Department of Transportation's Maritime Administration under the Merchant Marine Act of 1936, and shipbuilding for the U.S. Navy.

"It's never easy," Sacco concluded, referring again to 2005. "It was an uphill battle every step of the way. In the final analysis, though, the U.S. maritime industry wasn't a footnote or bystander to history last year. It was a part of history, and an important part at that."

American Maritime Officers National President Michael R. McKay said AMO "will support the MTD's legislative agenda fully at every possible level in 2006—we will be active not only in Washington, but locally through the MTD port councils our union is proud to participate in."

MPS fleet essential to new strategic sealift program

Prepositioned vessels, American merchant mariners are vital to U.S. military might

The Maritime Prepositioning Ship program will become even more essential as the Department of Defense pursues a new strategic sealift program, Maersk Line Limited executive David Sloane said in February.

Sloane, whose company operates five of the 16 U.S.-flagged roll-on/roll-off ships prepositioned with U.S. Marine Corps equipment under Military Sealift Command charter in the Far East, the Mediterranean and the Indian Ocean, said the MPS fleet must be relied upon for at least 10 more years.

"It's clear that the successor of this program (MPS) is going to be the Maritime Prepositioning Force Future program," or MPF (F), Sloane told *Seapower*, a publication of the Navy League of the United States. "We know now that, realistically, the program is not going to come on line for maybe another decade. Our challenge is to make sure these (MPS) ships can fill the gap—keeping these ships maintained and mission-ready and meeting the Marine Corps' requirements until MPF(F) is going to be our challenge."

Maersk Line Limited operates the *PFC James Anderson Jr.*, *PFC William B. Baugh*, *1st Lt. Alex Bonnyman*, *Cpl. Louis J. Hauge Jr.* and *Pvt. Franklin K. Phillips* in the MPS program. The ships—manned in all licensed positions by American Maritime Officers—are former Maersk Line container ships that were operating in commercial foreign trade markets until they were converted for MSC charter. Conversion began in Baltimore in 1984.

"Prepositioning was not always known to be cost-effective," Sloane said in *Seapower*. "When the first Gulf War happened (Operations Desert Shield and Desert Storm in 1990 and 1991), these ships were able to be in the theater of operation a week later. When the Marines got to the first Gulf War, their equipment was there waiting for them. That was a huge success in proving the prepositioning process."

Sloane—a 1982 graduate of the U.S. Merchant Marine Academy in Kings Point, N.Y.—said the success of the MPS program had encouraged the Army to develop its own pre-positioned supply ship capacity. "When the Army realized it didn't have that capability, it led to a billion-dollar shipbuilding program that the Army now has, including



The Maritime Prepositioning Ship *PFC William B. Baugh* is operated by Maersk Line Limited and manned in all licensed positions by American Maritime Officers.

15 ships that have prepositioning and sealift use," he explained. "So the Army can do what the Marine Corps was able to do based on the MPS program."

Sloane concluded: "Very important for the success of the program is our ability to have access to trained and capable U.S. citizen merchant mariners, because those are the ones that operate the ships, and that is really a critical piece of the process—keeping experienced and trained merchant mariners actually on those ships and operating them."

In a related development, the Defense Department's recently completed Quadrennial Defense Review recommended construction or acquisition of 12 ships for the MPF (F) program.

Rep. Neil Abercrombie selected for Propeller Club's Salute to Congress



Congressman Neil Abercrombie greets AMO National President Michael McKay at the 2006 Maritime Trades Department meetings.

The Propeller Club of the United States has selected Rep. Neil Abercrombie (D-HI) to be the recipient of its 2006 Salute to Congress Award.

"Congressman Abercrombie has always been a staunch supporter of the American merchant marine and the laws and programs that support our U.S.-flagged fleet," said AMO National President Michael McKay. "He is among the maritime industry's greatest allies on Capitol Hill."

The 22nd annual Salute to Congress dinner will be held May 2 in Maryland. Those attending the dinner honoring Rep. Abercrombie will include members of Congress, officials of the executive branch and leaders of the American maritime industry.

Rep. Abercrombie has represented Hawaii's First Congressional District since 1986. He is a senior member of the House Armed Services Committee, Committee on Resources, the Subcommittee on Tactical Air and Land Forces and the Readiness Subcommittee.

"The Jones Act generates thousands of American jobs and millions in revenues for the federal government, states and localities," Rep. Abercrombie recently remarked. "It ensures fair wages and decent conditions for working men and women aboard U.S. vessels and in domestic shipyards. It provides a vital strategic mobility component in our national security equation. Last but not least, the Jones Act guarantees a dependable ocean shipping lifeline for my home state of Hawaii and other offshore jurisdictions."



Meeting with Rep. Abercrombie during the MTD sessions were (left to right) AMO National Executive Vice President Tom Bethel, Seafarers International Union Port Agent Neil Dietz and SIU Vice President Nick Marrone.

ILO's adoption of "Seafarers' Bill of Rights" welcomed by maritime labor

The International Labor Organization Feb. 23 adopted a single convention governing seagoing employment worldwide.

The Consolidated Maritime Convention carried by a vote of 314-0, with four abstentions. The convention essentially consolidates all ILO requirements into one instrument.

The convention, hailed as the "Seafarers' Bill of Rights," was welcomed by International Transport Workers' Federation General Secretary David Cockcroft, who characterized the agreement as "a historic result for the ILO, showing that what has long been a global industry

needs global regulation which will be enforced in practice at sea and in the world's ports."

Chris Horrocks, representing employers as general secretary of the International Shipping Federation, said: "This landmark decision is just the beginning. Now we have to ensure that every government ratifies this convention as soon as possible and applies it in full."

The ILO, which is an arm of the United Nations, said the Consolidated Maritime Convention must be ratified by 30 ILO-member states.

Once ratified, the convention would be applied within a year to passenger ves-

sels and bulk carriers. All other ship types would be covered a year later. The ILO projected worldwide application within five years.

The ILO convention sets a minimum age of 16 for employment aboard a merchant vessel and sets standards for hours of work and rest, accommodations, health and safety and social welfare. The convention also provides seafarers worldwide with grievance procedures.

Countries ratifying the convention are permitted to inspect vessels for compliance and can deny port entry to ships on which violations are found.

Juan Somavia, director-general of the

ILO, said the consolidated convention would "help ensure decent working conditions for the world's seafarers."

Somavia added: "We have made maritime labor history. We have adopted a convention that spans continents and oceans, providing a comprehensive labor charter for the world's 1.2 million or more seafarers and addressing the evolving realities and needs of a sector that handles 90 percent of the world's trade. What's more, we have established a socio-economic floor to global competition in the maritime sector"

Bruce Carlton, a U.S. delegate to the ILO, said the convention "is unique in that it has teeth."

The Raymond T. McKay Center For Advanced Maritime Officers Training

2 West Dixie Highway • Dania Beach, FL 33004 • (800) 942-3220

ENGINE DEPARTMENT

LICENSE TRAINING: Original and Raise-of-Grade License (Steam and Motor):
Call For Information

STEAM CROSSOVER
Course Length — Four Weeks
July 10

ELECTRICAL, ELECTRONIC TROUBLESHOOTING—NEW
Course Length — Four Weeks
April 17

OILY WATER SEPARATOR—NEW
Course Length — One Day
June 6

ENGINE ROOM RESOURCE MANAGEMENT
Five-Day Course (Monday-Friday)
June 5 August 28

GAS TURBINE ENDORSEMENT
10-Day Course
May 15 September 25

ADVANCED SLOW SPEED DIESEL PROPULSION
Two-Week Course — Open to Chief and First Assistant Engineers
August 14

DECK DEPARTMENT

DECK LICENSE UPGRADE: SECOND OFFICER TO CHIEF MATE / MASTER
New U.S. Coast Guard Requirements Under STCW '95

- ◆ **Shiphandling (Simulator):** April 17-28, June 12-23, August 21-September 1
 - ◆ **Celestial Navigation (Five Days)*:** April 3-7, June 26-30, August 7-11
 - ◆ **Meteorology (Five Days):** March 13-17, May 8-12, July 17-21
 - ◆ **Marine Propulsion Plants (Five Days):** April 3-7, May 1-5, August 7-11
 - ◆ **Navigation (Simulator Week 2 / 10 Days):** May 1-12, July 10-21
 - ◆ **Medical Training:** See Medical Care Provider & Medical PIC course dates
 - ◆ **Cargo Operations (9 Days):** May 15-25, July 24-August 3
 - ◆ **Stability (Five Days):** April 10-14, June 5-9, August 14-18
(It is recommended that chapters 1-12 in the book, *Stability and Trim for the Ship's Officer*, by John La Dage, be reviewed prior to attending this course)
 - ◆ **Watchkeeping Week One (Simulator / 3 Days)**:** May 17-19, July 26-28
 - ◆ **Watchkeeping Week Two (Simulator / 5 Days)**:** May 22-26, July 31-August 4
- NOTE: students will be assessed on lights and shapes on first day of course
- ◆ **Shipboard Management (5 Days):** April 10-14, June 5-9, August 14-18

*A thorough review and understanding of the topics covered in Tabs 4&5 (pages 225-370) of Pub. No. 9 The American Practical navigator [Bowditch] is a prerequisite.

**Courses must be completed within 12 months of one another

ADVANCED SHIP HANDLING FOR THIRD MATES
Two-Week Course—Open to all deck officers
May 1 July 10 September 4
Third Mates taking this course have priority and will receive 60 days of sea time equivalency for successfully completing the course.

INTEGRATED BRIDGE SYSTEMS—NEW
Course Length—Five Days
May 1 September 11

ALL DEPARTMENTS

ADVANCED FIREFIGHTING
Course Length — One Week
April 10 May 15 June 12 July 17 August 14

SHIPBOARD SECURITY — SMALL ARMS AND AUTOMATIC WEAPONS
Course Length — Five Days
April 3 May 8 June 5 July 10 August 7

SMALL ARMS AND AUTOMATIC WEAPONS REFRESHER TRAINING
Course Length — Three Days
April 24 May 22 June 19 July 24 August 21

FAST RESCUE BOAT
Course Length — Four Days
April 10 May 8 June 12 July 17 August 14

PROFICIENCY IN SURVIVAL CRAFT (LIFEBOAT)
Course Length — Four Days
May 22 August 28

AUTOMATIC EXTERNAL DEFIBRILLATOR / CPR RENEWAL
Half-Day Course
June 26/27

ELEMENTARY FIRST AID — INCLUDES AED TRAINING
One-Day Course: Prerequisite for 24-Hour MCP, must be completed within 12 months
April 18 May 16 June 13 August 22

24-HOUR MEDICAL CARE PROVIDER
Three-Day Course: Prerequisite For 40-Hour MPIC, must be completed within 12 months
April 19 May 17 June 14 August 23

40-HOUR MEDICAL PERSON IN CHARGE
One-Week Course
April 24 May 22 June 19 August 28

AUTOMATIC RADAR PLOTTING AIDS (ARPA) CERTIFICATION
Four-Day Course (Tuesday-Friday)
April 18 August 8

ORIGINAL RADAR OBSERVER UNLIMITED
May 22 August 21

RADAR RECERTIFICATION
Course Length—One Day (Monday)
April 4, 17 May 2 June 6 July 3, 11 August 7

ECDIS (ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEM)
Five-Day Course (Monday-Friday)
April 24 May 15 July 24 September 25
Basic computer skills and experience with Windows Operating System or equivalent required

BRIDGE RESOURCE MANAGEMENT — CLASSROOM SEMINAR
Three-Day Course
May 31

BRIDGE RESOURCE MANAGEMENT — SIMULATOR
Three-Day Course
May 17 July 26 September 27

TANKERMAN PERSON IN CHARGE
Two-Week Course (Simulator Training)
May 1 June 5
Open to all licensed officers, deck and engine

TANKERMAN PERSON IN CHARGE
One-Week Course (Classroom-Only)
June 26
Open to all licensed officers, deck and engine

LNG—TANKERMAN PERSON IN CHARGE
Eight-Day Course
July 10 August 7
Open to all licensed officers, deck and engine

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM
Two-Week Course
August 21
Marine Radio Operator or General Operator permit is required to obtain a GMDSS Operator license. Those with no Marine Radio Operator permit (FCC Element 1) can take this test at RTM STAR Center while attending the GMDSS course. Test is given outside regular course hours.

DAMAGE CONTROL — NEW COURSE
Course Length — Two Days
April 27 June 22 August 24

CBR-D
One-Day Course (Monday)
May 25 July 27 September 28

BASIC SAFETY TRAINING
Course Length — Five Days
April 3 May 1 June 5 July 10 August 7

BASIC SAFETY TRAINING REFRESHER — NEW
Course Length — Three Days
April 5 May 3 June 7 July 12 August 9

TRAIN THE TRAINER
One-Week Course
May 15 July 10 September 18

ABS NS-5 "SAFE NET" TRAINING
Three-Day Course
Call for details

VESSEL SECURITY OFFICER
Two-Day Course
April 10 July 5 September 6

URINALYSIS COLLECTOR TRAINING / BREATH ALCOHOL TESTER TRAINING
Course Length — Two Days
May 1

AFLOAT ENVIRONMENTAL PROTECTION COORDINATOR
Self-Study Course (Two Days For MSC)
Available for self study upon request

NOTICE: AMO members planning to attend the union's RTM Center for Advanced Maritime Officers' Training/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 Raymond T. McKay Centers For Advanced Maritime Officers Training (CAMOT) and Simulation Training Assessment and Research Centers (STAR), established under the auspices of the American Maritime Officers Safety and Education Plan, admits 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 Centers. 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 Centers.

The Raymond T. McKay Center For Advanced Maritime Officers' Training

One Maritime Plaza • Toledo, Ohio 43604 • (419) 255-3940

ARPA CERTIFICATION

Course Length—Four Days (Monday-Thursday)
 March 28 April 10, 25 May 9, 16

ORIGINAL RADAR CERTIFICATION

Course Length—Five Days
 April 3 May 1, 22 June 5, 19

RADAR RECERTIFICATION

Course Length—One Day
 March 27 April 7, 21, 24 May 5, 8, 15, 26

RECERT & ARPA

Course Length—Five Days
 March 27 April 24 May 8, 15

BRIDGE RESOURCE MANAGEMENT

Three-Day Course—Open To All Deck Officers
 April 10 May 8, 30 July 10

FAST RESCUE BOAT

Course Length—Four Days
 March 27 April 24 May 22

GMDSS

Course Length—10 Days
 April 3 May 1, 29 July 3, 31

ADVANCED SHIPHANDLING FOR MASTERS

Course Length—Two Weeks
 July 17 October 30

ABLE SEAMAN

Course Length—One Week
 March 27 April 24 May 29

MARLIN SPIKE

Course Length—One Day
 April 21 May 19 June 16

WESTERN RIVERS

Course Length—Three Days
 April 17 May 30

PERSONAL SURVIVAL TECHNIQUES

Course Length—12 Hours
 April 4, 11 May 2, 9, 30 June 6, 27

DIESEL ENDORSEMENT

Course Length—23 Days
 May 8 July 17

BASIC SAFETY TRAINING

Course Length—One Week
 April 3, 10 May 1, 8, 29 June 5, 26

PROFICIENCY IN SURVIVAL CRAFT

Course Length—Four Days
 April 17 May 15 June 12

ECDIS/ECPINS

Course Length—Five Days (Monday-Friday)
 April 24 May 15 June 19

8.5-HOUR ELEMENTARY FIRST AID/CPR

Course Length—One Day
 April 17 May 15 June 12

24-HOUR MEDICAL CARE PROVIDER

Course Length—Three Days
 April 18 May 16 June 13

40-HOUR MEDICAL CARE PROVIDER

Course Length—One Week
 March 27 April 24 May 22

CBRD

Course Length—One Day
 April 21 June 2, 23 July 28

OPERATIONAL PRACTICES—ENGINEER ROOM ONLY

Course Length—Two Weeks
 August 28 November 27

20-HOUR SHIP SECURITY

Course Length—Two Days
 April 10 June 12 July 17

PERSONAL SAFETY & SOCIAL RESPONSIBILITY

Course Length—4 Hours
 April 5, 12 May 3, 10, 31 June 7, 28

RFPNW (Rating Forming Part of a Navigational Watch)

Course Length—One Day
 April 3 May 1 June 5, 26

FIRE PREVENTION & FIRE FIGHTING

Course Length—Two Days
 April 6, 13 May 4, 11 June 2, 8, 29

Officer in charge of a navigational watch:

Successful completion of this program will satisfy the training requirements for STCW certification as third mate and second mate on vessels of 500 or more gross tonnage (ITC)

ELECTRONIC NAVIGATION

Course Length—Five Days
 April 3 July 10

BASIC SHIPHANDLING AT THE OPERATIONAL LEVEL

Course Length—Five Days
 April 10 July 17

CARGO HANDLING AND STOWAGE

Course Length—Five Days
 April 17 July 24

SHIP CONSTRUCTION AND STABILITY

Course Length—Five Days
 April 24 July 31

TERRESTRIAL NAVIGATION

Course Length—Two Weeks
 May 1 August 7

METEOROLOGY

Course Length—Five Days
 June 5 September 11

EMERGENCY PROCEDURES AND SAR

Course Length—Four Days
 May 30 September 5

WATCHKEEPING

Course Length—10 Days
 May 15 August 21

CELESTIAL NAVIGATION

Course Length—Three Weeks
 June 12 September 18



Enrollment Application RTM STAR Center Toledo, Ohio

Current License: _____

Course(s) Needed : _____

- Raise of Grade—Deck
- Original Deck License
- Basic Steward
- Raise of Grade—Engine
- Original Engine License
- Advanced Steward

Preferred Start Date(s): _____

Alternate Start Date(s): _____

Remarks* _____

If You Intend To Bring Your Spouse, Enter Your Spouse's Name:

If You Intend To Bring Your Children, Indicate Gender(s) And Age(s):

Name: _____

Date: _____ E-mail: _____

Address: _____

City: _____ State _____ Zip _____

Home Phone: (____) _____

Alternate Phone: (____) _____

Social Security Number: _____

Union Book Number: _____

Present/Last Ship: _____

Company: _____

Date Assigned: ____/____/____

Date Discharged: ____/____/____

You will be notified as to the date and location of the courses selected and reporting information. Please return all applications to RTM STAR Center, One Maritime Plaza, Toledo, OH 43604. Applications can also be sent via FAX to (419) 255-8833.

If you have any questions about this application, please contact RTM STAR Center at (800) 221-9395

All Union Dues Must Be Current Before You Can Attend Classes



AMO PORT DIRECTORY

DEEP SEA ★ GREAT LAKES ★ INLAND WATERS

HEADQUARTERS

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2 West Dixie Highway
 (954) 921-2221/(800) 362-0513
 Michael McKay, National President
 Robert McKay, National Secretary-Treasurer
 Jack Branthover, Special Assistant to the National President
 FAX: (954) 926-5112
 Joseph Gremelsbacker, National Vice President, Deep Sea
 Paul Cates, National Executive Board Member At Large
 John K. Hafner, National Executive Board Member, Inland Waters
 FAX: (954) 920-3257
 Dispatch: James Lynch, Brendan Keller (800) 345-3410

PORTS

BROOKLYN, NY 11232

652 Fourth Avenue
 (800) 545-9589
 Don Nilsson, National Executive Board Member, Deep Sea
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SAN FRANCISCO, CA 94105

350 Fremont Street
 (415) 543-7345/(415) 543-7346
 Gus Guzelian, National Executive Board Member At Large
 FAX: (415) 543-4754

TOLEDO, OH 43604

The Melvin H. Pelfrey Building
 One Maritime Plaza
 (419) 255-3940
 FAX: (419) 255-2350
 Outside Ohio: (800) 221-9395/Inside Ohio: (800) 221-2294
 Daniel Smith, National Vice President Great Lakes
 Donald N. Cree, National Assistant Vice President Great Lakes
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WASHINGTON, D.C.

WASHINGTON, D.C. 20024

490 L'Enfant Plaza East SW
 Suite 7204
 (202) 479-1166
 Thomas Bethel, National Executive Vice President
 Edward Kelly, National Vice President At Large
 Charles Crangle, Director of Congressional and Legislative Affairs
 FAX: (202) 479-1188

RTM CAMOT/STAR CENTERS

STUDENT SERVICES/LODGING

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 Dania Beach, FL 33004
 (954) 920-3222 ext.7109
 (800) 942-3220 ext.7109
 FAX: (954) 920-3140
 24 Hours: (954) 920-3222 ext.7999

COURSE INFORMATION

2 West Dixie Highway
 Dania Beach, FL 33004
 (954) 920-3222 ext.7112
 (800) 942-3220 ext.7112
 FAX: (954) 920-3140

CAMOT/STAR TOLEDO

One Maritime Plaza
 Toledo, Ohio 43604
 (419) 255-3940
 FAX: (419) 255-8833

TRAINING RECORDS

SYSTEM MANAGER:
 Lisa Marra
 (954) 920-3222 ext. 7118
 FAX: (954) 925-5681

MEMBERSHIP SERVICES

MARITIME MEDICAL CENTER

2 West Dixie Highway
 Dania Beach, FL 33004
 (954) 927-5213
 FAX: (954) 929-1415

AMO PLANS

2 West Dixie Highway
 Dania Beach, FL 33004
 (800) 348-6515
 FAX: (954) 922-7539

LEGAL

Joel Glanstein, General Counsel
 305 Madison Ave.
 New York, NY 10165
 (212) 370-5100
 FAX: (212) 697-6299

Michael Reny
 AMO Great Lakes Coast Guard
 Legal Aid Program
 24 Hours: (419) 243-1105
 employment or licensing issues



Enrollment Application RTM STAR Center Dania Beach, Florida

Name: _____

Date: _____ Passport Expiration Date: ____/____/____

Address: _____

City: _____ State _____ Zip _____

Home Phone: (____) _____

E-mail Address: _____

Social Security Number: _____

Union Book/Applicant Number: _____

Present/Last Ship: _____

Company: _____

Date Assigned: ____/____/____ Date Discharged: ____/____/____

Current License: _____ Expiration Date: ____/____/____

Desired course	Desired/alternate start dates

Remarks* _____

*For Advanced Liquid Cargo Course, list tanker experience in remarks section

Names of guests you intend to bring (list age/gender of children)	Relationship

All minors must be accompanied by an adult at all times while at STAR Center

If accepted, please call (800) 942-3220 ext. 7112 as soon as possible to confirm your attendance. Your arrival date should be the day before the starting date for the course(s) and your departure date, the day your course ends. You must be fit for duty to attend classes.

All Union Dues Must Be Current Before You Can Attend Classes

RTM STAR Center and CAMOT admits students of any race, color, national and ethnic origin or sex.

Congressional hearing sheds light on crime aboard flag-of-convenience cruise ships, legal obstacles

American victims of cruise crime struggle for justice in murky international waters

Rep. Christopher Shays has advised U.S. citizens to remain aware of crime risk at sea on U.S.-based foreign-flagged cruise ships.

Rep. Shays, a Connecticut Republican whose constituents include the family of a man who disappeared while honeymooning on a foreign-flagged cruise ship in July 2005, said: "Good luck to passengers wishing to understand their rights at sea. Even when the law is clear, the effective reach of U.S. authority depends on the willingness and ability of cruise ship operators to make security a visible priority, recognize and report incidents, preserve evidence and conduct thorough onboard investigations."

The Congressman said monitoring cruise ship crime accurately is difficult because, even though the vessels operate from U.S. ports, they are registered under foreign flags and travel outside U.S. territorial waters. As a result, not all crimes at sea are reported to U.S. authorities, he said.

Rep. Shays is chairman of the House Committee on Government Reform and the Subcommittee on

National Security, Emerging Threats and National Security. The subcommittee March 7 held a hearing in Washington on cruise crime, taking testimony from cruise line representatives and families and friends of crime victims.

Rep. Shays said the panel would pursue its investigation of the issue so that Congress and the American public "can make informed judgments about the relative security of an ocean voyage."

According to the Federal Bureau of Investigation, cruise ship crimes are difficult to prosecute for several reasons.

The FBI investigated 305 violent crimes—rape, assault and murder—on the ships between 2000 and 2005, but less than 15 percent of the cases resulted in successful prosecution, according to the bureau's data.

Criminal convictions were secured in only seven percent of 135 rape cases, 20 percent of 64 non-sexual assault cases, and 16 percent of 25 murder cases investigated by the FBI in the five-year period. No convictions were won in 30 missing person cases.

Evidence and testimony is difficult to gather in cruise ship crime cases

because, while the vessels carry security crew, they do not have law enforcement professionals and crime scene technicians aboard. An investigation cannot begin until the ship reaches port, and evidence can deteriorate or be compromised in the interim.

In addition, the FBI's jurisdiction is limited because the ships are not registered in the United States. The bureau can investigate if a cruise ship crime involves a U.S. citizen or if the ship is leaving or entering a U.S. port when the incident occurs.

When crimes occur on the high seas, jurisdiction falls most often to authorities in the nearest foreign port of call.

Moreover, officers and crewmembers aboard foreign-flagged cruise ships are from many foreign countries that often shield them from prosecution by U.S. authorities. In one case, an Italian engineer accused of rape in 2000 left the vessel secretly and returned to Sicily.

U.S.-based foreign-flagged cruise lines are not required under U.S. law to report crimes or keep accurate crime statistics. The lines report offenses voluntar-

ily, leading some critics to assert that the statistics are often incomplete.

Testimony during a Congressional hearing in December 2005 charged that cruise fleet lawyers often discourage crime victims from reporting the offenses or testifying in criminal proceedings.

"The cruise industry is constantly reviewing its practices and procedures to make sure incidents, no matter how rare, are handled responsibly and with compassion," International Council of Cruise Lines President Michael Crye said on March 7.

Late in February 2006, families and friends of cruise ship crime victims in Miami announced formation of the International Cruise Victims' Organization. The families of two persons who went missing aboard foreign-flagged cruise ships in separate incidents in the last two years organized the group and retained Miami attorney Brett Rivkind.

"As individuals, these families are facing insurmountable odds taking on the cruise industry's extensive and self-promoting lobby efforts," Rivkind said. "But, as a group, they can more effectively counter those efforts."

Jean Anne

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for the Pasha Group, said in the Feb. 27 edition of the weekly *Journal of Commerce* that Pasha is negotiating with U.S. shipyards to build a second car carrier for the California-Hawaii run. "It's what the market wants," she explained, citing increased demand for efficient roll-on/roll-off service. "We've always planned to have a second ship in order to provide a weekly service."

Construction of the *Jean Anne*, which can carry 3,000 vehicles, was financed with commercial loans guaranteed by the Department of Transportation's Maritime Administration under Title XI of the 1936 Merchant Marine Act. The Office of Management and Budget wants to eliminate the Title XI program, but Pasha has said that would not cause the company to cancel its plans for the second ship because the market remains strong.

"Our presence in the trade is generating a great deal of favorable interest, and we expect this to grow in 2006," George Pasha IV said. "Supported by our experienced operations team and the expertise of our stevedores in Hawaii and San Diego, each voyage proves more successful than the last.

"The crew of the *Jean Anne* continues to artfully traverse the nautical slalom course of the Hawaiian Islands and has added Nawiliwili as a scheduled port of call before or after Honolulu, depending on weather and cargo," Pasha continued. "Due to stormy seas, the *Jean Anne* recently bypassed Hilo, but was able to fill the port call on her way to Honolulu after discharging cargo in Maui. Even under adverse sailing conditions, she maintained her scheduled Monday night arrival in San Diego.

"Our goal of bringing superior transportation service to Hawaii has been accomplished," Pasha concluded. "Our



The car carrier *MV Jean Anne* loads up for her initial voyage in San Diego, Calif.

mission is to provide a quality shipping experience to a growing number of customers. We are proud of the foundation that we have created in a short period of time and are eager to build on our success over many voyages to come."

The storm referred to by Pasha occurred in October 2005 as the *Jean Anne* approached Hilo Harbor with winds between 25 and 30 knots and 20-foot seas. The ship detoured to Maui but returned to Hilo and completed cargo operations on schedule.

"Due to the quick and decisive decision-making by the operations team and crew, the vessel was able to work around her first port shut-out because of weather and maintain her perfect schedule record," the Pasha Group said.

The Pasha Group reported that the *Jean Anne* had scored a 98 percent satisfaction rate in customer surveys, which are conducted by Pasha after each voyage. "That's an extraordinary score by any standard," said Reggie Maldonado, the Pasha Group's general manager in Hawaii.

In a related development, *American Ship Review* named the *Jean Anne* its

2005 "Ship of the Year." The review—which is published annually by

Professional Mariner magazine—described the vessel as "one of a kind."

New ATBs

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U.S. Shipping Partners owns six integrated tug-barges, two tankers and two chemical carriers operated under AMO contract by subsidiaries.

The ITBs are the *Baltimore*, *Groton*, *Jacksonville*, *Mobile*, *New York* and *Philadelphia*.

The tankers are the *Houston* (formerly the *USNS Gus Warren Darnell*, a T-5 replacement tanker that had operated for many years under Military Sealift Command charter and under AMO contract) and the *Sea Venture*, which was acquired last year from Intrepid Marine.

The chemical carriers are the *Chemical Pioneer* and *Charleston*.



MONTHLY MEMBERSHIP MEETINGS

Regular monthly membership meetings for AMO will be held during the week following the first Sunday of every month at 1 p.m. local time. Meetings will be held on Monday at Headquarters in Dania (on Tuesday when Monday is a contract holiday), on Wednesday in Toledo, and on Friday in Brooklyn. The next meetings will take place on the following dates:

- DANIA BEACH: April 3, May 8
- TOLEDO: April 5, May 10
- NEW YORK: April 7, May 12

Adm. Reilly takes the helm at Military Sealift Command

Rear Adm. Robert D. Reilly Jr. assumed command of the U.S. Navy's Military Sealift Command March 10. He relieved Vice Adm. David Brewer III, who had served as MSC's commander since August 2001.

As the new commander of MSC, Rear Adm. Reilly will be responsible for a fleet of more than 120 government-owned and chartered ships, as well as a workforce of more than 10,000 personnel operating worldwide.

MSC ships transport critical fuel, supplies and ammunition to U.S. Navy ships underway and to U.S. forces ashore around the globe, preposition military



Vice Adm. David L. Brewer III



Rear Adm. Robert D. Reilly Jr.

equipment at sea to ensure rapid delivery to U.S. forces in support of possible future contingencies and perform special missions, such as charting ocean bottoms and conducting undersea surveillance. Many MSC vessels are manned by contract-civilian mariners.

In recent years, MSC vessels have been at the forefront of the global war on terrorism, delivering 85.7 million square feet of combat cargo and more than 8.4 billion gallons of fuel to U.S. war fighters around the globe.

Outgoing MSC commander Vice Adm. Brewer will retire after 36 years of distinguished naval service.

The Kinsey Report: AMO member tells *Seapower* readers why civilian contract mariners matter to U.S. in wartime

Capt. Andrew Kinsey, master on the large, medium-speed roll-on/roll-off sealift ship USNS Red Cloud, wrote the following for the February 2006 issue of Seapower, a publication of the Navy League of the United States. The USNS Red Cloud is one of eight LMSRs operated for the Navy's Military Sealift Command by Maersk Line Limited, which employs members of American Maritime Officers in all licensed positions on the ships.

I was fortunate to have been with Maersk from one of the first years of the Maritime Prepositioning Ship contracts. We've been able to support the troops in a lot of different instances, going through the first Persian Gulf War (Operations Desert Shield and Desert Storm in 1990 and 1991), Somalia, and now Enduring Freedom (Afghanistan) and Iraqi Freedom.

I was actually there (in the waters off the Philippines in 1986) during the overthrow of (President Ferdinand

Marcos and the attempted coup on Corazon Aquino, too.

I've been master for about 10 years, and, since Operations Enduring Freedom and Iraqi Freedom, I've made more than 12 trips to the Gulf. It takes six weeks to get over there. Depending on cargo availability, they will either begin to backload us while we're still discharging, or we might go into a MODLOC (Miscellaneous Operational Details, Local Operations) in the Gulf of Oman to wait. But, ideally, they sail us over, we discharge, and within five days, we have the ship loaded and we're back on our way. We've been carrying a lot of armament, a lot of MIA's.

This past spring, we were taking some equipment back out of Ash Shuaybah, Kuwait, for Naval Coastal Warfare Squadron 25. I had my brother on a sister ship in the Gulf, my first cousin as an engineer on one of the other LMSRs, and my nephew was a helo pilot off the *Carl Vinson*, all at the same time. It was

really quite a family affair in the Persian Gulf.

As I explained it to my wife, during the first Gulf War, you really were pretty secure up until Hormuz, and then you would start to worry a little bit. Now the rules of the game have changed. I consider that we've lost home-field advantage. You have to worry about the near-littoral threat at any chokepoint transit because the threat is much wider now than it was in the past. We have to be vigilant.

Before we enter the Mediterranean, they put on a 12-man Navy embark security team that rides with us. They stand watch right up there on the bridge. During chokepoint transits—Suez, Bab el Mandeb and the Straits of Hormuz—we have the entire contingent standing by.

We're a 30-man crew on a 950-foot ship, so we do quite a bit with a small crew. The crew takes a lot of pride in what they do, and I'm very fortunate to have a lot of retention. The *Red Cloud's* accident-

free rate, 1,590 days and counting, is a direct result of that. We've been able to prove our worth, and there's a lot of pride in how the program has grown.

For the entire crew, the biggest challenge is separation from family. A military unit that's deploying has a support structure for the families, but merchant seamen and their families are left to their own devices. I try to foster a family atmosphere. I call the crew a family because my family has gone to sea.

By far the most rewarding aspect is to do a job that has a direct impact on the support of our troops. Our first load of Marine Corps equipment out of Wilmington, N.C., was discharged before the (Iraqi Freedom) ground war started. I remember being back in New York and looking at *Newsday* and seeing the center-spread in the paper about the Marine Corps advancing into Iraq. I could look at that and say, "Hey—I helped carry that cargo over."

MARAD ships serve in unprecedented domestic relief effort

The *Empire State VI*, the training ship of the State University of New York (SUNY) Maritime College, departed New Orleans March 3, marking the end of an unprecedented humanitarian aid mission for the Maritime Administration.

The *Empire State* was one of ten Maritime Administration (MARAD) ships activated to assist in the recovery and relief efforts on the U.S. Gulf Coast following Hurricanes Katrina and Rita.

The *Empire State* departed in September for Louisiana to provide berthing for 625 ConocoPhillips employees. The ship carried 37 galley workers and provided food service 22 hours per day. SUNY's training ship, based in Fort Schuyler, New York, is operated by Interocean American Shipping and manned in licensed positions by members of American Maritime Officers.

Two other training ships were also activated by MARAD to serve in the disaster relief effort, Maine Maritime Academy's *TS State of Maine* and the training ship *Sirius*, which is berthed permanently at the Texas Maritime Academy at Texas A&M University. The training ships are owned by the Maritime Administration and operated by Ocean Duchess Inc. Members of AMO man both vessels in licensed positions.

Six of the Maritime Administration's Ready Reserve Force ships were also activated for the relief efforts—*Cape Kennedy*, *Cape Knox*, *Cape Vincent*, *Diamond State*, *Equality State* and *Wright*—as was one

ship from MARAD's National Defense Reserve Fleet, the *Texas Clipper II*. This marked the first instance in which ships from the RRF were activated at the request of the Secretary of Transportation to deal with a domestic emergency, as well as the first time training ships provided by MARAD to state maritime academies were pressed into service to provide food and shelter.

"The men and women who crewed and operated these ships provided relief and care to the Gulf Coast at a critical time, and

they have brought great honor and distinction to the U.S. merchant marine," said Acting Maritime Administrator John Jamian. "They moved quickly into the stricken area and provided food and shelter, plus improvising communication strategies, first aid—anything that was needed. They demonstrated the extraordinary ingenuity of merchant mariners, and the capability of the maritime industry to respond to a crisis."

The MARAD ships brought urgently needed supplies, including water, to resi-

dents of the the stricken U.S. Gulf Coast. They provided assistance for oil spill cleanup, generated electricity and provided 269,000 meals and 83,165 berth nights for recovery workers and evacuees during the relief effort.

The RRF ship *Diamond State* is operated by Pacific Gulf Marine and the *Wright* is operated by Crowley Liner Services. The *Texas Clipper* is operated by Interocean American Shipping. All three are manned in all licensed positions by AMO.



Barry earns chief mate's license

Steve Barry, a member of AMO, and his son, Jack Barry, display Steve's new chief mate's license at the U.S. merchant marine memorial in San Francisco. Barry, who sails deep-sea, prepared for the license exam at the AMO Safety and Education Plan's RTM Simulation, Training, Assessment and Research Center (STAR Center) in Dania Beach, Fla.