Crews of Maersk Yorktown and Great Republic, U.S. Secretary of Transportation Elaine Chao honored at Admiral of the Ocean Sea ceremony

Officers and crew members of the M/V Maersk Yorktown (formerly the Safmarine Nimba) and the M/V Great Republic; and U.S. Secretary of Transportation Elaine Chao, were among those honored November 1 by the United Seamen’s Service at the Admiral of the Ocean Sea ceremony in New York City.

AMO members Michael Zarycki and Kodie Layman accepted USS Mariner’s Plaques on behalf of the crews of the Maersk Yorktown and Great Republic, respectively, at the ceremony.

Seafarers International Union President Michael Sacco introduced Admiral of the Ocean Sea Award recipient Secretary Chao.

“You all know that her background includes service as the secretary of labor, the deputy maritime administrator, the chairman of the Federal Maritime Commission and the deputy secretary at DOT,” Sacco said. “What some of you may not know is that she is an absolutely tireless worker when it comes to promoting the American maritime industry. Whether we need support for MARAD or the Jones Act or cargo preference or the MSP program, she always stands up for us — and she always stands up for our crews.”

“The U.S. mariners and U.S.-flag ships are key factors in our country’s military readiness and have been for the last 240 years,” Secretary Chao said in her acceptance speech. “The U.S. Department of Transportation is working hard to strengthen the maritime industry. To that end, the Maritime Administration is seeing record funding of $682 million for fiscal year 2020.

“I am honored to have my work over the years recognized by such a distinguished organization and audience,” she said. “I understand very well the sacrifices that merchant mariners experience. The men and women in this industry are heroes; I am proud of them and work hard to support them.”

Also receiving AOTOS Awards on November 1 were President of the Seafarers International Union of Canada James Given, President and CEO of Alaska Tanker Company Anil Mathur, and Chairman of the Board of the Kirby Corporation Joseph Pyne.

On December 27, 2018, east of Cyprus in the Mediterranean, the crew of the Maersk Line, Ltd. vessel Safmarine Nimba (now the Maersk Yorktown) spotted something bobbing in the water — a pair of inner tubes with a man frantically waving, wedged between the tubes. Observers

Seafarers International Union President Michael Sacco, AMO National President Paul Doell and AMO National Executive Vice President Mike Finnigan congratulate U.S. Secretary of Transportation Elaine Chao on her receipt of the Admiral of the Ocean Sea Award.

AMO National President Paul Doell congratulates AMO member Kodie Layman, who accepted a Mariner’s Plaque on behalf of personnel for the M/Y Great Republic who fought and contained a fire aboard a neighboring vessel.

Maritime Administrator Mark Buzby presents a Mariner’s Plaque to AMO member Michael Zarycki, who accepted the award on behalf of the officers and crew members of the Maersk Yorktown (formerly Safmarine Nimba).
AMO 2019: security, sound policy and real reform

By Paul Deeli
National President

American Maritime Officers has much to celebrate in this holiday season. In 2019, we expanded our job base, enhanced our reputation for superior service under government contract and in commercial markets, dominated domestic tanker and dry cargo trades, sustained sound management of AMO assets, made real progress on retirement security for all AMO members and continued to promote real reform on several administrative fronts, from collective bargaining to honest conversation between AMO personnel and the seagoing AMO membership.

We saw our union’s deep-sea fleet grow with the deliveries of the LNG-fueled combination container/roll-on, roll-off ship Taíno (Crowley), the TOTE-operated car carriers ARC Resolve, ARC Integrity and ARC Independence (American Roll-On Roll-Off Carrier); the reflagged multipurpose ship Mt. Mjø, Richard Winters (Sealift Inc.) and the Moesik Valencia (Sealift Inc.) in transpacific, Great Lakes and inland waters AMO members and their families. I am grateful to them for their service and for joyous holidays and all good things.

By December 1, AMO fleets on the Great Lakes were wrapping up a busy, very productive shipping season, and our tug fleets held all year to long-set tradition with safe, smooth domestic services. All of the jobs referred to here represent new or continuing employer contributions to AMO Plans, the benefit funds that serve all deep-sea, Great Lakes and inland waters AMO members and their families.

In an especially important separate development, AMO members reinforced our union’s status as the principal source of engine and deck officers for defense shipping services in September when U.S. Transportation Command in the Department of Defense ordered up the “turbo activation” of 26 Ready Reserve Force and Military Sealift Command surge sealift ships. AMO filled the licensed jobs on 28 of these vessels, and they excelled at every level. The ships were underway safely and on time in this important exercise, with no operational setbacks.

TRANSCOM, the Maritime Administration and MSC were pleased with the results, which demonstrated that the RRF and MSC surge ships are in good professional hands, and that these vessels can meet their missions.

“By the end of the first day, about 80 percent of the ships were fully crewed,” Maritime Administrator Mark Buzby noted later during a tour of the AMO Safety and Education Plan’s STAR Center in Dania Beach, Florida. “You all responded very, very quickly when the call went out. That was a real great takeaway from this exercise. A lot of you were on vacation or here training or doing other things. Our mariners, you guys, answered the call, and I appreciate that.”

Meanwhile, ships staffed at the licensed end by AMO served effectively in military exercises in the Gulf of Aden, the Philippines, Guam, Thailand and other points, and other vessels under AMO contract provided humanitarian and emergency lifesaving services in the deep-sea and Great Lakes sectors.

This is what seagoing AMO members do so well every day.

Shifting to AMO headquarters and union policy, cost containment — eliminating waste, extravagance and redundancy where we find it — remained central to our work. All but two months since mid-2015 have ended with sizable operating budget surpluses — money deposited into our union’s cash reserve and investment accounts.

These accumulating surpluses triggered steady spikes in timely AMO membership dues receipts through direct payment to AMO and through authorized dues deductions from earned AMO Vacation Plan benefits.

These simultaneous developments constitute what I call a “productive partnership” between the AMO administration and the seagoing men and women within our ranks. One result is the remarkable growth of AMO funds: another is that AMO in 2020 will mark an unprecedented sixth year with no dues or initiation fee increases.

In his first year as AMO National Executive Vice President, Mike Finnigan has transformed collective bargaining, opening up negotiations to direct, meaningful rank-and-file participation and wide-open discussion, including confidential strategy sessions with negotiating committees before contract talks begin. This is transparency in the truest sense.

On the AMO Plans side of Federal Highway in Dania Beach, 2019 saw the launch of hands-on firefighting training on base at STAR Center. This class draws universally favorable reviews from the AMO members who experience it.

More recently, the joint union-employer trustees of the defined benefit AMO Pension Plan agreed to a 10-percent increase in earned monthly benefits for active vested AMO members. These unclaimed benefits had been stalled since December 2009, when the AMO Pension Plan was suspended as deficient under federal law. This benefit hike will kick in for new retirees in January 2020.

Our union’s separate request for a narrow exemption from an Internal Revenue Service rule for qualified AMO members was pending in the U.S. Department of the Treasury at this writing, and it was undergoing review by senior bipartisan congressional staff.

Under the rule exemption, active AMO members with 20 years or more of service would have the option of receiving their earned AMO Pension Plan monthly benefits for direct rollover to their individual Money Purchase Benefit accounts, where the money would grow through return on self-directed investment.

Our limited exemption proposal would serve a legitimate national security purpose by easing a growing, potentially crippling shortage of U.S. merchant marine officers qualified for strategic sealift service — the “first responders” in wartime, the men and women the Defense Department relies on exclusively to get its cargoes from here to there.

Officers with sealift credentials and experience who are considering retirement at 20 years or more would instead be encouraged to remain at work, standing by for Ready Reserve Force and Military Sealift Command surge fleet mobilization assignments.

Another retirement security matter that remained unresolved December 1 was reform of the AMO Defined Contribution Plan — specifically, a rule revision to base DC Plan contribution calculations on length of service alone, instead of on a combination of service time and age. The DC Plan trustees are weighing four different service-only options and the potential impact of each approach — a far more complicated matter than the increase of AMO Pension Plan benefits for vested active AMO members. I remain confident that this will be settled early in the New Year.

In the spirit of what I see here as many glad tidings, and on behalf of the AMO executive board, AMO representatives and AMO support staff, I offer best wishes for joyous holidays and all good things for all deep-sea, Great Lakes and inland waters AMO members and their families. I ask that each of us keep a thought for the AMO members working at sea through the holidays, away from family and friends. We are grateful to them for their service and their professionalism.

Wishing you a joyous holiday season and a prosperous New Year

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Wishing you a joyous holiday season and a prosperous New Year
AOTOS
Continued from Page 1

sounded the general alarm, crews raced to muster stations and the bridge swung the ship into a Williamson turn, also known as a man-overboard rescue turn.

With weather conditions deteriorating and visibility poor due to a low-pressure system spawning winds to force 5, with gusts to 6 and 7, the captain ordered the launch of a rescue boat. As seas built to four-to-five meters and winds climbed to force 7 and 8, the rescue boat made for the man in the water as the ship held position to protect against squalls.

Crew members prepared the hospital and readied medical emergency equipment and a stretcher. Wind and currents moved the inner tubes away from the rescue boat, but within seven minutes, the crew reached the victim and eased him into the boat.

The rescue boat was secured to a winch and brought aboard the ship so the medical team could begin work. The victim showed symptoms of hypothermia, and the crew provided critical care. About three hours and forty minutes after the initial sighting of the victim, Cyprus Search and Rescue was able to bring a helicopter to the ship, retrieve the man and airlift him to a medical facility.

On February 16, 2019 at the CSX Torco Dock Facility in the Port of Toledo, stiff winds and single digit temperatures set the stage for an erupting fire onboard the M/V St. Clair, a self-unloading bulk carrier. The 8:30 p.m. conflagration spread, engulfing the stern, accommodation block and self-unloading equipment within minutes. The unmanned St. Clair was laid up for winter work at the facility and still contained 66,000 gallons of fuel.

Within moments of alarms being sounded, the crew of the Key Lakes vessel M/V Great Republic siz ed up the emergency and mobilized Shipkeeper Sam Buchanan, Shipkeeping Engineer Kodie Layman and Assistant Shipkeeper Brian Smith.

With no time to waste, Key Lakes Port Engineers Aaron Pitrigo and Mike Peterson sized up the emergency and mobilized Shipkeeping Engineer Kodie Layman and Assistant Shipkeeper Brian Smith. Aware of the massive amount of fuel onboard the burning vessel, the Keystone team exercised ingenuity and speed, and assembled a ship fire pump that had been undergoing repairs, then successfully utilized the ship’s main system with nozzles and hoses in fire fighting efforts to the entire length of the neighboring vessel's self-unload boom and several decks within the hull. Battling through smoke, fire, deteriorating weather and potential danger, the M/V Great Republic team in less than an hour brought the blaze under control.

The prompt actions permitted the rapid containment of the flames aboard the St. Clair, which sustained serious damage, while at the same time limiting damage to the Great Republic. The combined efforts of the Great Republic team prevented loss of life or injuries.

Proceeds from the AOTOS event benefit USS community services abroad for U.S. merchant mariners, seafarers of all nations, and U.S. government and military personnel overseas.

For AOTOS 2019, Senator Cory Booker was honorary chairman. Michael Sacco served as dinner chairman. Joseph Cox and American Maritime Officers Service President/Chairman F. Anthony Naccarato were national committee co-chairmen. Edward Morgan is president of USS and Roger Korner is executive director. USS AOTOS coordinator is Barbara Spector Yeninas.

Recipient of the Admiral of the Ocean Sea Award for 2019 were Chairman of the Board of the Kirby Corporation Joseph Pyne, U.S. Secretary of Transportation Elaine Chao, President and CEO of Alaska Tanker Company Anil Mathur, and President of the Seafarers International Union of Canada James Given.

Greeting cadets from the U.S. Merchant Marine Academy at the Admiral of the Ocean Sea ceremony in New York were American Maritime Officers National President Paul Doell, Mary Naccarato and American Maritime Officers Service President/Chairman Anthony Naccarato.

The Crew of the Crowley Maritime American Pride

They rescued three fishermen from their sinking boat off the west coast of Florida. As the tanker was making its routine transit, Chief Mate Brian Enos spotted the sinking fishing boat about 50 miles offshore. The crew of the tanker launched their rescue boat and proceeded toward the fishing vessel’s life raft, where they rescued two men and one woman who had been adrift for over a day.

#AmericanMaritimeHeroes
USNS Maury and British CTSFO team conduct joint force protection exercise

The USNS Maury recently conducted a joint force protection exercise with a local unit of the British Counter-Terrorism Special Firearms Officer (CTSFO) Force. The USNS Maury served as a boarding platform, giving the CTSFO valuable experience in counter-terrorism as it pertains to the maritime industry. The team practiced boarding the vessel, clearing spaces, searching for adversaries and effecting hostage rescue.

Radio Officer Steven Welcome acted as a “walking map” for the team, explaining how to read name plates and placards about the vessel in order to determine their location and direction of movement. Posing as adversaries, Chief Engineer Steve Chapates, Third Mate Jacob Fiksdal, Chief Cook Edward English and GVA Abdulrahman Kamied brought a bit more challenge to the exercise with their intricate knowledge of the ship and its layout.

Radio Officer Steven Welcome explains details of the ship to a CTSFO member.

NOAA seeks comments on five-year program to end production of paper nautical charts and raster navigational charts

The National Oceanic and Atmospheric Administration (NOAA) has announced a five-year program to end production of all paper nautical charts and raster navigational charts. Comments on the program must be received by February 1, 2020.

As stated in the announcement summary: Ultimately, production of all NOAA paper nautical charts, raster navigational charts — NOAA ENC (R) — and related products, such as Booklet Charts (TM), will cease. NOAA is seeking feedback from chart users and companies that provide products and services based on NOAA raster and electronic navigational chart — NOAA ENC (R) — products. This information will shape the manner and timing in which the product sunsetting process will proceed. More detailed information regarding this transition is available online:

https://tinyurl.com/u2lnabl

Submit comments on the Sunsetting of Raster Nautical Charts through NOAA’s ASSIST feedback tool, which is available at:

https://tinyurl.com/vqhpuy

Feedback can be submitted via mail to National Ocean Service, NOAA (NCS2), ATTN Sunset of Raster Charts, 1315 East-West Highway, Silver Spring, MD 20910-3282.

The complete NOAA announcement in the Federal Register is available online:

https://tinyurl.com/wyqel3
STAR Center to offer Great Lakes Open Water Pilotage Prep Program with start date on January 27, 2020

STAR Center will offer the Great Lakes Open Water Pilotage Prep Program starting January 27, 2020. The program is designed to provide qualified U.S. Coast Guard licensed unlimited tonnage deck officers with the necessary training and experience to obtain USCG Great Lakes Open Water First Class Pilotage (FCP) Endorsements for the five Great Lakes Pilotage Regions.

Officers who successfully complete this program will be eligible for jobs available with AMO-contracted companies operating vessels on the Great Lakes, and will have the requisite knowledge and USCG endorsements to be employed as first class pilots in the five Great Lakes Pilotage Regions.

Officers enrolled in the program will gain knowledge of and proficiency in the pilotage endorsement requirements for the ‘Local Knowledge’ and ‘Chart Sketch’ portions of the USCG pilotage exams. Upon attaining knowledge and proficiency in the required areas, officers will be prepared to sit for the USCG pilotage exams for each of the five Great Lakes regions.

Program Entry standards
Program participants must have completed or be in the process of completing their required round trips and submitted a USCG application or received approval to sit for Great Lakes pilotage exams.

Those who are eligible who do not have a USCG approval letter to sit for the pilotage exams should submit their application to the USCG for testing ASAP.

Those who meet the program entry standards should submit a STAR Center application requesting enrollment in the Great Lakes Open Water Pilotage Prep Program along with the required USCG approval to test letter ASAP.

https://www.star-center.com/forms/reg.mbr.live.html

Those who require additional information on the program should contact:

Jerry Pannell
STAR Center Director, Member Training
jpannell@star-center.com
Office: (800) 445-4522 Ext. 7507

AMO aboard the Walter J. McCarthy

American Maritime Officers members working aboard the Walter J. McCarthy in August in Superior, Wis. included First Mate Richard Gray and Captain William Boyd.

AMO members working aboard the Walter J. McCarthy in August in Superior, Wis. included Chief Engineer James Beland and Second Assistant Engineer Jeff Markarian.

Second Mate Moshe Tzaile works on deck as the Walter J. McCarthy loads coal at Superior Midwest Energy Terminal in August.

America’s Fourth Arm of Defense alive and well at Grand Bahama Shipyard

Military service veterans on the M/T Sunshine State team — including members of American Maritime Officers and Crowley Petroleum Services personnel — working on the vessel at Grand Bahama Shipyard on Veterans Day were (left to right) Third Mate Christian Zinke, Lt. J.G. U.S. Navy Reserve; Third Assistant Engineer Eric Izzo, Lt. J.G. U.S. Navy Reserve; Captain A.J. Weis, master on the Sunshine State, Capt. U.S. Navy Reserve (retired); Second Assistant Engineer Mark Bentacourt, Lt. J.G. U.S. Navy Reserve; First Assistant Engineer Joseph Kiger, Lt. Cmdr. U.S. Navy Reserve; CPS Port Engineer Tim Kearns, Chief Warrant Officer 2 U.S. Coast Guard (retired); CPS Assistant Port Engineer Kristen Curtis, Lt. U.S. Navy; and CPS Assistant Port Engineer David Wagner, Chief Petty Officer U.S. Coast Guard (retired). Not in the picture is Chief Mate Alan Azcona, Lt. Cmdr. U.S. Navy Reserve.

Photo courtesy of Captain A.J. Weis.
AMO contract department under new leadership —
the AMO membership — and it’s here to stay

By Mike Finnigan
National Executive Vice President

The work of American Maritime Officers members contributing to contract negotiations and working directly with the AMO contract team throughout the year has had a significant impact on several successful collective bargaining outcomes. Expanding the participation of AMO members from various vessels within each respective fleet has been a direct result of the work the AMO contract team has invested in reaching out and listening to the AMO membership on this very important aspect of each member’s working life. The contract department at AMO is under new leadership — the AMO membership — and it’s here to stay.

Starting off in January, I shifted contract operations from the Philadelphia office to AMO headquarters in Florida, and brought Contract Analyst Chris Holmes to HQ to work with the membership. We are in the process of closing the Philadelphia office. Standing up the contracts@amo-union.org point of contact and linking it to the AMO contract team and boarding representatives in support of contract negotiations is all part of listening to the membership.

Working with AMO National President Paul Doell, I also made the decision to work from AMO HQ. I need to be on location to have direct access, listen to the membership and have all contract files centrally located. Having the AMO Inland Waters Vice President, Danny Robichaux, participate in and support deep-sea contract negotiations adds to the success of the contract team.

Two months out before negotiations begin, we reach out to the various fleets and gather input from the membership via AMO Boarding Reps Todd Christensen, Bob Silva, Willie Barrere and Mike Thomas, as well as by e-mail. Reaching out to AMO-contracted companies — deep sea, Great Lakes and inland — and having them onboard with all negotiations taking place at AMO HQ Dania Beach, Fla. has been a huge success. In addition, I immediately reached out and brought aboard a group of union contract labor lawyers to review AMO contracts. I started off the year with the law firm Sugarman & Susskind, P.A. to support collective bargaining agreement review. By October of this year, we had them come aboard as the new general counsel to the American Maritime Officers union. Having the contract team attend U.S. government federal wage determination training this year in Washington, D.C. helped bring it all together in terms of contract guidelines.

Operating companies have a chance to sit face-to-face with rank-and-file AMO members at the table and work out issues in real time. Staying focused for a few days on a specific contract and having both sides listening is a new approach at AMO that is working well. Having the chance to work directly with Great Lakes Vice President John Clemons and Great Lakes Boarding Rep Joe Brown on Great Lakes contracts is part of listening to the AMO members sailing in every trade.

Completing contracts for deep sea, Great Lakes and inland waters, the operating companies have expressed their appreciation for the input and active participation from AMO members working on their vessels — this input is important to the operating companies as well as to the membership.

Working with AMO National President Paul Doell and National Vice President, Government Relations, Christian Spain, we reestablished the employers’ conference meetings starting this year in Washington, D.C. The conference we held in October was the first such meeting in 12 years. This conference gave AMO-contracted employers the opportunity to meet face-to-face with AMO leadership, as well as each other, in a very productive session.

The AMO contract team remains focused on enhancing and improving our contracts and our CBAs, on competitive labor packages for government and military requests for proposals, and on growing the membership’s job base in new and emerging markets. On behalf of entire staff at AMO, I would like to thank the following AMO members for their support of the AMO contract team this year, and for taking time out of their work and vacation schedules to come to AMO HQ and sit at the table or respond to countless e-mails and phone calls: Patrick Cazaubon, Roy Helmstetter, Dwayne Price, Trevor Gray, Jack Pratt, Ray Calderon, John Clifford, Nate Gettle, Blake Harris, John Keane, Gene Makus, Doug Ramsey, Scott Wiegand, Jim Dalgado, William Gamage, Noah Myrus, Jonathan Nadeau, Christopher Jones, Joseph Thurman, Andrew Davis, Stephen Lancaster, Erv Curtis, John Dentino, Jose Leonard, Chad Morin, Jeff Richards, Theodore Sanford, A.J. Weis, Rick Smith, Benjamin Rancourt, Kevin Stith, Gregory Stuart, Douglas Voss, Dan Savoy, Mike Fowler, John Haw, Tim LeClair, Mike Fagan, Joe Gehaus, Shawn Oozins, Paul Ginnane, Bill Maus, Dave Caranzarite, Ray Thompson, Dustin Lerserra and Ryan Arnold. All of these members spoke very highly of the AMO officers they work with every day and did an excellent job speaking for their respective vessels and crews.
This is a summary of the annual report for American Maritime Officers 401k Plan, EIN 11-2978754, Plan No. 002, for period January 01, 2018 through December 31, 2018. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust fund. Plan expenses were $27,492,451. These expenses included $816,011 in administrative expenses, $26,492,007 in benefits paid to participants and beneficiaries, and $184,433 in other expenses. A total of 3,739 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was $394,410,269 as of December 31, 2018, compared to $413,447,799 as of January 01, 2018. During the plan year the plan experienced a decrease in its net assets of $19,037,530. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of $8,454,921, including employer contributions of $3,185,201, employee contributions of $26,298,267, earnings from investments of $223,606,045, and other income of $1,577,498.

Your Rights To Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- financial information;
- information on payments to service providers;
- assets held for investment;
- fiduciary information, including non-exempt transactions between the plan and parties-in-interest (that is, persons who have certain relationships with the plan);
- information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates;

To obtain a copy of the full annual report, or any part thereof, write American Maritime Officers 401k Plan at 2 West Dixie Highway, Dania Beach, FL 33004-4312, or by telephone at (954) 920-4247. The charge to cover copying costs will be $0.15 per page.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (American Maritime Officers 401k Plan at 2 West Dixie Highway, FL 33004-4312) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.
<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
<th>End Date</th>
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</thead>
<tbody>
<tr>
<td>Combined Basic &amp; Advanced Low Flash Point Fuel Operations (ISPS Code-I.M. Fuel Course)</td>
<td>5 days</td>
<td>17 February</td>
<td>27 April</td>
</tr>
<tr>
<td>Confined Space Entry</td>
<td>3 days</td>
<td>17 February</td>
<td>8 July</td>
</tr>
<tr>
<td>Advanced Fire Fighting</td>
<td>5 days</td>
<td>24 February</td>
<td>27 April</td>
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<tr>
<td>Advanced Fire Fighting Refresher</td>
<td>2 days</td>
<td>2 March</td>
<td>6 July</td>
</tr>
<tr>
<td>Basic Safety Training — All 4 modules must be completed within 12 months: Personal Safety Techniques (Mon./Tues. — 1.5 days), Personal Safety &amp; Social Responsibility (Tues pm — 5 days), Elementary First Aid (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>2 March</td>
<td>6 July</td>
</tr>
<tr>
<td>Basic Safety Training — Refresher</td>
<td>3 days</td>
<td>4 March</td>
<td>8 July</td>
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<tr>
<td>Chemical Safety — Advanced</td>
<td>5 days</td>
<td>24 February</td>
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<td>ECDIS</td>
<td>5 days</td>
<td>24 February</td>
<td>20 April</td>
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<tr>
<td>Environmental Awareness (Includes Oily Water Separator)</td>
<td>3 days</td>
<td>8 January</td>
<td>27 April</td>
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<tr>
<td>Fast Rescue Boat</td>
<td>4 days</td>
<td>27 January</td>
<td>30 March</td>
</tr>
<tr>
<td>GMDSS — Requires after-hour homework</td>
<td>10 days</td>
<td>20 January</td>
<td>15 July</td>
</tr>
<tr>
<td>LNG Tankerman PIC</td>
<td>8 days</td>
<td>18 March</td>
<td></td>
</tr>
<tr>
<td>LNG Simulator Training — Enrollment priority in the LNG simulator course is given to qualified member candidates for employment, etc.</td>
<td>5 days</td>
<td>30 March</td>
<td></td>
</tr>
<tr>
<td>Proficiency in Survival Craft (Lifeboat)</td>
<td>4 days</td>
<td>9 March</td>
<td>14 July</td>
</tr>
<tr>
<td>Safety Officer Course</td>
<td>2 days</td>
<td>20 February</td>
<td>11 June</td>
</tr>
<tr>
<td>Tankerman PC DL — Classroom</td>
<td>5 days</td>
<td>27 January</td>
<td>1 June</td>
</tr>
<tr>
<td>Tankerman PC DL — Simulator</td>
<td>5 days</td>
<td>8 January</td>
<td>2 March</td>
</tr>
<tr>
<td>Tankerman PC DL — Accelerated Program</td>
<td>5 days</td>
<td>2 March</td>
<td>11 May</td>
</tr>
<tr>
<td>Train the Trainer</td>
<td>5 days</td>
<td>10 February</td>
<td>9 March</td>
</tr>
<tr>
<td>Vessel Personnel with Designated Security Duties — VPDSIS</td>
<td>2 days</td>
<td>27 February</td>
<td></td>
</tr>
<tr>
<td>Vessel/Company Security Officer — Includes Anti-Piracy</td>
<td>3 days</td>
<td>10 February</td>
<td>8 June</td>
</tr>
<tr>
<td>Crowd Management</td>
<td>1 day</td>
<td>Please Call</td>
<td></td>
</tr>
<tr>
<td>Crisis Management &amp; Human Behavior</td>
<td>1 day</td>
<td>Please Call</td>
<td></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>6, 16, 23 January</td>
<td>10, 23, 26 March</td>
</tr>
<tr>
<td>EFA (Scheduled with Basic Training Revalidation BUT NOT REQUIRED FOR STCW 2010)</td>
<td>1 day</td>
<td>18 February</td>
<td>20 May</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>27 January</td>
<td>23 March</td>
</tr>
<tr>
<td>Maritime Security Awareness</td>
<td>5/2 days</td>
<td>Please Call</td>
<td></td>
</tr>
<tr>
<td>Heat Stress Altitude / Hearing Conservation Afloat</td>
<td>1 day</td>
<td>6 April</td>
<td></td>
</tr>
<tr>
<td>Elementary First Aid — Prerequisite for MCP within preceding 6 months</td>
<td>3 days</td>
<td>17 January</td>
<td>27 April</td>
</tr>
<tr>
<td>Medical Care Provider — Prerequisite for MCP within preceding 6 months</td>
<td>3 days</td>
<td>22 January</td>
<td>25 February</td>
</tr>
<tr>
<td>Medical PIC — Please fax MCP certificate when registering</td>
<td>5 days</td>
<td>27 January</td>
<td>30 March</td>
</tr>
<tr>
<td>Urinalysis Collector Training</td>
<td>1 day</td>
<td>3 February</td>
<td>16 June</td>
</tr>
<tr>
<td>Breath Alcohol Test (BAT) — Alsco Sensors 3 and 4 only</td>
<td>1 day</td>
<td>5 February</td>
<td>17 June</td>
</tr>
<tr>
<td>Screening Test Technician — (DEs a.m./Alsco Mate 1700 p.m.)</td>
<td>1 day</td>
<td>4 February</td>
<td>16 June</td>
</tr>
</tbody>
</table>

**Radar Courses**

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radar Recertification</td>
<td>1 day</td>
<td>20 December</td>
<td>15 January</td>
</tr>
<tr>
<td>ARPA</td>
<td>4 days</td>
<td>14 January</td>
<td></td>
</tr>
<tr>
<td>Radar Recertification &amp; ARPA</td>
<td>5 days</td>
<td>13 January</td>
<td></td>
</tr>
<tr>
<td>Original Radar Observer Unlimited</td>
<td>5 days</td>
<td>8 January</td>
<td></td>
</tr>
</tbody>
</table>

**Deck Courses**

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Bridge Resource Management — Meets STCW 2010 Leadership &amp; Management gap closing requirements</td>
<td>5 days</td>
<td>24 February</td>
<td></td>
</tr>
<tr>
<td>Advanced Shiphandling for Masters — (No equivalency) Must have sailed as Chief Mate Unlimited</td>
<td>5 days</td>
<td>8 January (F.P.M.)</td>
<td>9 March 13 April 4 May</td>
</tr>
<tr>
<td>Advanced Shiphandling for 3rd Mates — 60 days seainage equiv. for 3rd Mates</td>
<td>10 days</td>
<td>8 Jan. (F.P.M.)</td>
<td>10 Feb. (F.P.M.) 2 March 11 May 1 June (F.P.M.)</td>
</tr>
<tr>
<td>Tug Training — ASD Assist</td>
<td>5 days</td>
<td>27 April</td>
<td></td>
</tr>
<tr>
<td>Basic Meteorology</td>
<td>5 days</td>
<td>13 January</td>
<td></td>
</tr>
<tr>
<td>Basic Celestial — OICW</td>
<td>10 days</td>
<td>24 February</td>
<td></td>
</tr>
<tr>
<td>Dynamic Positioning — Induction (Basic)</td>
<td>5 days</td>
<td>27 January</td>
<td>9 March</td>
</tr>
<tr>
<td>Dynamic Positioning — Simulator (Advanced)</td>
<td>5 days</td>
<td>20 April</td>
<td></td>
</tr>
<tr>
<td>Dynamic Positioning — Revalidation</td>
<td>5 days</td>
<td>10 February</td>
<td>1 June</td>
</tr>
<tr>
<td>Navigational Watchkeeping Standardization &amp; Assessment Program</td>
<td>5 days</td>
<td>13 January</td>
<td>13 April</td>
</tr>
<tr>
<td>TOSAR (Towing Officer Assessment Record)</td>
<td>1 day</td>
<td>13 January</td>
<td>13 April</td>
</tr>
<tr>
<td>Advanced and Emergency Shiphandling – First Class Pilots, Great Lakes</td>
<td>5 days</td>
<td>10 February</td>
<td></td>
</tr>
</tbody>
</table>

**Medical Courses**

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMO Safety and Education Plan — Simulation, Training, Assessment &amp; Research Center</td>
<td></td>
<td></td>
<td></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 ECDC, GMDSS and ARPA have been previously completed.

Upgrade: Shiphandling at the Management Level
- 60 days, 6, 20 January, 23 March, 20 April, 15 June, 20 July
- Upgrade: Advanced Meteorology – Requires after-hours homework
  - 5 days, 20 January, 18 March, 13 April, 11 May, 1 June, 8 July
- Advanced Stability
  - 5 days, 6 January, 2 March, 20 April, 20 July
- Search & Rescue
  - 2 days, 3, 16 Feb, 6 April, 13, 18 July
- Management of Medical Care
  - 0/2 days, 5, 19 February, 8 April, 15 July
- Leadership & Management
  - 5 days, 27 January, 17 February, 23 March, 18 May, 6 July
- Advanced Cargo – Optional for task sign-off
  - 5 days, 10 February, 3 March, 4 May, 1 June
- Marine Propulsion Plants – Optional for task sign-off
  - 5 days, 24 February, 8 June
- Advanced Celestial – Optional for task sign-off
  - 5 days, 9 March, 27 April, 22 June
- Advanced Navigation – Optional for task sign-off
  - 5 days, 17 February, 13 April, 15 June, 13 July

Engineering Courses
- Basic Electricity
  - 10 days, 24 February, 20 April, 27 July
- Diesel Crossover
  - 4 weeks, Please Call
- Engine Room Management (Simulator)
  - 5 days, 10 February, 4 May, 20 July
- Gas Turbine Endorsement
  - 10 days, 15 January, 10 February, 8 March
- Marine High Voltage (Classroom)
  - 5 days, 3 February, 11 May
- Hydraulics / Pneumatics
  - 5 days, 27 January, 30 March
- Machine Shop
  - 10 days, 24 February, 11 May, 15, 19 June
- Programmable Logic Controllers (PLCs)
  - 5 days, 10 February, 9 March, 4 May
- Refrigeration (Operational Level)
  - 5 days, 13 January, 18 March
- Refrigeration (Management Level) Universal Refrigeration Recovery certificate required. Please attach copy with registration.
  - 5 days, 20 January, 23 March
- Steam Endorsement
  - 4 weeks, 27 January, 27 April
- Controls and Instrumentation
  - 10 days, 20 April
- Welding & Metalsurgy Skills & Practices – Open to eligible Chief Mates and Masters on a space available basis. Interested participants should apply online and will be confirmed 2 weeks prior to start date.
  - 2 weeks, 9 March, 11 May, 1 June
- Tasks can be signed off onboard

Engine Upgrade – STCW 2010 – Management Level (NVIC 15-14) — If sea service or training towards management level (1A/E-Chief Eng.) upgrade started ON OR AFTER 24 March 2014, you must adhere to this new program of training. Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 15-14. By completing the series, no expiration limitation will be placed on your STCW credential. See STAR Center’s website for full details: https://www.star-center.com/stcw2010-engine.upgrade.html

Leadership & Managerial Skills (G500 as amended) – REQUIRED
  - 5 days, 27 January, 23 March, 19 May, 6 July
- ERM (E050 as amended) – REQUIRED (unless previously taken for gap closing or original license)
  - 5 days, 10 February, 4 May, 20 July

Upgrade: Electrical, Electronic & Control Engineering (Management Level) (E133 as amended) (UPGRADE with tasks) Required unless previously taken for gap closing or original license
  - 5 days, 3 February, 30 March, 11 May, 8 June, 13 July

STCW Upgrade Task Assessment – General: This class is required by all propulsion types (Motor, Gas and Steam) Licensed engineers – OPTIONAL: Tasks can be signed off onboard
  - 5 days, 20 January, 18 March, 1 June, 27 July

STCW Upgrade Task Assessment – Steam (E121 as amended) – OPTIONAL: Tasks can be signed off onboard
  - 5 days, 24 February

STCW Upgrade Task Assessment – Gas Turbine (E122 as amended) – OPTIONAL: Tasks can be signed off onboard
  - 3 days, 2 March

MSC Training Program

Basic CBR Defense
  - 1 day, 7, 24 January, 2 April, 1, 7 May, 24 July

Damage Control
  - 1 day, 6, 23 January, 1, 30 April, 8 May, 23 July

Heat Stress Afloat / Hearing Conservation Afloat
  - 1 day, 6 April

Helicopter Fire Fighting
  - 1 day, 8, 22 January, 13, 31 March, 5 May, 22 July

Marine Environmental Programs (with CBRD)
  - 1/2 day, 7, 24 January, 2 April, 1, 7 May, 24 July

Marine Sanitation Devices / Water Sanitation Afloat
  - 1/2 day, Please Call

MSC Readiness Refresher – Must have completed full CBRD & DC once in career
  - 2 days, 21 January, 30 March, 4 May, 21 July

MSC Watchstander – BASIC – Once in career, SST grads grandfathered
  - 2 days, 3 February, 13 April, 22 June

MSC Watchstander – ADVANCED – Required for all SRF members
  - 1 day, 17, 31 January, 4, 14, 28 February, 2, 13, 20 March, 14, 24 April, 15, 19 May, 5, 18, 23 June, 7, 17, 31 July

MSC Ship Reaction Force – Required every three years for SRF members
  - 3 days, 5 February, 3 March, 15 April, 20 May, 24 June, 8 July

Small Arms – Initial & Sustainment (Refresher) Training – Open to members & applicants eligible for employment through AMO (w/in 1 year) or on MareDAS contracted vessels.
  - 4 days, 13, 27 January, 10, 24 Feb, 9, 18 March, 6, 20 April, 11 May, 1, 15, 29 June, 13, 23 July

Self-Study, CDs and Online Courses

Anti-Terrorism Level I
  - Online

DOT Hazardous Materials Transportation Training
  - Online

EPA Universal Refrigerant Certification Examination
  - Self Study

Qualified Assessor
  - Online

Vessel General Permit – EPA
  - On Campus in conjunction with other classes

AMERICAN MARITIME OFFICER www.amo-union.org
Edward V. Wolfe and wife Rosemarie; and
godson Francis Wolfe.

Captain Wolfe was with American
Maritime Officers until he retired in May
of 1995. He also was heroic while saving a
group of Vietnamese nationals who were
stranded on a boat lost at sea and was
praised for his deeds. We will miss his sense of humor and smile — always friendly.

Captain Robert George Wolfe was born November 16, 1937 and died September 27, 2019 at
the age of 81.

The respected retired ship captain was a beloved and devoted husband and
dad and is survived by his wife of 51 years, Janet, and three sons: Roger Edward, Robert Greg-
ory and Ronald Edward; grandchildren Bryton Mitchell, Zoe Ann and Kevin Edward; brother
Edward V. Wolfe and wife Rosemarie; and
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stranded on a boat lost at sea and was
praised for his deeds. We will miss his sense of humor and smile — always friendly.
William Reddy, who sailed on the Great Lakes with AMO, died March 4, 2019 at age 90.

Alexander Armstrong, who sailed deep sea with AMO, died March 4, 2019 at age 24.

John LaGesse, who sailed on the Great Lakes with AMO, died March 6, 2019 at age 88. He is survived by Mary LaGesse.

Paul Breslin, who sailed deep sea with AMO, died March 7, 2019 at age 74.

John Ryan, who sailed deep sea with AMO, died March 4, 2019 at age 65.

John Evans, who sailed deep sea with AMO, died March 16, 2019 at age 81. He is survived by Sarah Evans.

Tommie Davis, who sailed deep sea with AMO, died March 18, 2019 at age 53.

David Horway, who sailed deep sea with AMO, died March 19, 2019 at age 68. He is survived by Ann Horway.

John Wilson, who sailed deep sea with AMO, died March 27, 2019 at age 87. He is survived by Ruth Wilson.

Lawrence Rose, who sailed deep sea with AMO, died March 29, 2019 at age 94.

Edward Faytak, who sailed on the Great Lakes with AMO, died March 29, 2019 at age 93.

John Tocicki, who sailed deep sea with AMO, died April 1, 2019 at age 74.

Lucienne Litchfield, who sailed deep sea with AMO, died April 3, 2019 at age 83. She is survived by Zakrnan El Shawa.

Eugene Cipullo, who sailed deep sea with AMO, died April 8, 2019 at age 98. He is survived by Madelene Cipullo.

Floyd Fulford, who sailed deep sea with AMO, died April 9, 2019 at age 75.

Timothy Pickering, who sailed inland waters with AMO, died April 13, 2019 at age 62.

John Zalewski, who sailed on the Great Lakes with AMO, died April 18, 2019 at age 67.

Robert Kouvach, who sailed on the Great Lakes with AMO, died April 27, 2019 at age 90.

David Benson, who sailed deep sea with AMO, died April 28, 2019 at age 91.

Vincent Bradshaw, who sailed inland waters with AMO, died May 8, 2019 at age 84. He is survived by Mary Bradshaw.

Lewis Brooks, Jr., who sailed on the Great Lakes with AMO, died May 9, 2019 at age 50. He is survived by Maria Brooks.

Curtis Whittier, who sailed deep sea with AMO, died May 10, 2019 at age 82. He is survived by Judy Harrisson.

Rickey Cavender, who sailed deep sea with AMO, died May 15, 2019 at age 63. He is survived by Genevieve Hinges.

Gerald Ling, who sailed on the Great Lakes with AMO, died May 17, 2019 at age 90.

Harland Voigt, Jr., who sailed deep sea with AMO, died May 18, 2019 at age 84. He is survived by Sheila Voigt.

Erwin Chase, Jr., who sailed deep sea with AMO, died May 19, 2019 at age 86.

Arthur Volk, who sailed deep sea with AMO, died May 20, 2019 at age 88.

Robert Bauer, who sailed deep sea with AMO, died May 20, 2019 at age 75.

Jimmy Taylor, who sailed inland waters with AMO, died May 21, 2019 at age 78. He is survived by Linda Taylor.

Delmor Tomlyn, who sailed deep sea with AMO, died May 22, 2019 at age 74.

Allan Jones, who sailed deep sea with AMO, died May 27, 2019 at age 63.

Wesley Ogilvie, who sailed deep sea with AMO, died May 27, 2019 at age 84. He is survived by Marilyn Ogilvie.

Richard Waem, who sailed on the Great Lakes with AMO, died May 29, 2019 at age 61. He is survived by Rosita Waem.

Edward Bender, Jr., who sailed deep sea with AMO, died May 30, 2019 at age 83. He is survived by Emperatrice Bender.

Leonard Budnik, who sailed on the Great Lakes with AMO, died June 6, 2019 at age 84. He is survived by Joan Budnik.

Russell Shores, who sailed inland waters with AMO, died June 8, 2019 at age 58. He is survived by Alana Shores.

Daniel Hamblet, who sailed inland waters with AMO, died June 8, 2019 at age 76. He is survived by Deborah Hamblet.

Robert Koniecza, who sailed deep sea with AMO, died June 10, 2019 at age 68. He is survived by Robin Koniecza.

Peter Oram, who sailed deep sea with AMO, died June 13, 2019 at age 75.

Dennis Zwicker, who sailed deep sea with AMO, died June 18, 2019 at age 100.

Elwyn Tillotson, who sailed on the Great Lakes with AMO, died June 20, 2019 at age 91.

John Eubanks, who sailed deep sea with AMO, died June 24, 2019 at age 93. He is survived by Sara Eubanks.

Robert Glander, who sailed deep sea with AMO, died June 25, 2019 at age 67. He is survived by Karin Glander.

Drury Kendrick, who sailed deep sea with AMO, died June 27, 2019 at age 84. He is survived by Virginia Kendrick.

Cordrey Goss, who sailed deep sea with AMO, died June 27, 2019 at age 57. He is survived by Carleen Smith Goss.

Kenneth McCluney, who sailed deep sea with AMO, died June 29, 2019 at age 66. He is survived by Carlo McCluney.

Burckhard Schultz, who sailed deep sea with AMO, died July 1, 2019 at age 74.

Bev Stoffers, who sailed on the Great Lakes with AMO, died July 1, 2019 at age 85.
OBITUARIES

Stephen Koczian, who sailed deep sea with AMO, died July 6, 2019 at age 93.

Brent McConnell, who sailed on the Great Lakes with AMO, died July 10, 2019 at age 85. He is survived by Karen McConnell.

Ray Smith, who sailed on the Great Lakes with AMO, died July 20, 2019 at age 88. He is survived by Doris Smith.

Wade Pritchett, who sailed deep sea with AMO, died July 23, 2019 at age 88.

Michael Domangue, who sailed inland waters with AMO, died August 3, 2019 at age 64. He is survived by Rebecca Domangue.

David Christian, who sailed inland waters with AMO, died August 7, 2019 at age 66. He is survived by Toni Christian.

Gilbert Hunter, who sailed deep sea with AMO, died August 9, 2019 at age 63. He is survived by Deborah Hunter.

Richard Schunk, who sailed on the Great Lakes with AMO, died August 11, 2019 at age 88.

Sylvester Llangolf, who sailed on the Great Lakes with AMO, died August 13, 2019 at age 90.

Milton Hildebran, who sailed deep sea with AMO, died August 17, 2019 at age 75. He is survived by Judy Hildebran.

Thomas Deering, who sailed deep sea with AMO, died August 17, 2019 at age 63. He is survived by Jeannie Deering.

John Fulp, who sailed deep sea with AMO, died August 18, 2019 at age 70.

Keith Weessies, who sailed on the Great Lakes with AMO, died August 28, 2019 at age 63. He is survived by Colleen Weessies.

Cyrus Hart, Jr., who sailed inland waters with AMO, died September 10, 2019 at age 85. He is survived by Patricia Hart.

William Steinbaugh, who sailed deep sea with AMO, died September 11, 2019 at age 94. He is survived by Mary Steinbaugh.

James Young, who sailed deep sea with AMO, died September 14, 2019 at age 95. He is survived by Mary Young.

Richard Gustafson, who sailed deep sea with AMO, died September 15, 2019 at age 83. He is survived by Clarice Gustafson.

George Llangles, who sailed inland waters with AMO, died September 21, 2019 at age 90.

John Yokosuk, who sailed on the Great Lakes with AMO, died September 22, 2019 at age 93. He is survived by Carmela Bond.

Edwin Blatch, Sr., who sailed deep sea with AMO, died October 1, 2019 at age 81. He is survived by Margaret Blatch.

James Jamison, who sailed on the Great Lakes with AMO, died October 2, 2019 at age 83.

Lee Hughes, who sailed on the Great Lakes with AMO, died October 6, 2019 at age 83. He is survived by Michelle Hughes.

Bernard Mousseau, who sailed on the Great Lakes with AMO, died October 7, 2019 at age 90.

William Regan, who sailed deep sea with AMO, died October 7, 2019 at age 91.

Ashley Vail, who sailed deep sea with AMO, died October 10, 2019 at age 71. He is survived by Sujuan Vail.

Robert Vilagi, who sailed deep sea with AMO, died October 12, 2019 at age 95.

William Burks, who sailed on the Great Lakes with AMO, died October 20, 2019 at age 91.

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 calling Student Services: (800) 342-3220 Ext. 201, (954) 920-3222 Ext. 201 or email: 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. 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.

Lodging / Guest Information

CHECK IN Date: / / (Day before class starts)  (Day after class complete)

Name of Spouse/Guest of Intend to bring Relationship

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

| Baby crib (check if required) |

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

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AMERICAN MARITIME OFFICER

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:

January 6, February 3, March 2

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