Members of Congress, USTRANSCOM express strong support for U.S.-flag fleet, crucial maritime programs

In recent months as the U.S. maritime industry and U.S. Merchant Marine have continued to deliver to meet the needs of American commerce, national defense and national security throughout the response to the global coronavirus pandemic — and as the Jones Act marked its centennial in June — congressional and military leaders have spoken out and written in support of the vital roles served by the U.S.-flag fleet and sustaining and enhancing the laws and programs that sustain the U.S. maritime industry in every trade, particularly during a period of severe economic downturn such as the nation is currently experiencing.

In letters to the chairmen and ranking members of a total of six committees and subcommittees in the Senate and House of Representatives dated May 15, the Commander of U.S. Transportation Command, Gen. Stephen Lyons (U.S. Army), requested enhanced support for U.S.-flagged vessels enrolled in the Maritime Security Program and Voluntary Intermodal Sealift Agreement, as well as expansion of U.S. cargo preference requirements pertaining to government-impelled cargoes, to support the service of U.S.-flagged commercial vessels and American mariners tasked with providing sealift support for military operations and sustained deployments.

"The U.S. flagged sealift industry is vital to National Defense as it enables the Department of Defense (DoD) to deploy and sustain forces on U.S. vessels crewed by U.S. merchant mariners. The Voluntary Intermodal Sealift Agreement (VISA) and Maritime Security Program (MSP) provide a fleet of active, commercially viable, militarily useful, privately owned vessels crewed by U.S. merchant mariners to meet National Defense requirements," Gen. Lyons wrote. "Given the economic downturn as a result of COVID-19, I urge you to favorably consider the relief requests from VISA and MSP carriers" to prevent vessels from laying up due to decreased demand for transportation of commercial cargo, as well as military cargo, he wrote. "Placing vessels in no-use status decreases their availability, significantly degrading America’s power projection and sustainment capability in peacetime and wartime."

In addition to requesting consideration of a waiver of the 320-day ‘in commerce’ rule to allow vessels to maintain their MSP status and stipends during "this unique period of reduced demand," Gen. Lyons also asked congressional leaders to "require 100 percent of all government-im- pelled cargoes to be transported on U.S. flagged vessels."

In a letter to the speaker and minority leader of the House of Representatives and to the majority and minority leaders of the Senate dated April 27, Congresswoman Elaine Luria (D-VA) urged similar consideration for the MSP fleet and cargo preference requirements as Congress continued to work on relief legislation related to the COVID-19 crisis.

The MSP “fleet is ready to meet national defense needs and supports a global transportation network,” Rep. Luria wrote. “These vessels are incentivized to participate through a stipend but must satisfy certain requirements. Due to the global trade disruption caused by the COVID-19 crisis, U.S.-Flag Fleet — Continued on Page 3

AMO-contracted vessels serve in Exercise Native Fury 2020

At left: The Bob Hope Class large medium-speed roll-on/roll-off ship USNS Brittin loads an Abrams Tank after lifting it from a military logistics supply vessel alongside the LMSR at the conclusion of Native Fury 2020, here off of Al Hamra Beach, UAE. AMO-contracted Military Sealift Command vessels USNS Brittin, USNS Seaey and USNS PFC Dewayne T. Williams served in this year’s Native Fury exercise. Below: U.S. Navy sailors aboard the Bobo Class MSC maritime prepositioning ship USNS PFC Dewayne T. Williams (T-4K-3009) guide a boat off the ship during an Improved Navy Lighterage System (INLS) training exercise. Please see additional coverage on page 5

Page 7: Campus requirements during STAR Center’s phased reopening

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Maritime Administrator Buzby praises U.S.-flag industry’s response to worldwide coronavirus pandemic

The following article was released by the Maritime Trades Department, AFL-CIO. Acknowledging the work done collectively by maritime unions, companies, ports, shipyards, military and government, U.S. Maritime Administrator Mark Buzby saluted the work of the U.S.-flag maritime industry to keep commerce moving during the worldwide coronavirus pandemic. Buzby addressed the Washington, D.C., Propeller Club via a video conference call on July 2.

“I am very proud of this industry,” Buzby said. “It speaks well to the teamwork.”

The retired U.S. Navy Rear Admiral noted the constant contact with all involved parties throughout the crisis.

Among those taking part in Maritime Administration (MarAd) calls have been the unions and shipping companies with representatives from the U.S. Coast Guard, the U.S. Transportation Command, State Department and Department of Homeland Security among others. He pointed out these calls helped “build trust” among the various parties.

Buzby commended the efforts of American mariners, some of whom had to remain aboard vessels longer than expected because of restrictions implemented by foreign countries that impeded crew changes.

“This is a tribute to our carriers to pretty much stay in the game,” he added.

While listing how cargo for U.S.-flag carriers has declined during the pandemic, he declared, “The future will be better. We have bottomed out.”

The administrator updated the Propeller Club on efforts to recapitalize the nation’s Ready Reserve Force (RRF). He said plans are for MarAd to purchase two ships for the fleet before the end of the year. He gave a shoutout to U.S. Reps. Joe Courtney (D-CT) and Rob Wittman (R-VA) for their work in Congress to address the sealift situation.

“We are shining a spotlight on this issue. It is a very critical part of our national defense,” Buzby stated.

He praised the RRF crews for keeping the current fleet, whose average ship age is 47 years, up and running.

Buzby also discussed the new multi-mission vessels to be built by the union-contracted Philly Shipyard for use as training ships by the nation’s maritime academies.

U.S. Transportation Command awards Global Household Goods Contract to American Roll-On Roll-Off Carrier

The following article was released June 29 by American Roll-On Roll-Off Carrier, American Maritime Officers represents all licensed officers aboard the company’s ships.

American Roll-On Roll-Off Carrier Group, Inc. (ARC) confirmed that the United States Transportation Command (TRANSCOM) has once again awarded the company a multiyear contract to provide global relocation services for the Department of Defense (DoD) and U.S. Coast Guard. Leading a team of partners selected from among global leaders in the moving, logistics and technologies industries, ARC will provide turn-key, all-inclusive worldwide relocation services to Service Members, their families, and DoD civilians under TRANSCOM’s Global Household Goods Contract (GHC) (HTC71-18-R-0004).

During a protest to the Government Accountability Office (GAO) related to ARC’s original GHC award, TRANSCOM received additional information that it determined should have been considered in its original contract decision. On June 9, TRANSCOM announced it would take corrective action to evaluate this new information and conduct a review of ARC’s award. After GAO dismissed the protest and TRANSCOM completed its review, TRANSCOM confirmed its original April 30 decision and re-awarded GHC to Team ARC.

“Team ARC remains committed to our proposal to provide exceptional customer service to TRANSCOM and the Service Members,” said ARC CEO Eric Ebeling. “We look forward to getting started on GHC.”

About the Global Household Goods Contract (GHC)

Under the terms of GHC, a single commercial move manager, ARC, has been appointed to oversee and be responsible for all activities that relate to the domestic and international movement and storage-in-transit of Household Goods (HHG). Directing a network of hand-picked partners, ARC will provide all personnel, equipment, facilities, tools, materials, supervision, and other items and services necessary to provide global HHG relocation services. GHC includes an initial nine-month transition period and the contract may run for over nine years if all options and awards are exercised by the government.

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

If you have questions regarding your individual AMO Plans retirement accounts — 401(k), Defined Contribution, Money Purchase Benefit — you can contact the Newport Group by phone at 800-650-1065. If you need investment advice, a Newport Group representative can transfer you to a Merrill Lynch advisor.

As before, there will continue to be no fee to consult with a professional investment advisor. You can review your accounts and investment selections online at https://www.newportgroup.com by clicking the “Log In” tab and selecting “Participant Access” from the menu.
Seagoing labor urges authorization of U.S. tanker security fleet

The following is excerpted from a letter dated May 13 that was sent to the Chairman of the Commerce, Science and Transportation Committee, Senator Roger Wicker (R-MS), and Ranking Member Senator Maria Cantwell (D-WA) by the presidents of five U.S. seagoing unions, including American Maritime Officers National President Paul Doell, as well as Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan and Transportation Trades Department President Larry Wills.

On behalf of the undersigned American maritime labor organizations we wish to express our sincere appreciation for your support for the programs and policies important to the U.S.-flag maritime industry and to the jobs of the licensed and unlicensed American merchant mariners we represent. Unfortunately, our industry is experiencing a dangerous decline in the number of trained and qualified American merchant mariners available to crew the surge and sustainment vessels needed by the Department of Defense to protect America’s interests and to support American troops deployed around the world.

We are writing today to urge Congress to take immediate and positive action to increase the number of commercial vessels operating under the U.S.-flag in order to increase the shipboard employment opportunities for American mariners. Absent such action, we as a nation will not only experience the continued outsourcing of American maritime jobs to the benefit of foreign maritime personnel but will also be forced to entrust a greater portion of the requisite commercial sealift readiness capability needed by the Department of Defense, along with the safety and supply of American troops, to foreign flag of convenience vessels and their foreign citizen crews.

To help begin to address and rectify this situation, we strongly urge your Committee to include provisions in your pending authorization legislation for the Maritime Administration that would establish a much needed tanker security fleet modeled after and distinct from the Maritime Security Program and its maritime security fleet. As noted in a report released in February 2020 by the Center for Strategic and Budgetary Assessment, “[t]he Department of Defense faces a gap of approximately 78 fuel tankers to meet surge sealift requirements. A Tanker Security Program would be a rapid and cost-effective means to help address this gap.” Furthermore, establishing such a fleet would do nothing to expand the production of petroleum products, but simply reduce our military’s reliance on foreign flag vessels by ensuring fuel is supplied and transported by American mariners on U.S.-flag commercial vessels, consistent with the priorities of national defense.

The report, “Strengthening the U.S. Defense Maritime Industrial Base,” further noted that under such a Tanker Security Program, “militarily useful tankers would participate in the Voluntary Tanker Agreement, be equipped with capabilities for delivering fuel at sea via Consolidated Logistics tanking, and would carry crews trained to support military operations during contingencies.”

As you know, since it was established in 1996, the Maritime Security Program has proven to be a critically important component of our nation’s military security, providing the commercial sealift readiness capability, worldwide logistical resources, and civilian merchant mariners needed by the Department of Defense to protect and advance America’s interests and to support American troops deployed around the world. We firmly believe that a similar Tanker Security Program can and will do the same.

We urge your Committee to authorize a tanker security fleet comprised of no less than ten vessels to be owned and operated by United States citizens, crews by American citizen licensed and unlicensed merchant mariners, and operated under the United States flag. We further urge that you authorize vessels participating in this program to receive a stipend that reflects the realities of the international petroleum product shipping trades and the fact that American vessel operators and crews are subject to U.S. government-imposed rules, regulations and tax obligations while their foreign competition is not. In addition, U.S. vessel operators provide jobs for American crews with the wages, benefits and safe working environments that all American workers have the right to expect, unlike what is provided to the foreign crews aboard foreign flag of convenience vessels. In November, 2018, Rear Admiral Dee Newburne, Commander, Military Sealift Command stated: “From Desert Storm to Bosnia, from Afghanistan to Operation Iraqi Freedom, America’s Merchant Mariners continue to serve on the leading edge of our defense transportation system, carrying the combat equipment and supplies needed by our joint warfighters. To carry that logistics power to the fight, we have always relied on our Merchant Marine. And they have always answered the call. Despite the dangers and long separations from home, our U.S. Merchant Marine has sailed in harm’s way and time and again to make sure that American warfighters and our allies have had the supplies they need to overcome our adversaries.”

This proposed tanker fleet program offers a tremendous opportunity to not only increase the number of militarily useful vessels operating under the United States flag to address the significant gap of approximately 76 fuel tankers required to meet DOD surge sealift requirements, but to create jobs for licensed and unlicensed American merchant mariners, helping to address and alleviate the current maritime manpower shortage. We again urge that your Committee act to end the outsourcing of American maritime jobs and to instead create jobs for American mariners through the establishment of a tanker security fleet program.

The Jones Act tanker Empire State serves in CONSOL with USNS Yukon

Military Sealift Command’s fleet replenishment oiler USNS Yukon conducted a consolidated cargo replenishment (CONSOL) at sea with the Jones Act tanker Empire State, which is operating under long-term MSC charter, off the coast of Southern California in April. The CONSOL was part of MSC’s operations under COVID-19 precautions. Originally, the concept was developed to keep U.S. ships out of foreign ports during times of conflict, but in today’s world of COVID-19, the technology allows a crew that is free from the virus to remain underway and isolated at sea, while maintaining the ability to receive fuel and service the fleet. The Empire State is operated by Intrepid Personnel and Provisioning and is manned in all licensed positions by American Maritime Officers.

U.S. Navy photo by Sarah Buford, MSC Pacific

U.S.-Flag Fleet

Continued from Page 1

pandemic, some ships in this fleet may fail to meet the operating days requirement to receive the stipend. It would be prudent to reduce the operating days requirement so vessels can continue to be eligible for the MSP stipend and contribute to our national security readiness.”

Rep. Lucy continued: “As businesses across our nation are facing hardship, the federal government should take advantage of all opportunities to support American businesses and workers. To support MSP participants, all government generated cargoes should have 100 percent U.S.-flag cargo preference. I also urge you to reject any waivers of the Jones Act for the duration of this pandemic. The crews of U.S.-flagged vessels support our nation in our times of need, and we must do the same to ensure these critical national security assets remain ready and in business after this crisis ends.”

During an interview for the American Maritime Podcast in May, Congressman John Rutherford (R-FL) addressed the importance of the Jones Act’s role in maintaining U.S. domestic shipbuilding and shipping capabilities and capacity, particularly in a time of national and global crisis. “I believe it is a national security issue of the utmost importance and I think that has been driven home by this pandemic.”

Rep. Rutherford said. “Without a strong domestic maritime industry, the U.S. would be forced to rely on countries like China… to sell us vessels, ship military supplies and transport fuel and goods between U.S. ports, like the strong supply chain between Jacksonville, Florida, and San Juan, Puerto Rico,” he said. “We must not overlook the importance of protecting the supply chains by relinquishing control to foreign entities to build our vessels and transport our goods. We would essentially auction our national security for the lowest bidder.”

During an interview for the podcast in June, Congressman John Garamendi also spoke in support of the Jones Act. “I think we really need to understand the critical importance of the U.S. Merchant Marine and the Jones Act,” Rep. Garamendi said. “We see this principally in the history, we certainly see it in World War II — we’ll come back to that in a few moments — but we also know that, in the more current world in which we live, the American Merchant Marine system is absolutely essential. “First of all, it’s a very, very big jobs issue in the United States — not just the ships that are on the blue water, out in the ocean, but also those that are up and down the rivers of the United States,” he said. “We’re talking about tens of thousands of jobs, not only on those barges and ships, but also in the shipyards that are building and maintaining them. The Jones Act is absolutely crucial.”
In San Juan, Puerto Rico on the 10th of April 2020 at 1204 LT, Chief Engineer Randy D. Weathers was sent ashore draped with a USA flag and the ringing of the ship’s bell. All crew lined the rail and we wished him well and a safe journey home to his loved ones. Randy passed away suddenly April 17. The ship’s crew made a valiant effort to resuscitate him but he didn’t make it. Randy was a good man who made the ship a home with his upbeat attitude. He ensured all crew were treated like family. You had to be careful what you said in conversation with him. If you mentioned a piece of equipment that required attention, he was right on it or pulling someone to fix it, no matter how small.

All those that have sailed with Randy will know his quotes: “Hey Buddy, WE…”; “You know what I mean?”; “I love ya, Babba!”; “5-minute job.”

Captain Eric Ellsworth
Master, C.S. Decisive

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**Maritime Advisory 2020-009: Red Sea, Gulf of Aden, Arabian Sea, and Indian Ocean – violence due to regional conflict and piracy**

Description: This revised advisory cancels U.S. Maritime Advisory 2019-014.

1. **References:** (a) U.S. Maritime Alert 2020-003A.
2. **Issues:** Regional conflict and piracy threats continue to pose risks to commercial vessels operating in the above listed geographic areas.
   a) Conflict in Yemen continues to pose potential risk to U.S.-flagged commercial vessels transiting the southern Red Sea, Bab al Mandeb Strait, and Gulf of Aden. Threats may come from a variety of different sources including, but not limited to, missiles, rockets, projectiles; mines, small arms, unmanned aerial vehicles, unmanned surface vessels, or waterborne improvised explosive devices. These threat vectors continue to pose a direct or collateral risk to U.S.-flagged commercial vessels operating in the region.
   b) Additionally, piracy poses a threat in the Gulf of Aden, Western Arabian Sea, and Western Indian Ocean. Specific case details are available at the Office of Naval Intelligence’s “Worldwide Threat to Shipping” and “Weekly Piracy Update” website at https://www.oni.navy.mil/News/Shipping-Threat-Reports/.
3. **Guidance:** The international community, including the United States, continue maritime security operations within this region. Vessels operating in this area are advised to review security measures, ensure AIS is transmitting at all times (except in extraordinary circumstances, consistent with provisions of SOLAS), and monitor VHF Channel 16.
   a) With regard to the conflict in Yemen, U.S.-flagged commercial vessels are advised to avoid entering or loitering near Yemen’s ports. Vessels at anchor, operating in restricted maneuvering environments, or proceeding at slow speeds should be especially vigilant. U.S.-flagged commercial vessels transiting the conflict area should conduct a pre-voyage risk assessment and incorporate appropriate protective measures into their vessel security plans.
   b) With regard to piracy, the Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea (BMPS), and Maritime Global Security website at: www.maritimeglobalsecurity.org should be consulted prior to operating in the above listed geographic areas.
   c) To afford best protection in the region, U.S.-flagged commercial vessels are encouraged to:
      • Simultaneously register with both the United Kingdom Maritime Trade Office (UKMTO) and U.S. Fifth Fleet Naval Cooperation and Guidance for Shipping (NCAGS) Watch when entering the Indian Ocean Voluntary Reporting Area (VRA) by e-mailing them the Initial Report from Annex D of Best Management Practices to Deter Piracy and Enhance Maritime Safety in the Red Sea, Gulf of Aden, Indian Ocean and the Arabian Sea (BMPS).
      • In the event of any incident or suspicious activity, call UKMTO or the U.S. Fifth Fleet Battle Watch and activate the Ship Security Alert System immediately. Suspicious activities and incidents are also required to be reported by U.S.-flagged commercial vessels to the U.S. Coast Guard National Response Center.
   d) Due to the risk of piracy, kidnapping, hijacking, and armed robbery while operating within High Risk Waters (HRW), U.S.-flagged commercial vessels are required to comply with U.S. Coast Guard MARSEC Directive 10-4. Additionally, vessels are advised to navigate at least 200 nautical miles from the Somali coast to the extent practicable and comply with their Coast Guard approved Vessel Security Plan annex on protector piracy.
   e) Mariners operating near this area are also advised to consult Department of State Travel Advisories at: https://travel.state.gov/vcs/. Transit by yachts and privately-owned sailing vessels through the region is also extremely hazardous and may result in capture. The U.S. Government advises against all operation of yachts and pleasure craft in these areas. American citizens abroad should inform the nearest U.S. embassy or consulate of their plans to transit the area and/or update their information via the Smart Traveler Enrollment Program (STEP) at: https://travel.state.gov/step. Yachting guidance can be found at: https://on-shore.mscio.org/reference-documents/advice-for-sailing-vessels.
4. **Contact Information:**
   a) Fifth Fleet Battle Watch: + 973-1785-3879, and email details to: CUSNC.BWC@NAVY.MIL.
   b) Fifth Fleet NCAGS: watchers@ukmto.org or +971 3904-9583 or +973-1785-0014.
   c) UKMTO: watchers@ukmto.org or +44 (0) 2392 22000. UKMTO advisories and warnings are available at: http://www.ukmto.org/.
   d) U.S. Coast Guard: For F: 33 CTR 101.305; all suspicious activities, breaches of security, and transportation security incident events must be reported to the U.S. Coast Guard National Response Center at +1-800-424-8802. Additional U.S. Coast Guard port specific requirements may be found in Port Security Advisory 1-20 at: https://go.usa.gov/xWMTy.
   e) For maritime industry questions about this advisory, email BNCC@uscg.mil.
   f) Supplemental information may also be found on the MARAD Office of Maritime Security website at: https://go.usa.gov/xKBtr.
5. **Cancellation of Prior Advisories:** This message cancels U.S. Maritime Advisory 2018-014. This Advisory will automatically expire on December 14, 2020.
   a) For more information about U.S. Maritime Alerts and Advisories, including subscription details, please visit http://www.marad.dot.gov/MSCI.
   Status: Active

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**U.S. Coast Guard: Affidavits used in conjunction with mariner credentialing**

The Office of Merchant Mariner Credentialing has published CG-MMC Policy Letter 01-20. This policy letter provides guidance on the affidavits required with an application for a duplicate merchant mariner credential (MMC) and mariner medical certificate. In accordance with Title 46 Code of Federal Regulations 10.229, mariners who have lost their MMC or medical certificate may be issued a duplicate. Mariners applying for a duplicate credential must submit an affidavit describing the circumstances of the loss. Once an affidavit is submitted as part of an application it is evidence that the applicant is affirming that the information provided is true and correct.

This policy is available on the Coast Guard website (https://tinyurl.com/ybu7fdw). It may also be accessed by selecting “Policy & Regulations” on the National Maritime Center’s website (https://www.uscg.mil/NMC).

Mariners and other interested parties should contact the Mariner Credentialing Program Policy Division at (202) 372-2357 or e-mail MMCPolicy@uscg.mil with any questions or feedback.
U.S. Marine Forces, Central Command and I Marine Expeditionary Force (I MEF), in coordination with the United Arab Emirates Armed Forces, began Exercise Native Fury 2020 (NF20) on March 8. Native Fury is a bi-annual exercise that has been occurring in the region since 2008, and this year’s was the seventh iteration.

NF20 was an exercise of the Marine Corps’ ability to deploy a force for quick and effective crisis response. The exercise was designed to train Special Purpose Marine-Air-Ground Task Force Marines and U.S. Navy Sailors in maritime prepositioning force operations. Additionally, it aimed to increase proficiency, expand levels of cooperation, enhance maritime capabilities and promote long-term regional stability and interoperability between the United Arab Emirates and the United States. This exercise involved ship-to-shore offloads of personnel, equipment and humanitarian resources as well as a logistics convoy movement across the UAE.

In the course of the exercise, units from I Marine Expeditionary Force employed a variety of techniques to accomplish several training objectives. This exercise involved live fire and maneuver training, skill development and exchange with the armed forces of the UAE.

“We are honored to train alongside the United Arab Emirates, a strategic partner of the United States in this region. This exercise is a great opportunity for both countries to demonstrate military readiness and a strong commitment to stability in the Gulf,” said Lt. Gen. Carl E. Mundy III, commander, U.S. Marine Corps Forces, Central Command.

AMO-contracted ships participating in NF20 were the USNS PFC Dewayne T. Williams and the large medium-speed roll-on/roll-off ships USNS Brittin and USNS Seay.

American Maritime Officers member Chief Mate Marissa Strawbridge leads cargo operations aboard the USNS Brittin during Native Fury 2020.

Above: The USNS Brittin transits the Suez Canal following service in Exercise Native Fury 2020.

At right: Serving in Native Fury 2020 with the USNS Brittin were the LMSR USNS Seay, the USNS PFC Dewayne T. Williams, and the USNS Lewis and Clark. The USNS Brittin and USNS Seay are operated for Military Sealift Command by U.S. Marine Management and the USNS Williams is operated by Crowley Liner Services. AMO represents all licensed officers aboard all three ships.
Your AMO dispatchers

Michelle Moffitt

My name is Michelle Moffitt, the AMO dispatcher for the Great Lakes area. I was born and raised in Toledo, Ohio, where I graduated from Morrison R. Waite High School in 1988. While attending business courses at Owens Community College, I was given an opportunity to interview for a position with AMO. I eagerly accepted the challenge and since that day, April 11, 1997, I am proud to say I have been a dedicated AMO employee with 23 years of experience serving the men and women that represent the U.S. Merchant Marine.

I started my journey as an Administrative Assistant, helping out with many jobs in different areas along the way before transitioning to dispatcher in July 2014. I enjoy talking to and assisting AMO members and applicants whenever possible — assisting in all areas from job searches, dues and vacation requests. I am also heavily involved in the Toledo Port Council. I am very grateful to AMO for everything they have given me and hope to serve the membership for many more years to come.

Roy Emrick

My name is Roy Emrick and I work in the Deep Sea Dispatch Department. I have been serving the membership as a dispatcher since January 2019, but I have a long history with the union and serving the U.S. Merchant Marine, dating all the way back when my mother was an employee of the AMO Plans many years ago. I am an avid hunter and fisherman and enjoy spending time in the outdoors every chance I get.

I have really enjoyed making the transition into the dispatch seat and working with the membership on a daily basis. I have learned so much in the last year and couldn’t have done it without my fellow dispatcher Brendan Keller and AMO Deep Sea Vice President Joe Gremelsbacker. It’s a very rewarding job because you get to help the membership with finding work, help with contract questions, and keeping them in the loop on any current information coming out of Dania Beach HQ. The brotherhood of the union is alive and strong and I feel honored to be a part of it.

Brendan Keller

My name is Brendan Keller, and I have been one of your AMO Dispatchers for more than 15 years. I am a graduate of Worcester State College in Massachusetts, where I received a bachelor’s degree in communications. A few years later, I found myself living in the Hawaiian Islands, where I got a job as a wiper with a small engineering company working aboard the S/S Independence. This is where I fell in love with our maritime industry. Spending years in the bilge of an old steamship has really made me appreciative of the work and challenges faced by the men and women I call brothers and sisters at American Maritime Officers, and I am truly proud to work for you.

AMO aboard tanker Maersk Michigan under MSC charter

At right: Members of American Maritime Officers working aboard the M/T Maersk Michigan in June included Captain Thua Pham, Third Mate John Lorenz, Second Mate Cullen Bozza and Chief Officer Wayne Archer. The Maersk Michigan is operating under Military Sealift Command charter delivering fuel in the Far East.

Members of American Maritime Officers and the Seafarers International Union gather aboard the M/T Maersk Michigan in June, here at Yeosu, Korea anchor while the tanker waited for a berth.

Rep. Garamendi addresses ‘critical importance of U.S. Merchant Marine’

Learning the pivotal roles of the U.S. Merchant Marine past and present is key to understanding what must be done now and in the future to support America’s economic, national security, and national defense needs. These were among the themes addressed by Congressman John Garamendi (D-CA) in an American Maritime Podcast interview conducted in June.

U.S. merchant mariners find themselves on the front lines and in harm’s way in support of the U.S. military, while also serving as an economic engine in times of economic hardship, such as the recent COVID-19 pandemic, he said. "I think we really need to understand the critical importance of the U.S. Merchant Marine and the Jones Act," Rep. Garamendi said. "We see this principally in the history, we certainly see it in World War II — we’ll come back to that in a few moments — but we also know that, in the more current world in which we live, the American Merchant Marine system is absolutely essential.

"First of all, it’s a very, very big jobs issue in the United States — not just the ships that are on the blue water, out in the ocean, but also those that are up and down the rivers of the United States," he said. "We’re talking about tens of thousands of jobs, not only on those barges and ships, but also in the shipyards that are building and maintaining them. The Jones Act is absolutely crucial." Joining Rep. Garamendi during the interview was World War II merchant marine veteran David Yoho, who thanked the congressman for championing the Merchant Mariners of World War II Congressional Gold Medal Act in the House of Representatives. Rep. Garamendi said merchant marine veterans have an important role today in educating the public about the work of U.S. merchant mariners, whose job it is to deliver the goods whenever called upon. "Most Americans don’t know that history and don’t have that foundation of knowledge," Rep. Garamendi said.

www.amo-union.org
Campus requirements as STAR Center maintains phased approach to reopening for training

STAR Center is reopening in a phased approach and is strictly following all Centers for Disease Control (CDC) state and local guidelines on social distancing and best practices. CDC guidelines currently state: individuals should "stay home for 1/4 days from the time you returned home from international travel." As a result, students will not be permitted to attend courses at STAR Center until they can attest to having stayed home for 1/4 days upon return from any international travel.

The following is excerpted from an article released June 23 by the Lake Carriers’ Association.

The U.S.-based Lake Carriers’ Association (LCA) applauds the unanimous decision of the Federal Maritime Commission (FMC) to accept LCA’s petition alleging that Transport Canada’s proposed ballast water regulations discriminate against U.S.-flag vessels. The vote took place on May 20 and the FMC recently took the next step, accepting public comments on the issue.

"Congress has been clear that ballast water discharges in United States waters should be regulated by the United States Environmental Protection Agency and the United States Coast Guard with input from the states and stakeholders. Congress did not assign that role to Transport Canada," according to LCA President Jim Weakley. "Transport Canada proposes a regulation that gives Canadian-flag vessels a monopoly on the Great Lakes as national trade. They would create an economic barrier to U.S. vessels that they incorrectly claim is required by an international convention to which the U.S. has not agreed. This is an economic power grab by Canada to take U.S. cargoes off U.S. ships and transfer them to Canadian vessels. When the State of New York proposed something similar in 2008, the Canadian Government and Canadian industry vehemently objected. Based on the Canadian sovereignty objection, New York repealed their regulation. Like the rest of the world, Canada should only regulate other country’s vessels and their discharges within its own waters. Canada certainly should not regulate U.S. vessels operating in the U.S. waters of the Great Lakes. U.S. exports should not be required to be carried on Canadian-flag ships because of a Canadian regulation. This is not just a regulatory embargo, it is a regulatory blockade."

The LCA President went on to note: "U.S.-flag vessel operators were the only vessel owners excluded from the Canadian Government-Industry Ballast Water Working Group, which was co-chaired by Transport Canada and the Chamber of Marine Commerce, representing Canadian-flag vessel operators. The Marshall Island-flagged vessel operators were welcomed, we were not."

FMC Chairman Michael Khoury on the day of the vote stated: "The Commission’s action today to initiate this Section 19 investigation will provide the Commission the ability to act quickly in the event it is necessary to level the playing field for the U.S. Great Lakes fleet." That same day, Commissioner Daniel Maffei stated: "As a native of the Great Lakes region, I understand the need to protect the ecosystems in the lakes from invasive species and how important it is that we have a good relationship with our Canadian friends ... If there is a chance the Government of Canada is using the International Maritime Organization ballast water regime as an excuse to treat U.S.-flagged vessels unfairly, the Commission must investigate. If we find the petition has merit, we must not allow even our greatest trading partner to greenwash unfair protectionism."

Commissioner Louis Sola stated: "While it is true Transport Canada has yet to implement the proposed ballast water regulation and may yet choose to refrain from its implementation, I felt it would be imprudent to wait until the rules were in effect to determine the economic impact of said regulation."

In an updated statement, he noted: "Given the importance of this issue and its far reaching impact upon the maritime trade on the Great Lakes, I encourage anyone who has either a direct or indirect interest in the proposed Transport Canada rule to file a comment and make your voice heard."

Commissioner Carl Bentzel stated: "The proposed Canadian regulation appears to go further than provisions regulating ballast water discharges into Canadian waters and would require U.S.-flagged Laker vessels to install a ballast water management system (GWMS) to treat ballast water even if they only load, and do not discharge ballast water in Canadian waters."

In an updated statement, Commissioner Bentzel noted: "I continue to be concerned that the Canadian regulatory proposal implements requirements that were not envisioned as a primary focus of the IMO International Convention for Control and Management of Ships’ Ballast Water and Sediments."
## General Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combined Basic &amp; Advanced Low Flash Point Fuel Operations (GIP Code/LNG)</td>
<td>5 Days</td>
<td>28 September</td>
</tr>
<tr>
<td>Confined Space Entry</td>
<td>3 Days</td>
<td>12 October</td>
</tr>
<tr>
<td>Advanced Fire Fighting</td>
<td>5 Days</td>
<td>28 September</td>
</tr>
<tr>
<td>Advanced Fire Fighting Refresher</td>
<td>2 Days</td>
<td>9 November</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Safety Training — Refresher</td>
<td>3 Days</td>
<td>11 November</td>
</tr>
<tr>
<td>Chemical Safety – Advanced</td>
<td>5 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
<tr>
<td>ECDS</td>
<td>5 Days</td>
<td>14 December</td>
</tr>
<tr>
<td>Environmental Awareness (Includes Oily Water Separator)</td>
<td>3 Days</td>
<td>14 September</td>
</tr>
<tr>
<td>Fast Rescue Boat</td>
<td>4 Days</td>
<td>18 August</td>
</tr>
<tr>
<td>GMDSS — Requires after-hour homework</td>
<td>50 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
<tr>
<td>LMG Tankerman PIC</td>
<td>8 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
</tbody>
</table>

LMG Simulator Training — Enrollment priority in the LNG simulator course is given to qualified member candidates for employment and/or observation opportunities with AMO contracted LNG companies. In all cases successful completion of the LNG PNC classroom course is prerequisite.

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proficiency in Survival Craft (Lifeboat)</td>
<td>4 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
<tr>
<td>Safety Officer Course</td>
<td>2 Days</td>
<td>15 October</td>
</tr>
<tr>
<td>Tankerman PIC DL — Classroom</td>
<td>5 Days</td>
<td>16 November</td>
</tr>
<tr>
<td>Tankerman PIC DL — Simulator</td>
<td>30 Days</td>
<td>27 July</td>
</tr>
<tr>
<td>Tankerman PIC DL — Accelerated Program</td>
<td>50 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
<tr>
<td>Train the Train</td>
<td>5 Days</td>
<td>30 November</td>
</tr>
<tr>
<td>Vessel Personnel with Designated Security Duties — WPSSD</td>
<td>2 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
<tr>
<td>Vessel/Company Security Officer – Includes Anti-Piracy</td>
<td>3 Days</td>
<td>2 November</td>
</tr>
<tr>
<td>Proficiency in Survival Craft (Lifeboat) REFRESHER</td>
<td>1 Day</td>
<td>11 July</td>
</tr>
<tr>
<td>Electronic Navigation Refresher</td>
<td>3 Days</td>
<td>16 November</td>
</tr>
</tbody>
</table>

Basic Training & Advanced Fire Fighting Revalidation (Required by first credential renewal AFTER 1 January 2017)

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leadership &amp; Management (required by ALL management level Deck and Engine officers by 1 January 2017)</td>
<td>5 Days</td>
<td>17 August</td>
</tr>
<tr>
<td>Maritime Security Awareness</td>
<td>0.5 Day</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
</tbody>
</table>

### Medical Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heat Stress Afloat / Hearing Conservation Afloat</td>
<td>1 Day</td>
<td>3 August</td>
</tr>
<tr>
<td>Elementary First Aid – Prerequisite for MCP within preceding 6 months</td>
<td>1 Day</td>
<td>4 August</td>
</tr>
<tr>
<td>Medical Care Provider – Prerequisite for MPA within preceding 6 months</td>
<td>3 Days</td>
<td>12 May</td>
</tr>
<tr>
<td>Medical PIC – Please fax MCP certificate when registering</td>
<td>5 Days</td>
<td>22 September</td>
</tr>
<tr>
<td>Urology Collector Training</td>
<td>1 Day</td>
<td>9 November</td>
</tr>
<tr>
<td>Breath Alcohol Test (BAT) — Alco Sensors 5 and 4 only</td>
<td>1 Day</td>
<td>11 November</td>
</tr>
<tr>
<td>Screening Test Technician – QEDs a.m./Alco Mate 1000 p.m.</td>
<td>1 Day</td>
<td>10 November</td>
</tr>
</tbody>
</table>

### Radar Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radar Recertification</td>
<td>1 Day</td>
<td>9 November</td>
</tr>
<tr>
<td>Electronic Navigation and Watchkeeping Refresher</td>
<td>3 Days</td>
<td>16 November</td>
</tr>
<tr>
<td>ARPA</td>
<td>4 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
<tr>
<td>Radar Recertification &amp; ARPA</td>
<td>5 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
<tr>
<td>Original Radar Observer Unlimited</td>
<td>5 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
</tbody>
</table>

### Deck Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start 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>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
<tr>
<td>Advanced Shiphandling for Masters/Senior Deck Officers — No equivalency</td>
<td>5 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
<tr>
<td>Must have sailed as Chief Mate Unlimited</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advanced Shiphandling for 3rd Mates — 90 days seatime equiv. for 3rd Mates</td>
<td>10 Days</td>
<td>30 November</td>
</tr>
<tr>
<td>Tug Training – ASD Assist</td>
<td>5 Days</td>
<td></td>
</tr>
<tr>
<td>Basic Meteorology</td>
<td>5 Days</td>
<td></td>
</tr>
<tr>
<td>Basic Celestial – OICNW</td>
<td>10 Days</td>
<td></td>
</tr>
<tr>
<td>Dynamic Positioning — Induction (Basic)</td>
<td>5 Days</td>
<td>2 November</td>
</tr>
<tr>
<td>Dynamic Positioning — Simulator (Advanced)</td>
<td>5 Days</td>
<td>17 August</td>
</tr>
<tr>
<td>Dynamic Positioning — Revalidation</td>
<td>5 Days</td>
<td>30 November</td>
</tr>
<tr>
<td>Navigational Watchkeeping Standardization &amp; Assessment Program</td>
<td>5 Days</td>
<td>26 October</td>
</tr>
<tr>
<td>TOSM (Towing Officer Assessment Record) — Third Mate (Unlimited or Great Lakes) or 1000 Master License required AND OICNW required</td>
<td>5 Days</td>
<td>30 November</td>
</tr>
<tr>
<td>High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)</td>
<td>5 Days</td>
<td>Please email <a href="mailto:register@star-center.com">register@star-center.com</a></td>
</tr>
</tbody>
</table>
Deck Upgrade — STCW 2010 — Management Level (NVIC 10-14) — If sea service or training towards management level (Chief Mate/Master) upgrade started ON OR AFTER 24 March 2014 you must adhere to this new program of training. Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 10-14, providing ECDIS, GMDSS and ARPA have been previously completed.

Upgrade: Shiphandling at the Management Level 10 days 3 August 14, 28 Sept. 12 October 2 November
Upgrade: Advanced Meteorology — Requires after-hours homework 5 days 24 August 12 October
Advanced Stability 5 Days 31 August 19 October
Search & Rescue 2 days 17 August 10 September 20 October 14 December
Management of Medical Care 3/2 day 19 August 9 September 28 October 16 December
Leadership & Management 5 Days 17 August 12 October
Advanced Cargo – Optional for task sign-off 5 days 28 September 26 October
Marine Propulsion Plants — Optional for task sign-off 5 days 21 September
Advanced Celestial — Optional for task sign-off 5 days 14 September
Advanced Navigation — Optional for task sign-off 5 days 24 August 21 September

Engineering Courses

Basic Electricity 10 days 26 October
Diesel Crossover 4 weeks Please email register@star-center.com
Engine Room Resource Management (Simulator) 5 days Please email register@star-center.com
Gas Turbine Endorsement 10 days 26 October
Marine High Voltage (Simulator) 5 days 9 November
Hydraulics / Pneumatics 5 days 18 November
Machine Shop 10 days Please email register@star-center.com
Programmable Logic Controllers (PLCs) 5 days 2 November
Refrigeration (Operational Level) 5 days Please email register@star-center.com
Refrigeration (Management Level) Universal Refrigeration Recovery certificate required. Please attach copy with registration.
Steam Endowment 4 weeks Please email register@star-center.com
Controls and Instrumentation 10 days 9 November
Welding & Metalurgy 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.

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 & Manageral Skills (ologies as amended) — REQUIRED 5 days 17 August 12 October
ERM (ologies as amended) — REQUIRED (unless previously taken for gap closing or original license) 5 days 21 September 5 October
Upgrade: Electrical, Electronics & Control Engineering (Management Level) (E135 as amended) UPGRADE with tasks) Required unless previously taken for gap closing or original license 5 days 3, 24 August 19 October
STCW Upgrade Task Assessment — General: This class is comprised of all propulsion types (Motor, Gas and Steam) Licensed engineers — OPTIONAL: Tasks can be signed off onboard 5 days 10, 31 August 26 October 9 November 14 December
STCW Upgrade Task Assessment — Steam (E21) as amended) — OPTIONAL: Tasks can be signed off onboard 5 days Please email register@star-center.com
STCW Upgrade Task Assessment — Gas Turbine (E122 as amended) — OP- TIONAL: Tasks can be signed off onboard 3 days Please email register@star-center.com

MSC Training Program

Basic CBR Defense — Refresher required every 5 years 1 day 30 July 24 September
Damage Control — Refresher required every 5 years 1 day 29 July 23 September
Helicopter Fire Fighting — Refresher required every 5 years 1 day 28 July 22 September
Marine Environmental Program (with CBRD) — Refresher required every 5 years 3/2 day 30 July 24 September
Heat Stress Awareness/Heating Conservation Afloat 1 day 3 August
MSC Readiness Refresher — Must have completed full CBRD & DC once in career 2 days 27 July 21 September
MSC Watchstander — BASIC — Once in career, SST grad refresher 1 day 17 August 5 October
MSC Watchstander — ADVANCED — Required for all SRF members 1 day 24 July 7, 14 August 19 September 2, 8, 14, 23, 30 October
MSC Ship Reaction Force — Required every three years for SRF members 3 days 19 August 7 October
Small Arms — Initial & Sustainment (Refresher) Training — Open to members & applicants eligible for employment through AMO (w/in 1 year) or MSC on MARAD contracted vessels. 4 days 20 July 3, 10 August 8, 14, 28 Sept. 12, 19, 26 Oct.

Self-Study, CDs and Online Courses

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

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

NOTICE OF NON-DISCRIMINATION POLICY AS TO STUDENTS: The Simulation, Training, Assessment and Research Center (STAR), established under the auspices of the American Maritime Officers’ Safety and Education Plan, 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 Center. It does not discriminate on the basis of race, color, national or ethnic origin or sex in administration of its educational policies, admission policies and other programs administered by the Center.
### Online Blended Management Level Upgrade Classes (Deck and Engine)

STAR Center is offering the following courses ONLINE. The majority of the class will be taught online on the dates shown below. By USCG approval requirements, Practical Exercises and Competency Assessments will have to be taken at STAR Center. This will be scheduled in a comprehensive 5-day session.

<table>
<thead>
<tr>
<th>Course</th>
<th>Days</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leadership and Management (Deck and Engine)</td>
<td>4 Days</td>
<td>5 October</td>
<td>30 November</td>
</tr>
<tr>
<td>Upgrade: Advanced Meteorology (Deck)</td>
<td>2 Days</td>
<td>5, 10 August</td>
<td>23, 25 Sept.</td>
</tr>
<tr>
<td>Advanced Navigation (Deck)</td>
<td>2 Days</td>
<td>5, 10 August</td>
<td>21, 26 Sept.</td>
</tr>
<tr>
<td>Marine Propulsion Plant (Deck)</td>
<td>1 Day</td>
<td>3, 5 August</td>
<td>21, 23 Sept.</td>
</tr>
<tr>
<td>Advanced Stability (Deck)</td>
<td>2 Days</td>
<td>5, 10 August</td>
<td>23 September</td>
</tr>
<tr>
<td>Advanced Cargo (Deck)</td>
<td>1 Day</td>
<td>4, 7 August</td>
<td>18, 23 Sept.</td>
</tr>
<tr>
<td>Upgrade: Electrical, Electronics, &amp; Control Engineering (Engine)</td>
<td>1/2 Day</td>
<td>7 August</td>
<td>24, 25 Sept.</td>
</tr>
<tr>
<td>Combined Basic and Advanced Low Flash Point Fuel Operations</td>
<td>1 Day</td>
<td>5 October</td>
<td>2 November</td>
</tr>
<tr>
<td>Advanced Celestial (Deck)</td>
<td>2 Days</td>
<td>3, 7 August</td>
<td>21, 24 Sept.</td>
</tr>
</tbody>
</table>

### Assessments (at STAR Center) DECK and ENGINE

<table>
<thead>
<tr>
<th>Course</th>
<th>Days</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leadership and Management (Deck and Engine)</td>
<td>1 Day</td>
<td>6 August</td>
<td>23, 25 Sept.</td>
</tr>
<tr>
<td>Upgrade: Advanced Meteorology (Deck)</td>
<td>2 Days</td>
<td>3, 10 August</td>
<td>21, 26 Sept.</td>
</tr>
<tr>
<td>Advanced Navigation (Deck)</td>
<td>2 Days</td>
<td>5, 10 August</td>
<td>21, 28 Sept.</td>
</tr>
<tr>
<td>Marine Propulsion Plant (Deck)</td>
<td>1 Day</td>
<td>3, 5 August</td>
<td>21, 23 Sept.</td>
</tr>
<tr>
<td>Advanced Stability (Deck)</td>
<td>2 Days</td>
<td>5, 10 August</td>
<td>23 September</td>
</tr>
<tr>
<td>Advanced Cargo (Deck)</td>
<td>1 Day</td>
<td>4, 7 August</td>
<td>18, 23 Sept.</td>
</tr>
<tr>
<td>Upgrade: Electrical, Electronics, &amp; Control Engineering (Engine)</td>
<td>1/2 Day</td>
<td>7 August</td>
<td>24, 25 Sept.</td>
</tr>
<tr>
<td>Combined Basic and Advanced Low Flash Point Fuel Operations</td>
<td>1 Day</td>
<td>5 October</td>
<td>2 November</td>
</tr>
<tr>
<td>Advanced Celestial (Deck)</td>
<td>2 Days</td>
<td>3, 7 August</td>
<td>21, 24 Sept.</td>
</tr>
</tbody>
</table>

### Information on joining the US Maritime Safety Services rapid deployment network

American Maritime Officers members and applicants can visit the US Maritime Safety Services website: [https://www.ussservicesgroup.com](https://www.ussservicesgroup.com), click on 'The Network' tab, and then follow the prompts (yellow button) to the Membership Questionnaire. Legacy PRONAV Flexcrew members are asked to fill out the membership questionnaire as well to reaffirm their interest and update their profiles. Once you join, please store 381-377-7030 in your preferred contact list. It is recommended you give this number a recognizable name such as "USSS-RO Network" and assign it a distinct text and caller ring tone. Future mass notifications, accountability polls, deployment alerts, SMFF Newsletter distribution, training links, and conference calls will all be broadcast from this number. For more information, email: info@ussservicesgroup.com.

### STAR Center Form

#### Registration Form

- **Name:**
- **Address:**
- **City:**
- **State:**
- **Zip Code:**
- **Home Phone:**
- **Cell Phone:**
- **E-mail Address:**
- **Mariner Reference Number:**
- **Union Card / Applicant Number:**
- **SSN (Last 4 Numbers):**
- **Most Recent Vessel:**
- **Company:**
- **Currently Assigned to a Vessel under MSC Operational Control (Y/N):**
- **Date Assigned:**
- **Date Discharged:**
- **Current License:**
- **Expiration Date:**
- **Check IN Date:**
- **Check OUT Date:**
- **Spouse / Guest / Significant Other:**
- **Relationship:**
- **Age (if Minor Under 18):**
- **Lodging / Accompanying Guest Information:**
- **Check if baby crib required:**
- **Lodging / Requests:**

### STAR Center "No Show" Policy for Registered and Confirmed Students:

STAR Center students who are enrolled and who have been confirmed are REQUIRED to notify STAR Center at least 48 hours prior to the start date of a course when a short notice change arises such that they will no longer be able to attend by contacting Student Services by phone at (800) 342-3220 Ext. 201, (954) 920-3222 Ext. 201, or by e-mail: register@star-center.com. STAR Center values all our AMO Plans Participants’ time and efforts and understands issues may arise that will impact schedules and travel. However, “No Show” students impact other AMO Plans Participants who may be on a wait list and could fill the unused seat. We therefore ask that our enrolled and confirmed students respect the needs of their fellow AMO students and contact STAR Center as noted above so their seat may be filled. The circumstances of “No Show” students will be reviewed as necessary. Those who are repeat “No Show” students may have all future STAR Center enrollment applications wait-listed for the requested course(s) until all other AMO participants are accommodated.

### STAR Center "No Show" Policy for Registered and Confirmed Students:

- **Star Center Use Only / Tracking Number:**
- **Check if baby crib required:**
- **Lodging / Requests:**

### Future Course Dates:

<table>
<thead>
<tr>
<th>Month</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>28 September 16 November</td>
</tr>
<tr>
<td>August</td>
<td>3, 7 August 21, 24 Sept. 2, 9 November 7, 10 December</td>
</tr>
<tr>
<td>September</td>
<td>5 October 2 November 4 December</td>
</tr>
<tr>
<td>October</td>
<td>20 July 19 October 7 December</td>
</tr>
<tr>
<td>November</td>
<td>27 July 26 October 16 November</td>
</tr>
<tr>
<td>December</td>
<td>5 October 2 November 4 December</td>
</tr>
</tbody>
</table>

### STAR Center admits students of any race, color, national and ethnic origin or gender.
AMO PLANS CONTACT INFORMATION

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

Phone: (800) 348-6515

To request a connection with a specific person, dial “0” for the operator.

Medical Customer Service: extension 12

Retirement Services (Pension, 401(k), MFB, and DC): extension 14

Vacation: extension 15

FAX — Retirement Services: (954) 922-7539

FAX — Medical Plan: (954) 926-9482

FAX — Vacation Plan: (954) 926-7274

E-mail — Medical Plan: amomedical@amoplans.com

E-mail — Vacation Plan: amovacation@amoplans.com

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

E-mail — Retirement Services: ampension@amoplans.com
U.S. maritime industry ‘an absolutely critical component of our national security infrastructure’

U.S. Congressional Representatives Steny Hoyer (D-MD) and Elaine Luria (D-VA) reminded fellow members of Congress that the U.S. Merchant Marine is vital to national, economic and homeland security.


Rep. Luria and Rep. Hoyer said they are pushing to include U.S.-flagged vessels in upcoming stimulus packages stemming from the COVID-19 pandemic. In particular, they are urging that participants in the Maritime Security Program (MSP) receive additional stipends to offset the sharp downturn in commercial and government cargoes during the pandemic. They also recommend increasing American-flagged carrierage of preference cargoes, and upholding the Jones Act.

“Any U.S. mariners should be appreciative of Majority Leader Hoyer’s and Congresswoman Luria’s leadership and support of policies that support the U.S. Merchant Marine,” Spain said following the call.

Tellez thanked both Reps. Luria and Hoyer for their continued and steadfast support of the maritime industry, describing them as “staunch allies.” His remarks focused on the vital and essential work American mariners perform.

“Our members play a vital role in keeping commerce flowing,” Tellez stated. “We’re the folks on the front lines of this crisis, ensuring that the nation’s economic and national security are protected and defended.

Our folks don’t get to go home at night,” he said. “They are doing a job, many of them well beyond their normal tour of duty. They know the importance of what they do, and they are dedicated. On behalf of the unsung heroes of the U.S. Merchant Marine, thank you for everything you do for us.”

Rep. Luria recently sent a letter to U.S. House and Senate leaders asking for their support of U.S.-flagged ships and their crews. Expounding on that communication, she said during the press call that a drop-off in both government cargo and commercial cargo means it is the right time to boost the MSP.

“This program is an essential part of our national security,” she stated, and also reaffirmed her support of the Jones Act and cargo preference laws.

Rep. Hoyer said the COVID-19 pandemic should remind everyone about the importance of maintaining U.S. manufacturing capabilities, American jobs, and a strong U.S.-flagged maritime industry.

“The maritime industry is an absolutely critical component of our national security infrastructure,” Rep. Hoyer said. “COVID-19 has put a lot of our capabilities at risk. One thing it has made clear is the critical need to make things in America. It’s incumbent upon us to maintain our maritime capacity.”

He added: “If we do not invest in keeping our maritime industry and our sailors ready to go, we will be in real trouble. This is not an optional investment.”

Rep. Hoyer said the maritime industry “is facing the same problems every other business in America has run into. This industry is a national security priority — both the ships and the personnel are critically important. We need to make sure they have the resources to be sustained.”

He also pointed out that Rep. Luria’s active-duty service in the U.S. Navy helps make her “a perfect advocate and somebody who has a deep knowledge of the vital role civilian mariners play.”

Maersk Line, Limited President Woodhour said the decline in commercial and military cargoes "shows no realistic sign of ending anytime in the near future.” He expressed concern that the mariner pool will dwindle, and said the proposed additional stipend for ships enrolled in the Maritime Security Program will help avoid layoffs and layoffs, even though it’s not a long-term solution.

“We stand beside our friends in maritime labor,” Woodhour said.

When answering a reporter’s question on the call, Woodhour pointed out that many other countries heavily subsidize different sectors of their maritime industries, on a scale that dwarfs anything done in the U.S. The stipends provided to the 60 ships enrolled in the MSP are a very small fraction of what it would cost the government to replicate, operate and maintain the sealift capacity provided by the privately-owned and operated MSP fleet.

Rep. Luria wrapped up the call by conveying her “thanks to civilian mariners. We will keep pushing to support the MSP and the other things that make the U.S. Merchant Marine continue to be a viable, important part of our economy and our national defense.”

Rep. Rutherford voices support for Jones Act, U.S.-flag sealift operations

The fallout from the COVID-19 pandemic has reminded us just how vital the Jones Act is to national security and to protecting the supply chain that keeps America operating economically, said Congressman John Rutherford (R-FL) during an interview on the American Maritime Podcast.

“I believe it’s a national security issue of the utmost importance and I think that has been driven home by this pandemic,” Rep. Rutherford said during the interview recorded on May 20.

“Without a strong domestic maritime industry, the U.S. would be forced to rely on countries like China ... to sell us vessels, ship military supplies and transport fuel and goods between U.S. ports, like the strong supply chain between Jacksonville, Florida, and San Juan, Puerto Rico,” he said.

“We must not overlook the importance of protecting the supply chains by relinquishing control to foreign entities to build our vessels and transport our goods. We would essentially auction our national security for the lowest bidder.”

During the interview, Rep. Rutherford addressed several topics, including U.S. sealift capacity, maritime training and the future of LNG in shipping and as an export commodity. He specifically addressed the role of Congress in helping to ensure the aging Ready Reserve Force fleet is maintained in a ready status for surge sealift operations.

“As an appropriator, I want to ensure we are giving (Secretary of Transportation Elaine Chao) everything she needs to make that Ready Reserve Fleet responsive and adequate for our military needs should we ever have that sealift capacity necessary to move our military overseas,” he said.

Rep. Rutherford was instrumental in garnering support in Congress for the approval for the construction of new maritime training ships (national security multi-mission vessels), which will also be available for deployment in times of crisis or in national emergencies. Similar to the RRF fleet, many of the current maritime training ships have been in use for decades, he said.

“It’s not only important that we have training, but that we have the best training in the world for our mariners,” Rep. Rutherford said. “We want mariners that can step off one bridge and step onto another and know exactly where they are at and what they are doing and I think we will achieve that. We need to modernize our training fleet for our maritime.”

Members of American Maritime Officers working aboard the cable ship Dependable in March, here in Portland, Oregon, included Chief Mate Terence Simmons, Captain Scott Porter, Second Assistant Engineer Greg Thomas, Chief Engineer Curtis King, First A.E. Robert Carlstad and First Officer Gary Bigham. The Dependable is operated by Subcom and is manned in all licensed positions by AMO.

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