

In This Issue:

Joseph Z. Gremelsbacker:
1953-2022

— Page 7

Information on requesting a
duplicate ballot, voting
eligibility for AMO election

— Pages 2-3



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Seabulk Pride returns to AMO-contracted fleet

The *Seabulk Pride* was delivered back to Seabulk on September 24 from Chevron Shipping Company in the Port of Pascagoula, Miss. The ship had previously been operated by Chevron under a bareboat charter agreement. The *Seabulk Pride* is a 46,069 DWT Double Eagle Class tanker built by Newport News Shipbuilding. The ship is the second Double Eagle Class tanker that has returned to Seabulk management. Other Double Eagle Class ships in the Seabulk and Eco-Tanker Crew Management fleets are the *Seabulk Arctic* and *Brenton Reef*. American Maritime Officers represents all licensed officers working aboard the Jones Act ships operated by Seabulk companies.



Crew of *Mardi Gras* commended for fighting fire, safely removing workers from perilous situation on crane barge

The crew of the Crescent Towing tugboat *ITV Mardi Gras* was awarded a commendation in September by the U.S. Coast Guard for fighting a barge fire and helping to save the lives of three mariners along the Mississippi River in 2021.

Accepting the award on behalf of the crew in New Orleans at Crescent Towing headquarters were American Maritime Officers members Captain Roy Helmstetter and Chief Engineer Tommy Thornhill, as well as crew member Joe Perez, who were onboard the tug that day.

According to Coast Guard reports, the crane barge *Attitude* was traveling on the Mississippi River on the morning of September 21, 2021 when it caught fire around five nautical miles south of New Orleans after a generator malfunction. Hearing the emergency call over the radio, the crew of the *Mardi Gras* quickly responded and arrived on scene along with the New Orleans Harbor Police fireboat *General Kelley*.

Both crews worked to evacuate the three-man crew from the barge and control the spread of the fire, even as vessel traffic began to increase. The



The officers and crew of the tug *Mardi Gras* received a commendation from the U.S. Coast Guard for fighting a fire onboard a crane barge and seeing to the safety of the workers who were on the barge at the time. Attending the presentation at Crescent Towing headquarters were (left to right) LCDR Scott Arbeiter, Chief Engineer Tommy Thornhill, Captain Roy Helmstetter, Joe Perez and LCDR Jake Lobb.

blaze was eventually extinguished in about two hours. The *Mardi Gras* also ensured nearby mariners and the Vessel Traffic Service were notified and up to date on the situation. Because of the quick action of the *Mardi Gras*, other vessels traveling in the area were able to

continue doing business as normal, the Coast Guard reported.

"The judgment, professionalism and expert seamanship exhibited by the crew of the *ITV Mardi Gras* were instrumental in preventing a major marine casualty, and allowed commerce to continue to operate

along the Mississippi River," the Coast Guard stated.

AMO represents the captains and engineers aboard the *Mardi Gras*. Unlicensed crew members working aboard the *Mardi Gras* during the firefighting operation were Perez and Ernie Hayes.

Page 12: El Faro Salute! — memorial dedicated honoring ship's final crew

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AMO Election of National Officers

Overall timeline for 2022 election events, schedule for regular AMO monthly membership meetings, requirements regarding voter participation and eligibility

The election of national officers for the seven elective positions on the American Maritime Officers National Executive Board, which is held every four years, is being conducted this year. Following is a timeline of key events for the election. Bulletins were circulated online, by email and in print to the AMO membership during the pre-election period and will continue to be throughout the election period, which formally began with the release of the report produced by the rank-and-file AMO Credentials Committee in June.

Election timeline

- **April 6:** The National President's Pre-Balloting Report was presented listing the elective offices to be included in the upcoming election.
- The Notice of Nomination and Election was released formally announcing the upcoming nomination period.
- **May 4:** The nomination period for candidates for elective office began.
- **June 1:** The nomination period ended and a rank-and-file Credentials Committee was elected during the AMO monthly membership meeting held on that date.
- The findings of the Credentials Committee regarding qualification or disqualification of nominees for elective office were released in a report, which was distributed to the AMO membership marking the beginning of the election period.
- **August 1:** On this date, paper election ballot packages were sent by mail by independent third-party election administrator TrueBallot, Inc. to all AMO members and AMO applicants. Be advised that only ballots received by December 1 that are cast by AMO members who were AMO members in "good standing" by November 30, 2022 will be included in the tally.
- **Month of November:** A special meeting will be convened at AMO headquarters in Dania Beach, Fla. for the purpose of electing AMO members to serve on the rank-and-file AMO Tallying Committee.
- **December 1:** The election period will end. Ballots received after this date will be disqualified, in accordance with Article XI, Section 3 (h) of the AMO National Constitution.
- **December 7:** The regular AMO membership meeting will be held in recess while the ballots are tallied. When the tallying has concluded, the meeting will be reconvened to hear the Tallying Committee's preliminary report.

AMO monthly membership meetings in 2022

As a reminder, the schedule of regular American Maritime Officers monthly membership meetings for 2022 and beyond has been changed under a resolution amending the AMO National Constitution, which was approved by a majority vote of members in attendance of the monthly membership meeting held at AMO headquarters on December 6, 2021.

Following is the revised schedule of American Maritime Officers membership meetings for 2022. *The resolution amending the AMO National Constitution to change the days on which membership meetings are held was proposed to and approved by AMO members after the AMO calendar for 2022 was printed and out for distribution to AMO members, applicants and contracted vessels. As a result, the membership meeting dates printed in the 2022 AMO calendar are no longer accurate. AMO members and applicants are asked to keep the new schedule as a supplement to the 2022 AMO calendar and mark the date changes accordingly.*

- **April 6, 2022 (Wednesday)** – presentation of the AMO National President's Pre-Balloting Report
- **May 4, 2022 (Wednesday)** – nomination period for candidates for elective office begins
- **June 1, 2022 (Wednesday)** – nomination period for candidates for elective office ends at 1 p.m. Eastern Daylight Time, rank-and-file Credentials Committee to be elected during the membership meeting
- July 13, 2022 (Wednesday)
- August 3, 2022 (Wednesday)
- September 7, 2022 (Wednesday)
- October 5, 2022 (Wednesday)

- **November 2, 2022 (Wednesday)**
- **December 7, 2022 (Wednesday)** – membership meeting will be convened and held in recess while ballots are tallied; in order to be included in the tally, all ballots must be received on or before December 1

Requirements regarding voter participation and eligibility

All members of American Maritime Officers, as well as all applicants for membership in AMO, were mailed a ballot package by the independent third-party election administrator – TrueBallot, Inc. – on August 1 regardless of dues status on that date.

The ballot packages were mailed by TrueBallot to the primary mailing address each AMO member or AMO applicant has in the records at AMO National Headquarters. All AMO members and applicants were advised to verify their mailing address on file with the union well before this date so the mailing list provided to TrueBallot by the union in advance of August 1 could be as accurate as possible.

Members and applicants were also provided the option of having TrueBallot mail their original ballot package to an alternate address, including the address for the vessel aboard which they work, prior to the August 1 mailing. Now that the ballots have been mailed, members and applicants can request a duplicate ballot package be mailed either to their primary mailing address to replace a lost or damaged ballot, or to an alternate address, including the vessel aboard which they are working. Instructions for duplicate ballots are on page 3.

While all AMO members and AMO applicants were mailed a ballot on August 1, only ballots received by December 1 that are cast by AMO members who were AMO members in "good standing" by November 30, 2022 will be included in the tally.

As provided in the AMO National Constitution: "In order for the member's ballot to be counted, the member must be in good standing for the quarter in which the ballot cast is to be counted, with such standing established not later than November 30th of the election year."

As provided in the AMO National Constitution: "The term 'member in good standing' means a member whose dues are paid through the current quarter and who is not under suspension or sentence of expulsion as provided by this Constitution."

AMO members have until November 30, 2022 to become current in their dues and to achieve "good standing" as defined by the AMO National Constitution so their ballot will be counted in the tally.

AMO applicants who wish to participate in the election will need to be AMO members in "good standing" by November 30, 2022. Instructions for becoming an AMO member are on page 3. AMO applicants who become full AMO members in "good standing" as of November 30, 2022 will be eligible to have their ballot counted in the tally. Due to the unpredictable nature and timing involved with U.S. Postal Service mailings and the time it may take to process the documentation for an AMO applicant seeking to become a full AMO member, it is strongly recommended that all AMO applicants interested in voting in the 2022 election complete the process to become full AMO members well in advance of November 30.

AMO National Constitution available on AMO website, at union headquarters

The American Maritime Officers National Constitution was mailed to AMO members and applicants at their home addresses and to contracted vessels in the March 2022 edition of *American Maritime Officer*. The AMO National Constitution is available on the AMO website (www.amo-union.org). Printed copies of the AMO National Constitution are available from AMO headquarters upon request.



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Ballots mailed for 2022 AMO election; instructions for requesting a duplicate ballot, voting eligibility

On August 1, ballot packages were mailed by TrueBallot, Inc. to all American Maritime Officers members and applicants for casting a vote in the 2022 AMO National Election, along with instructions on how to properly fill out and return your ballot to the impartial election administrator, True Ballot, Inc. Under the guidelines for voting eligibility in Article XI, Section 3 of the AMO National Constitution, in order for a ballot to be counted, a member of AMO must be in good standing through the quarter in which the ballot is to be counted by no later than November 30 of the election year.

In the ballot package sent by TrueBallot, the envelope for returning your ballot is stamped with pre-paid postage. All postage expenses related to ballot distribution and receipt are paid by TrueBallot as part of the company's role and agreement as the independent third-party administrator for the 2022 AMO Election of National Officers.

If your original ballot is lost or damaged, or if you need your ballot sent to an alternate address, including the vessel aboard which you are working, please send a request for a duplicate ballot via email: amoelections@amo-union.org. TrueBallot will mail a duplicate ballot package either to your primary address or to an alternate address if so requested. Only one ballot per member may be cast.

Voted ballots must be received by mail at the repository no later than December 1, which will fall on a Thursday this year. Therefore, each AMO member will need to mail their voted ballot far enough in advance of December 1 to ensure it arrives by mail before the deadline.

As provided in Article XI, Section 3 of the AMO National Constitution: "(g) All members shall be mailed ballots on August 1st of the election year, unless August 1st falls on a Saturday or Sunday, then the ballots will be mailed on the previous Friday; the ballots are

to be returned as provided in subparagraph (h) herein. In order for the member's ballot to be counted, the member must be in good standing for the quarter in which the ballot cast is to be counted, with such standing established not later than November 30th of the election year.

"(h) Voting shall thereupon commence and continue through December 1st inclusive. If December 1st falls on a holiday, or a Sunday, balloting shall end on the next succeeding business day. Ballots received after December 1st or the next succeeding business day shall be disqualified."

If you are already member of AMO but have not yet paid your membership dues for this entire year, you must do so by November 30, 2022 in order for your ballot to be counted in the election. If you are unsure about whether you have made your 2022 dues payments or the amount you still owe, you may contact Member Services at 1-800-362-0513 extension 1050, or by email: memberservices@amo-union.org.

If you are an applicant for membership in AMO, in order to receive a membership card and have your ballot counted in the election, you need to be an AMO member in good standing by November 30, 2022. A completed membership application, which can be obtained on the AMO website or from Member Services, must be accompanied by two letters of recommendation from AMO members in good standing, along with all required dues and initiation fees. Please allow sufficient time for your membership application and payments to be processed before November 30. Membership applications and the required payments are accepted by regular mail or electronically to AMO Member Services. You may then confirm whether you are eligible to have your ballot counted by contacting AMO Member Services at 1-800-362-0513 extension 1050, or by email: memberservices@amo-union.org.

No publicity for candidates

So as not to give any candidate an undue advantage in the forthcoming election of AMO national officers, neither the names nor photographs of candidates, whether incumbent or not, will be published in articles in the union's newspaper, *American Maritime Officer*, or the union's online periodical, *AMO Currents*. In the case of news stories that involve an incumbent who is a candidate, only the candidate's title may be mentioned.

To request TrueBallot, Inc. mail a duplicate ballot to your mailing address on file with AMO, or to an alternate address, including the vessel aboard which you are working, send email to: amoelections@amo-union.org.

For answers to questions regarding your dues status or to obtain an application for membership in American Maritime Officers, visit the AMO website (<https://www.amo-union.org>), contact AMO Member Services by email at: memberservices@amo-union.org, or call (800) 362-0513 extension 1050.

Reminder: AMO members have approved scheduling changes for union's monthly membership meetings starting this year

As a reminder, the schedule of regular American Maritime Officers monthly membership meetings for 2022 and beyond has been changed under the following resolution of the AMO National Executive Board to amend the AMO National Constitution, which was approved by a majority vote of members in attendance of the monthly membership meeting held at AMO headquarters on December 6, 2021.

WHEREAS, amendments to the AMO National Constitution were last adopted through a union-wide referendum that ended in March 2009, and

WHEREAS, the number of Constitutional ports was reduced to one, the National Headquarters, more than a decade ago.

WHEREAS, members have consistently asked that membership meetings at HQ be scheduled during the middle of the week so they may attend without sacrificing Sundays with family or meetings abutting national holidays.

NOW, THEREFORE, pursuant to its authority under Article XXV of the AMO National Constitution, the National Executive Board proposes to the AMO membership the following amendment to the AMO National Constitution:

Article XXI, Section 1 shall now read:

"The National President, or an elected official designated by the National President, or if the National President is incapacitated, an elected official designated by the National Executive Board, shall call and convene a regular monthly membership meeting on the first Wednesday of every month except in the months of January and July when the membership meeting will be held on the second Wednesday. The meeting shall be at National Headquarters. The convening officer may, in his or her sole discretion, cancel, postpone, or move the location of a membership meeting only for exigent circumstanc-

es such as hurricane or flood watches or warnings, states of emergency declared by government authorities, or damage to the National Headquarters premises. This meeting shall be commenced at 1:00 P.M. local time. In the event a quorum is not present at 1:00 P.M. local time the National President or National Officer officially in charge designated by the President shall postpone the opening of the meeting until a quorum is present, but in no event later than 1:30 P.M. local time. If a quorum is not present by 1:30 P.M., then the meeting shall be canceled, and the Order of Business shall be carried over to the next monthly membership meeting."

MONTHLY MEMBERSHIP MEETINGS

Regular monthly membership meetings for American Maritime Officers will be held on the first Wednesday of every month except in the months of January and July, when the membership meeting will be held on the second Wednesday. Meetings will be held at AMO National Headquarters and will begin at 1 p.m. local time. The next meetings are scheduled to take place on the following dates:

November 2, December 7

Please see page 2 of this edition for additional information regarding AMO monthly membership meetings in 2022

AMP rebukes “unlawful” Jones Act waiver for foreign ship

All federal agencies involved reported prior to the waiver there was no diesel fuel shortage; as with Hurricane Maria, the issue was distribution outside of the ports with land-based transportation

The following letter was sent to Secretary of Homeland Security Alejandro Mayorkas on September 29 by Ku’uhaku Park, president of the American Maritime Partnership, a coalition of which American Maritime Officers Service is a member and which American Maritime Officers supports.

As the American Maritime Partnership, representing most of the U.S. domestic maritime industry — ship operators, mariners, shipyards, and pro-defense organizations — we are deeply disappointed by your decision on behalf of the U.S. Department of Homeland Security (“DHS”) to grant a Jones Act waiver to BP yesterday to land its cargo that was moved from the mainland United States to Puerto Rico on a foreign vessel.

As DHS surely knows, all federal agencies involved in this situation — the U.S. Department of Energy, the U.S. Coast Guard, the Federal Emergency Management Agency and the U.S. Army Corps of Engineers — reported prior to the waiver that there was no diesel fuel shortage in Puerto Rico. The fuel situation on the Island has been compromised by difficulties with the on-land distribution system there. Truck distribution within Puerto Rico, not maritime transportation, is the issue, just

as it was in Hurricane Maria five years ago. In fact, American tank vessels, and foreign vessels too, have arrived and continue to arrive with additional fuel for Puerto Rico. This waiver is unnecessary.

The waiver is unlawful. The Jones Act waiver statute, 46 U.S.C. 501(b) (“Section 501”), requires a determination of the non-availability of American vessels before any waiver can be granted. It is a core requirement of the statute. In this case, because the vessel in question was already four days underway when the waiver was applied for, such a determination was not possible. That should have ended the inquiry. Instead, the U.S. Maritime Administration (“MARAD”) conducted an unprecedented retroactive U.S. availability determination 12 days after the fact, and we are well aware that American vessel operators reported U.S. vessel availability in that survey. The U.S. vessel availability survey is intended to be a sincere effort to avoid outsourcing American jobs to foreign operators; it is not a “check the box” exercise conducted nearly two weeks after the fact to justify a waiver. In addition, Section 501 specifically requires MARAD “to identify any actions that could be taken to enable qualified United States flag capacity to meet national

defense requirements,” something that also is not possible after the fact. See 46 U.S.C. 501(b)(3)(A). In this case, DHS simply ignored the U.S. vessel availability element of the Jones Act waiver statute. Further, your public statement about the waiver actually implied that no American vessels were available, when our members advise that was not the case.

Because DHS has now granted an unlawful waiver, it has signaled to oil traders, arbitrageurs, and others around the world that the American federal government will grant waivers that do not meet the conditions of Section 501. As a result, DHS can expect a rash of new waiver requests. In that sense, this waiver sets the worst possible precedent, extending far beyond the factual circumstances in this specific case.

In this case, DHS has rewarded a foreign operator who has been widely criticized, both in Washington, D.C. and in Puerto Rico, for its behavior. This foreign operator took the nearly unprecedented step of applying for the waiver after the vessel was underway, negating the possibility of a legitimate U.S. vessel availability survey. No previous waiver under those circumstances has ever been granted and,

until this week, no retroactive vessel availability survey has ever been conducted. Now, DHS has effectively sanctioned this foreign vessel operator’s behavior. DHS has permitted the waiver recipient to engage in “disaster arbitrage,” the practice of exploiting humanitarian crises to enrich themselves. Oil traders everywhere, including at BP, are likely rejoicing over DHS’s decision. DHS’s actions have established a terrible precedent for similar future activities.

The government’s most important contribution to an industry like ours is to provide legal certainty and consistency. This decision, which places foreign workers and foreign companies ahead of American workers, has undermined that certainty and consistency. It is also inconsistent with the President’s Executive Order 14005, Ensuring the Future is Made in All of America by All of America’s Workers, which seeks to reduce the use of waivers of Made in America law (which includes the Jones Act).

We are disappointed that DHS would ignore the requirements of Section 501, side with foreign operators over American operators and mariners in an unprecedented way, and sanction the worst possible commercial behavior. We urge you to never approve a waiver like this again.

Dedicated Jones Act fleet meeting, exceeding the needs of Puerto Rico residents before and after Hurricane Fiona

The following article was released September 28 by the American Maritime Partnership prior to the Jones Act waiver being approved.

• **Resident Commissioner Jenniffer González Colón: Per U.S. Coast Guard, FEMA, Army Corps of Engineers, and the U.S. Department of Energy: “[t]here is an adequate supply of fuel on the Island that is available to consumers”**

• **Puerto Rico Port Director: “There is no problem with the Jones Act**

because Puerto Rico has even received more than 600,000 gallons of diesel from foreign vessels in the past two weeks”

The American Maritime Partnership (AMP), the voice of the domestic maritime industry, on September 28 released the following facts and statement proudly reporting the role of the domestic American Maritime industry in answering the call to help Puerto Rico in the wake of Hurricane Fiona and challenging the theatrics of a

foreign oil company to take advantage of the crisis.

“American Maritime has been meeting and exceeding the needs of Puerto Rican residents in the wake of Hurricane Fiona and there continues to be absolutely no justification for a waiver of the Jones Act, as the U.S. Coast Guard, FEMA, the Corps of Engineers, and the U.S. Department of Energy all have made clear that the supply of fuel to the Island is not an

issue. This stunt by a foreign oil company showing up unannounced in Puerto Rico while on its way overseas hoping to sell its fuel at a premium to Puerto Ricans in need, and thereby triggering a public and political rush to judgment, is bad precedent, a circumvention of U.S. law, and should never be tolerated. American Maritime is dedicated to Puerto Rico and, while foreign oil traders

Jones Act — Continued on Page 5



AMO aboard the USNS Bob Hope

Members of American Maritime Officers working aboard the USNS Bob Hope in September in Bremerton, Washington, included Captain Andrew Swanson, First Assistant Engineer Craig Matthew Knorr, Second Assistant Engineer Ibrahim Muhammad, Chief Mate Conor Nimmo and Chief Engineer Mark P. Merenda. The LMSR will be shifted to the reserve fleet managed by the U.S. Maritime Administration, which has assigned the Bob Hope to Keystone Shipping. At the time this photo was taken, the AMO officers were preparing to turn the ship over at the end October.

Joint statement from U.S. maritime labor on BP Jones Act Waiver

The following is a joint statement from the American Maritime Officers; the Seafarers International Union; the International Organization of Masters, Mates and Pilots; and the Marine Engineers' Beneficial Association.

Our unions represent American Merchant Mariners who sail aboard Jones Act vessels, including those that serve Puerto Rico. Every day, our mariners go to work to ensure that Puerto Rico and the rest of the United States have safe and dependable domestic shipping,

helping to move all the goods they need to live, work, and raise their families. And, every day, our mariners subject themselves to the dangers of the sea. Not all of them make it home.

The Jones Act is critical to our continued ability to maintain a domestic U.S.-flag merchant marine. As such, we take protecting it seriously. That's why we are shocked and outraged at the U.S. Department of Homeland Security's decision to issue an illegal, unjustified and

unnecessary Jones Act waiver for a British Petroleum tanker that took active steps to ignore and then circumvent fundamental American law.

This waiver is a betrayal of the principles of federal maritime law dating back centuries, made worse by the facts of the case. A foreign ship with a foreign crew loaded fuel in an American port and diverted to Puerto Rico to take advantage of increased fuel prices after the island was hit by Hurricane Fiona. There was no national

security crisis. There were American ships available – indeed, the ship was at sea four days before a waiver was even applied for. This cargo was not humanitarian aid. It was a blatant cash grab and a bald-faced political stunt. The companies behind this vessel gambled that they could pressure the U.S. government into ignoring our laws and policy because of the hurricane and they were correct.

Let us repeat – this waiver was unnecessary. U.S.-flagged vessels and foreign flagged vessels carrying legal cargoes of fuel, either from American ports or from foreign ports, had safely discharged their cargoes in Puerto Rico after the storm.

Statement— Continued on Page 6

The Jones Act benefits Puerto Rico in many ways

The Miami Herald posted the following letter to the editor from the National President of American Maritime Officers on their website on September 29 and published the letter in their print edition on September 30.

The Miami Herald's report on the waiver of the domestic shipping law known as the Jones Act to allow the foreign-flagged tanker delivery of diesel fuel to Puerto Rico included this disturbing quote from San Juan Roman Catholic Archbishop Roberto Gonzales Nieves: "The Jones Act should be repealed – it is immoral."

The Jones Act provides Puerto Rican residents working at sea and ashore under this law with high-standard, family-friendly wages, comprehensive health

insurance and retirement security benefits, among other advantages. Jones Act dry cargo ships operate routinely and efficiently between ports in shuttle service between Florida and Puerto Rico, delivering essential consumer goods and equipment to everyone in this U.S. territory. Foreign-flagged ships already monopolize delivery of petroleum

products to Puerto Rico – fuels that are not sourced in the U.S. mainland.

The Jones Act accounts for some 700,000 jobs nationwide – only Louisiana provides more of these jobs than Florida, which gains from Jones Act services on three coasts. Today's Jones Act cargo ships are indeed suited for national security services in defense

emergencies, and this law generates the highly trained and dedicated U.S. merchant mariner labor force needed to deliver cargoes to U.S. Armed Forces personnel overseas. The Jones Act stands on absolute merit at no cost to U.S. taxpayers.

"Immoral?" The church should know better.

Jones Act

Continued from Page 4

seek to line their pockets at the expense of the Puerto Rican people, we will always be committed to our fellow citizens, including our own employees and their families, in Puerto Rico," said President of the American Maritime Partnership Ku'uhaku Park.

Key Facts:

- There is no evidence that there is a diesel supply problem on the Island. Distribution throughout the island once fuel is offloaded remains the issue.

- The U.S. Coast Guard informed CBS that Puerto Rico and the U.S. Virgin Islands were "comfortably supplied" with diesel as of September 26, when the BP vessel was camped outside of U.S. territorial waters.

- Resident Commissioner Jenniffer González Colón stated: "At each and every meeting, I have been assured by federal agencies, including the Department of Energy, FEMA, and the Corps of Engineers that there is an adequate supply of fuel on the Island that is available to consumers and that subsequent delivery is planned of more fuel in the short, medium and long term."

- Puerto Rico Ports Authority Director, Jose Piza, in an interview, shared that Puerto Rico has received more than 600,000 gallons of diesel from foreign vessels (that followed America's cabotage laws) in the past two weeks. It

is perfectly legal for foreign vessels to deliver foreign cargoes to Puerto Rico. This and cargoes delivered this week dwarf the BP vessel's cargo.

- Like in the aftermath of Hurricane Maria, any delay in receiving needed cargoes due to Hurricane Fiona are not because the goods are not getting to the ports. Sources in Puerto Rico have confirmed that, while the maritime supply chain is steady, the land side transportation on the island itself has been slower to react.

- Foreign vessels transporting cargo between two U.S. ports must follow U.S. law.

- Nothing prevents a foreign vessel from a foreign origin from shipping to and from Puerto Rico. But when the foreign vessel ships from a U.S. port to another U.S.

port carrying U.S. cargoes, it must follow a legal process.

- Piza added that since BP would otherwise have shipped on Jones Act vessels, the gas giant was acting "merely to sell and not to assist the country in its need, for which it will be BP's fault that the island is left without the resource" adding that: "You cannot create the crisis and then play the victim."

- Regular deliveries of diesel are continuing from legal foreign imports and from service from American Maritime carriers.

- On September 26, a domestic operator delivered fuel near Aguirre and then in Guayanilla to help provide diesel on the island. More deliveries, both foreign and U.S.-sourced, are scheduled to be delivered this week.

- Regular supply chain deliveries of

fuel are done in a manner that maximizes efficiency and swift delivery and offloading. The deliveries are timed to ensure there is adequate storage capacity for offloaded fuel when a vessel arrives.

- Delivering fuel by an unexpected foreign vessel to take advantage of recovery from a natural disaster would require those vessels to anchor off the port for days at a time and could disrupt regular operations.

- This British Petroleum (BP) vessel set sail from Texas City enroute to an overseas destination, never intending to deliver diesel to Puerto Rico. Seeing an opportunity to sell its fuel at a premium and take advantage of Puerto Rican residents, BP redirected the vessel to Puerto Rico without following the U.S. Jones Act waiver process.

AMO aboard LNG-powered containership *Perla Del Caribe* in Jones Act Puerto Rico trade



Members of American Maritime Officers working aboard the Jones Act containership *Perla Del Caribe* in September, here in the Port of Jacksonville, Fla., included Chief Mate Doug Voss, Third Mate Ben Rowland, Second Mate Jaime Baretty and Third Mate Kat Green. AMO represents all licensed officers aboard the LNG-powered ship, which operates in dedicated service between the U.S. mainland and Puerto Rico.

Photo: Doug Voss

Bipartisan legislation introduced to restore U.S.-flag cargo preference share for PL-480 shipments

The following is excerpted from an article posted by the office of Congressman John Garamendi (D-CA).

WASHINGTON, DC — On October 3, Congressman John Garamendi (D-CA03) introduced the bipartisan “Rebuilding the United States-Flag International Fleet Act” (H.R.9102), with Congressmen Bob Gibbs (R-OH07) and Alan S. Lowenthal (D-CA47), which would strengthen federal cargo preference laws to reverse the continued decline of U.S.-flagged commercial vessels delivering cargo to foreign ports. According to the U.S. Department of Transportation’s Bureau of Transportation Statistics, the number of ocean-going U.S.-flagged vessels has declined more than 75 percent since 1985, following the 1982 treaty called the United Nations Convention on the Law of the Sea.

Congressman Garamendi is chairman of the House Armed Services Subcommittee on Readiness and a senior member of the Transportation and Infrastructure Committee. He served as the top Democrat on the Subcommittee on Coast Guard and Maritime Transportation from 2013 to 2018. Congressman Gibbs currently serves as the top Republican on the Subcommittee on Coast Guard and Maritime Transportation.

“For too long, Congress and both Democratic and Republican presidents



Congressman John Garamendi (D-CA)

have allowed the commercial fleet of U.S.-flagged, ocean-going vessels to dwindle. The global supply chain crunch during the height of the COVID-19 pandemic, the Russian invasion and blockade of Ukraine, and the People’s Republic of China’s island building in the South China Sea and saber-rattling in the Taiwan Strait have shown that the United States cannot remain reliant on foreign vessels flying flags of convenience,” said Congressman John Garamendi.

“My comprehensive, bipartisan legislation would help to recapitalize the U.S.-flag fleet of ocean-going, commercial vessels by guaranteeing government cargo during peacetime so that U.S.-flag vessels are available during wartime or emergencies. The United States has the world’s most capable Navy, and we need an equally impressive fleet of commercial cargo vessels crewed by American mariners,” concluded Congressman Garamendi.



Congressman Bob Gibbs (R-OH)

food aid programs be carried on US-flagged vessels. Current law only requires 50% minimum gross tonnage.

- Restore requirement in place from 1985 to 2012 that the U.S. Department of Transportation reimburse international food aid programs for any cost premium under the U.S.-flagged vessel cargo preference, to protect the overall budget for food aid exports from increased shipping costs.

- Reaffirm the Maritime Administration (MARAD) as the only federal agency able to waive the U.S.-flag requirement for government cargo, in the rare instances when such commercial vessels are unavailable at fair and reasonable rates.

- Strengthen transparency and over-

The “Rebuilding the United States-Flag International Fleet Act” (H.R.9102) would:

- Restore requirement in place from 1985 to 2012 that at least 75% of gross tonnage of seaborne cargo for international



Congressman Alan Lowenthal (D-CA)

sight by requiring public notice online of all waivers of the U.S.-flag requirement and timely notification to Congress. Current law holds similar requirements for waiving the Jones Act.

- Allow vessels seeking federal cargo contracts to be re-flagged into the United States registry for less than three years provided they satisfy similar requirements as vessels enrolled in the existing Maritime Security Program.

- Clarify that the current U.S.-flagged vessel requirement for international food aid applies to all agricultural products, not just commodity crops.
- Implement the reforms to cargo preference laws recommended by the Government Accountability Office’s report on “Actions Needed to Enhance Cargo Preference Oversight” published on September 12, 2022.

The full text of the Rebuilding the U.S.-Flag International Fleet Act is available online: <https://tinyurl.com/4mfrj275>.

House subcommittee hearing focuses on enforcement of U.S.-flag cargo preference laws

Following the release of a new Government Accountability Office report recommending annual public reporting on and greater oversight of U.S. government compliance with U.S.-flag cargo preference laws, the Subcommittee on Coast Guard and Maritime Transportation

in the House of Representatives on September 14 held a hearing on the issue — “Cargo Preference: Compliance with and Enforcement of Maritime’s Buy American Laws.” Coverage of the hearing will be published in the November edition.

MARAD announces new initiatives to support cargo preference compliance

The following article was released September 16 by the Maritime Administration.

WASHINGTON, DC — The U.S. commercial shipping industry is critical to our economy and national security, and the Maritime Administration (MARAD) is focused on sustaining and growing American shipping capacity. This week during testimony before the Subcommittee on Coast Guard and Maritime Transportation, MARAD Administrator Ann Phillips (Rear Admiral, USN, Ret.) announced two efforts intended to support federal compliance with cargo preference requirements.

Administrator Phillips announced that MARAD will issue a Request for Information to solicit input from all stakeholders on cargo preference requirements.

Administrator Phillips also announced that MARAD will resume publishing comprehensive federal cargo preference data. Publication of the data is intended to increase interagency efficiency and to provide transparency regarding the movement of government-impelled cargo on both U.S.-flagged and foreign-flagged vessels.

Under current federal cargo preference law, the Department of Defense must

move 100 percent of its cargoes on U.S.-flagged vessels. Generally, departments and agencies outside of the Department of Defense must ship at least 50 percent of the gross tonnage of the equipment, materials, or commodities that they transport on U.S.-flagged vessels.

“Cargoes paid for by American taxpayers belong on American ships. Cargo preference requirements are not just ‘Buy America’ requirements, they are requirements that also help to strengthen America,” Administrator Phillips testified during the recent hearing, entitled “Cargo Prefer-

ence: Compliance with and Enforcement of Maritime’s Buy American Laws.”

MARAD is also working with the Biden-Harris Administration’s Made In America Office to help agencies understand cargo preference requirements. As part of this effort, MARAD is in the process of communicating with all federal departments and agencies to remind them of their obligations and request that they each identify a Senior Accountable Official — consistent with OMB’s implementing guidance on Executive Order 14005, Ensuring the Future Is Made in All of America by All of America’s Workers — who can be a single point of contact with whom MARAD can work to implement cargo preference requirements.

For more information, please visit: <https://tinyurl.com/mr2ckkrw>.

Statement

Continued from Page 5

American ships were available. American crews were available. But none of that mattered, because the political optics of

a ship waiting to bring fuel to the island apparently matters more than a century of bedrock American law.

This waiver is an undeserved slap in the face to American mariners and U.S.-flag vessel operators. It potentially opens the door for future incursions by

foreign-flag interests by giving them a roadmap of what they need to do in order to bully our government into giving them what they want — just show up on our doorstep and call the press. It sets a dangerous precedent, and it threatens the domestic industry at a time when we —

like many other sectors of the economy — are challenged with worker shortages.

In the strongest possible terms, we condemn the issuance of this waiver, and we urge the Department of Homeland Security to never approve a waiver like this again.

Joseph Z. Gremelsbacker: 1953-2022

Joseph Zigmund Gremelsbacker, a beloved longtime advocate for American Maritime Officers members, died on October 3, 2022 in Hollywood, Florida after a long and valiant battle with cancer. He was 68.

The former AMO National Vice President, Deep Sea, had recently stepped back from his post with the union to focus on his health, but remained a contributing member of the executive board during his physical absence. In total, Gremelsbacker had nearly 40 years of service with AMO.

"We at AMO headquarters are hurting badly over the loss of our great friend Joe Gremelsbacker, but we are relieved to know that Joe has found peace at long last, having endured eight years of cancer, chemotherapy and radiation," the AMO National President said. "We find comfort as well in knowing that Joe's painful struggle did not diminish his career-long commitment to protecting and promoting



the professional and personal interests of the AMO membership, many of whom will forever remember Joe as a good-natured friend who offered honest, effective

representation. His achievements for the AMO membership are a lasting collective testament to Joe's moral values and his strength of character.

"We hold warm thoughts as well for Joe's daughter, Morgan, and for Joe's nephew, AMO member John Zabielski — known to everyone as 'Johnny Z.' We offer our deepest condolences and our assurance that Joe will not be forgotten in our union or in our industry," he said.

A native of New York, Gremelsbacker joined AMO in 1984 as a third mate on the Sealift bulkier *Bravado* after having sailed as an unlicensed seaman.

Over his sailing career with AMO, Gremelsbacker worked aboard several vessels — including the *USNS Williams*, *S/S Wright*, *USNS Bobo*, and *USNS Lopez* — in varying capacities, culminating in Master, before coming ashore in October 1992 to work for the union.

As a representative, Gremelsbacker was tasked with fighting for the rights of AMO members who had disputes with contracted companies and other shipboard

issues. Through his dedicated handling of grievances, Joe garnered the reputation as a passionate advocate for the membership.

"I am very sorry to hear about Joe. I know how much you respected and loved him, and you are not alone. He earned and held the respect of both the sailing membership and the employers," said Ed Hanley, Vice President of Labor Relations for Maersk Line, Limited. "This is no easy task, especially when you are the 'beef' guy — but he made it seem so because he truly believed in the causes of both. Joe's combination of professional competencies, intuitive mediating skills and rib-hurting sea stories will be greatly missed."

In 1995, Gremelsbacker was elected to the AMO Executive Board. In 2001, he was elected AMO National Vice President, Deep Sea — a post to which he was consistently re-elected until stepping down in 2021.

He is survived by his daughter, Morgan; sister, Marie Zabielski; and nephew, John Zabielski. Information on memorial services will be provided at a later date.

American Maritime Officers Membership Assistance Program available to aid AMO members hit by severe storms and natural disasters

The American Maritime Officers Membership Assistance Program is a voluntary disaster relief fund established to aid current AMO members and applicants for membership who suffer damage to their property as the result of severe storms and natural disasters, such as Hurricanes Ian and Fiona.

Benefits from the AMO Membership Assistance Program are paid in varying amounts determined exclusively by need.

The application for relief benefits under MAP is available on the AMO website: <https://www.amo-union.org/PDFs/mapapplication.pdf>.

The Membership Assistance Program is a permanent, independent, tax-exempt and voluntary disaster relief fund established by the AMO National Executive Board. AMO made

an initial contribution to the fund at its inception, and the fund is now sustained by individual voluntary tax-deductible contributions.

AMO members can make tax-deductible voluntary contributions to the AMO Membership Assistance Program via authorized vacation deductions. The form is available online: <https://www.amoplans.com/Forms/Vacation/mapdeduction.pdf>.

Contributions can also be made by sending checks or money orders to:

AMO Membership Assistance Program
601 S. Federal Highway
Dania Beach, FL 33004-4109

U.S. Coast Guard National Maritime Center: Replacement of Merchant Mariner Credentials lost due to Hurricanes Fiona and Ian

The following article was released by the National Maritime Center.

In accordance with Federal regulations, duplicate Merchant Mariner Credentials (MMCs) may be issued free of charge to mariners whose credentials were lost or destroyed as a result of Hurricane Fiona in Puerto Rico and Hurricane Ian in Florida. Affected mariners should follow the steps below to obtain an expedited replacement credential:

Provide a statement of loss to the National Maritime Center (NMC) via fax at (304) 433-3412 or via email (IASKNMC@uscg.mil). The statement should contain the following:

- Mariner's full name
- Mariner's date of birth
- Mariner's reference number (MRN) — if you don't know the MRN, include the mariner's Social Security number
- The mailing address that the replacement credential should be sent to
- Current phone number and/or e-mail address that the NMC can use to contact the

mariner with questions, if necessary

- Description of the circumstances surrounding the loss/destruction of the credential
- Unless otherwise requested, any duplicate MMCs issued per the request process above will include a corresponding Medical Certificate, if previously issued. We will make every effort to have duplicate credentials mailed out the next business day. Alternatively, mariners may submit form CG-719B, Application for Merchant Mariner Credential, to one of the Regional Exam Centers with the information above (<https://tinyurl.com/58tyrrf4>).

If your credential is unserviceable due to damage or your lost credential is subsequently found, that credential should be mailed to the NMC.

If you have questions or feedback regarding duplicate credentials, please contact the NMC via our Online Chat or Ticketing System on the National Maritime Center website (https://www.dco.uscg.mil/national_maritime_center/), by email IASKNMC@uscg.mil, or by calling (888) IASKNMC (427-5662).

Direct submission of Medical Certificate applications to the National Maritime Center

The following article was released by the National Maritime Center.

The Coast Guard has an established option for submission of Medical Certificate applications (CG-719K and CG-719K/E forms). Mariners may submit Medical Certificate only applications directly to the National Maritime Center (NMC). Regional Examination Centers will accept Medical Certificate application submissions as well, but, for faster processing, it is recommended to submit a CG-719K or CG-719K/E directly to the NMC.

The CG-719K and CG-719 K/E forms can be sent to the NMC by email: MEDAIP@uscg.mil.

Electronic submission requirements can be found on the NMC website.

Direct submission to the NMC is only for the Medical Certificate application. Applications for a Merchant Mariner Credential (CG-719B/MMC) cannot be submitted directly to the NMC.

If you have any questions, please contact the NMC Customer Service Center by email (IASKNMC@uscg.mil), by calling 1-888-IASKNMC (427-5662), or via our online chat system available on the NMC website: https://www.dco.uscg.mil/national_maritime_center.

AMO Safety and Education Plan – Simulation, Training, Assessment & Research Center

(954) 920-3222 / (800) 942-3220 – 2 West Dixie Highway, Dania Beach, FL 33004

General Courses

| | | | | | | | | | |
|--|---------|-------------|----------------|---------------|-----------------|--------------|--------------|-----------|--|
| Combined Basic & Advanced Low Flash Point Fuel Operations (IGF Code/LNG Fuel) Course | 5 Days | 7 November | 6 February | 10 April | | | | | |
| Confined Space Entry | 3 Days | 31 October | 1 February | 10 May | | | | | |
| Advanced Fire Fighting | 5 Days | 24 October | 17 April | | | | | | |
| Advanced Fire Fighting Refresher | 2 Days | 6 February | 27 March | | | | | | |
| Basic Safety Training – All 4 modules must be completed within 12 months: Personal Safety Techniques (Mon./Tues. – 1.5 days), Personal Safety & Social Responsibility (Tues pm – .5 days), Elementary First Aid (Wed. – 1 day), Fire Fighting & Fire Prevention (Thurs/Fri – 2 days) – not required if Combined Basic & Adv. Fire Fighting completed within 12 months. | 5 Days | 12 December | 6 February | 27 March | | | | | |
| Basic Safety Training – Refresher – required for STCW renewal for those without 360 days of sea service in 5 years | 3 Days | 8 February | 29 March | | | | | | |
| Chemical Safety – Advanced | 5 Days | 13 February | | | | | | | |
| ECDIS | 5 Days | 24 October | 5 December | 6 February | | | | | |
| Environmental Awareness (includes Oily Water Separator) | 3 Days | 14 November | 5 December | | | | | | |
| Fast Rescue Boat | 4 Days | 29 November | 10 January | 14 March | 18 April | | | | |
| GMDSS – Requires after-hour homework | 10 Days | 13 February | | | | | | | |
| LNG Tankerman PIC – available online | 8 Days | Please Call | | | | | | | |
| LNG Simulator Training – Enrollment priority in the LNG simulator course is given to qualified member candidates for employment and/or observation opportunities with AMO contracted LNG companies. In all cases successful completion of the LNG PNC classroom course is prerequisite. | 5 Days | Please Call | | | | | | | |
| Proficiency in Survival Craft (Lifeboat) | 4 Days | 24 January | 20 February | | | | | | |
| Safety Officer Course (also see online schedule) | 2 Days | 13 February | | | | | | | |
| Tankerman PIC DL – Classroom (also see online schedule) | 5 Days | 12 December | 20 February | 15 May | | | | | |
| Tankerman PIC DL – Simulator | 10 Days | 28 November | 23 January | 27 February | 20 March | 17 April | | | |
| Train the Trainer – requires after hours homework | 5 Days | 14 November | 12 December | 16 January | 13 March | 15 May | | | |
| Vessel Personnel with Designated Security Duties – VPDS | 2 Days | Please Call | | | | | | | |
| Vessel/Company Security Officer – Includes Anti-Piracy (also see online schedule) | 3 Days | 15 February | | | | | | | |
| Proficiency in Survival Craft (Lifeboat) REFRESHER | 1 Day | 11 February | 1 April | | | | | | |
| Electronic Navigation and Watchkeeping Refresher | 3 Days | 7 November | 1, 22 March | 17 April | 24 May | | | | |
| Basic Training & Advanced Fire Fighting Revalidation (Required for STCW renewal) – required by those with 360 days sea service in 5 years | 2 Days | 3 November | 1, 12 December | 9, 30 January | 13, 27 February | 20, 23 March | April 10, 24 | May 8, 22 | |
| Leadership & Management (required by ALL management level Deck and Engine officers by 1 Jan 2017) | 5 Days | 5 December | 23 January | 13 March | 22 May | | | | |

Medical Courses

| | | | | | | | | | |
|--|--------|-------------|------------|-------------|----------|----------|--------|--|--|
| MSC Medical PIC Refresher | 5 days | Please Call | | | | | | | |
| Elementary First Aid – Prerequisite for MCP within preceding 6 months | 1 day | 29 November | 10 January | 28 February | 11 April | 9 May | | | |
| Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering | 3 days | 30 November | 11 January | 1 March | 12 April | 10 May | | | |
| Medical PIC – Please FAX MCP certificate when registering | 5 days | 5 December | 16 January | 6 March | 17 April | 15 May | | | |
| Urinalysis Collector Training | 1 day | 24 October | 7 November | 12 December | 13 March | 24 April | 22 May | | |
| Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m. | 1 day | 25 October | 8 November | 13 December | 14 March | 25 April | 23 May | | |

Radar Courses

| | | | | | | | | | |
|--|--------|------------|------------|-------------|----------|--------|--|--|--|
| Radar Recertification | 1 day | 30 January | 27 March | | | | | | |
| Electronic Navigation and Watchkeeping Refresher | 3 days | 7 November | 11 January | 1, 22 March | 17 April | 24 May | | | |
| ARPA | 4 days | 31 January | | | | | | | |
| Radar Recertification & ARPA | 5 days | 30 January | | | | | | | |
| Original Radar Observer Unlimited | 5 days | 23 January | | | | | | | |

Deck Courses

| | | | | | | | | | |
|---|---------|-------------|-------------|------------|----------|--------|--|--|--|
| Advanced Bridge Resource Management | 5 days | 24 October | 16 January | 6 February | 27 March | 15 May | | | |
| Advanced Shiphandling for Masters/Senior Deck Officers – (No equivalency) Must have sailed as Chief Mate Unlimited | 5 days | 14 November | 27 February | 1 May | | | | | |
| Advanced Shiphandling for 3rd Mates – 60 days seetime equiv. for 3rd Mates | 10 days | 7 November | 25 January | 6 March | 1 May | | | | |
| Advanced and Emergency Shiphandling – First Class Pilots, Great Lakes | 5 days | 30 January | | | | | | | |
| Basic Meteorology | 5 days | 24 October | 6 February | | | | | | |
| Tug Training – ASD Assist | 5 days | 5 December | 1 May | | | | | | |
| Dynamic Positioning – Induction (Basic) | 5 days | 24 October | 9 January | 8 May | | | | | |
| Dynamic Positioning – Simulator (Advanced) | 5 days | 14 November | 30 January | 17 April | | | | | |
| Dynamic Positioning – Revalidation | 5 days | 5 December | 13 February | | | | | | |
| Navigational Watchkeeping Standardization & Assessment Program | 5 days | 28 November | 20 February | 22 May | | | | | |
| TOAR (Towing Officer Assessment Record) – Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required | 5 days | 6 February | 8 May | | | | | | |
| High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master) | 5 days | 12 December | 23 January | 27 March | 22 May | | | | |

Deck Upgrade – STCW 2010 – Management Level (NVIC 10-14) – 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. See STAR Center’s website for full details: <http://www.STAR-Center.com/STCW2010-deck.upgrade.html>.

| | | | | | | | | | |
|--|---------|----------------|-------------|-------------|-------------|-------------|----------|-------|--|
| Upgrade: Shiphandling at the Management Level (includes SAR) | 10 days | 24, 31 October | 28 November | 9 January | 13 February | 6, 20 March | 10 April | 8 May | |
| Upgrade: Advanced Meteorology – Requires after-hours homework | 5 days | 31 October | 7 December | 16 January | 13 February | 27 March | 24 April | | |
| Advanced Stability (also see online schedule) | 5 Days | 12 December | 16 January | 27 February | 20 March | 8 May | | | |
| Search & Rescue (now included in SAML) | 2 days | Please Call | | | | | | | |
| Management of Medical Care (also see online schedule) | 1/2 day | 16 November | 8 February | 26 April | | | | | |
| Leadership & Management (also see online schedule) | 5 Days | 5 December | 23 January | 13 March | 22 May | | | | |
| Advanced Cargo – Optional for task sign-off (also see online schedule) | 5 Days | 14 November | 5 December | 30 January | 20 February | 27 March | 15 May | | |
| Marine Propulsion Plants – Optional for task sign-off | 5 Days | 12 December | 30 January | 20 February | 22 May | | | | |
| Advanced Celestial – Optional for task sign-off | 5 Days | 28 November | 6 February | 13 March | 1 May | | | | |
| Advanced Navigation – Optional for task sign-off | 5 days | 31 October | 5 December | 13 February | 10 April | 22 May | | | |

Engineering Courses

| | | | | | | | | | |
|---|---------|-------------|-------------|------------|-------------|----------|-------|--|--|
| Basic Electricity (Professional Development) | 10 days | 24 October | 16 January | 17 April | | | | | |
| Diesel Crossover | 4 weeks | 24 October | | | | | | | |
| Engine Room Resource Management (Simulator) | 5 days | 31 October | 9 January | 1 May | | | | | |
| Gas Turbine Endorsement | 10 days | 24 October | | | | | | | |
| Marine High Voltage Safety Course (Simulator) | 5 days | 7 November | 6 February | 15 May | | | | | |
| Hydraulics / Pneumatics (Professional Development) | 5 days | 14 November | 13 March | | | | | | |
| Machine Shop (Professional Development) | 10 days | 5 December | 27 February | 17 April | | | | | |
| Programmable Logic Controllers (PLCs) (Does not include EPA Universal) | 5 days | 14 November | 30 January | 27 March | 8 May | | | | |
| Refrigeration & Air Conditioning | 5 days | 28 November | 9 January | 1 May | | | | | |
| Steam Endorsement | 4 weeks | 31 January | | | | | | | |
| Marine Controls and Instrumentation (Professional Development) | 10 days | 17 April | 15 May | 17 April | 15 May | | | | |
| Welding & Metallurgy Skills & Practices – Open to eligible Chief Mates and Masters on a space available basis. Interested participants should apply online and will be confirmed 2 weeks prior to start date. | | | 2 weeks | 5 December | 13 February | 20 March | 1 May | | |

Engine Upgrade – STCW 2010 – Management Level (NVIC 15-14) – Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 15-14. 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 | 5 December | 23 January | 13 March | 22 May | | | | |
| ERM (E050 as amended) – REQUIRED (unless previously taken for gap closing or original license) | 5 days | 31 October | 9 January | 8 May | | | | | |
| Upgrade: Electrical, Electronics & Control Engineering (Management Level) (E133 as amended) (UPGRADE with tasks) Required unless previously taken for gap closing or original license | 5 days | 28 November | 16 January | 20 March | 15 May | | | | |
| 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 | 24 October | 12 December | 30 January | 27 March | 1 May | | | |
| STCW Upgrade Task Assessment – Steam (E121 as amended) – OPTIONAL: Tasks can be signed off onboard | 5 days | Please Call | | | | | | | |
| STCW Upgrade Task Assessment – Gas Turbine (E122 as amended) – OPTIONAL: Tasks can be signed off onboard | 3 days | Please Call | | | | | | | |

MSC Training Program – The core MSC courses noted below are required for initial MSC employment. Other MSC courses listed are only required as assigned duties require.

| | | | | | | | | | |
|--|---------|----------------|------------------------|----------------|--------------------|--------------------|------------------------|------------------|---------------|
| CORE Basic CBR Defense – Refresher required every 5 years | 1 day | 18 November | 16 December | 20 January | 17 February | 9 March | 28 April | 18 May | |
| CORE Damage Control – Refresher required every 5 years | 1 day | 17 November | 14 December | 19 January | 15 February | 8 March | 26 April | 17 May | |
| CORE Helicopter Fire Fighting – Refresher required every 5 years | 1 day | 16 November | 15 December | 18 January | 16 February | 7 March | 27 April | 16 May | |
| CORE Marine Environmental Program (with CBRD) – Refresher required every 5 years | 1/2 day | 18 November | 16 December | 20 January | 17 February | 9 March | 28 April | 18 May | |
| MSC Readiness Refresher – Must have completed full CBRD & DC once in career | 2 days | 15 November | 17 January | 6 March | 15 May | | | | |
| MSC Watchstander – BASIC – Once in career, SST grads grandfathered | 1 day | 28 November | 30 January | 6 March | 17 April | | | | |
| MSC Watchstander – ADVANCED – Annual required for all SRF members | 1 day | 28 October | 4, 11, 18, 29 November | 9, 16 Dec. | 13, 27, 31 January | 10, 17 February | 3, 7, 17, 24, 31 March | 14, 18, 28 April | 5, 12, 28 May |
| MSC Ship Reaction Force – Required every three years for SRF members and must have Basic and a valid Advanced Watchkeeping and a valid Small Arms | 3 days | 30 November | 1 February | 8 March | 19 April | 15 May | | | |
| Small Arms – Initial & Sustainment (Refresher) Training – Open to members & applicants eligible for employment through AMO (w/in 1 year) or MSC on MARAD contracted vessels. | 4 days | 24, 31 October | 7, 14 November | 5, 12 December | 9, 23 January | 6, 13, 27 February | 13, 20, 27 March | 10, 24 April | 1, 8, 22 May |

Self-Study, CDs and Online Courses

| | |
|--|---|
| Anti-Terrorism Level 1 | Online |
| DOT Hazardous Materials Transportation Training | Online |
| EPA Universal Refrigerant Certification Examination (3 days on campus) | 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, admit students of any race, color, national and ethnic origin or sex to all the rights, privileges, programs and activities generally accorded or made available to students at the Center. It does not discriminate on the basis of race, color, national or ethnic origin or sex in administration of its educational policies, admission policies and other programs administered by the Center.

ONLINE Blended Management Level Upgrade Classes (Deck and Engine) – STAR Center is offering the following courses ONLINE. WHERE SHOWN, FULLY ONLINE CLASSES INCLUDE ALL ASSESSMENTS AND TRAVEL TO STAR CENTER IS NOT REQUIRED. By USCG approval requirements, Practical Exercises and Competency Assessments for blended courses will have to be taken at STAR Center. This will be scheduled in a comprehensive 5-day session.

| | | | | | | | | | |
|---|---------|-------------|-------------|------------|--------|--|--|--|--|
| Leadership and Management (Deck and Engine) – FULLY ONLINE | 5 Days | 5 December | 13 March | | | | | | |
| Upgrade: Advanced Meteorology (Deck) – Blended Assessment at STAR Center | 3 Days | 7 December | 25 January | 24 May | | | | | |
| Advanced Navigation (Deck) | 3 Days | 31 October | 13 February | | | | | | |
| Marine Propulsion Plant (Deck) | 3 Days | 12 December | 20 February | | | | | | |
| Advanced Stability (Deck) FULLY ONLINE | 5 Days | 12 December | 20 March | | | | | | |
| Advanced Cargo (Deck) FULLY ONLINE | 5 Days | 5 December | 27 March | | | | | | |
| Advanced Celestial (Deck) Blended Assessment at STAR Center | 4 Days | 28 November | 24 April | | | | | | |
| Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE | 5 Days | 28 November | 20 March | | | | | | |
| Combined Basic and Advanced Low Flash Point Fuel Operations – FULLY ONLINE | 5 Days | 7 November | 10 April | | | | | | |
| LNG Tankerman PIC – FULLY ONLINE | 8 Days | Please Call | | | | | | | |
| Tankerman PIC DL – Classroom – FULLY ONLINE | 5 Days | 12 December | 15 May | | | | | | |
| Vessel Security Officer (VSO) – FULLY ONLINE | 3 Days | 15 February | | | | | | | |
| Safety Officer Seminar – FULLY ONLINE | 2 Days | 13 February | | | | | | | |
| Management of Medical Care | .5 Days | 16 November | | | | | | | |
| Assessments (at STAR Center) DECK and ENGINE | | | | | | | | | |
| Upgrade: Advanced Meteorology (Deck) | 2 Days | 7 November | 5 December | 23 January | 22 May | | | | |
| Advanced Navigation (Deck) | 2 Days | Please Call | | | | | | | |
| Marine Propulsion Plant (Deck) | 2 Days | Please Call | | | | | | | |
| Advanced Celestial (Deck) | 2 Days | 10 November | 1 December | 9 January | | | | | |

AMO members and applicants asked to submit course applications as far in advance as possible, and to submit a course application even if the preferred course has a wait list

AMO members and applicants are asked to submit an application for course registration as far in advance of the course’s start date as possible for all courses. Applications received less than 60 days in advance of a course’s start date are more

difficult to accommodate. AMO members and applicants are also asked to submit an application for their preferred course and start date even if there is a wait list. STAR Center is sometimes able to accommodate those on a course wait list.



register@star-center.com ★ FAX: 954-920-3140

If possible, please use the secure online course application:
<https://www.star-center.com/forms/reg.mbr.live.html>

NAME: _____ DATE: _____
 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: _____

Please call or e-mail to confirm your class at least two (2) weeks prior to course start date. In the event of a Waiting List, your place will be released two (2) weeks before the scheduled start date if we have not heard from you.

To confirm course registration, please call: (800) 942-3220 Ext. 201

For course attendance confirmation, please call: (800) 942-3220 Ext. 200

★ YOU MUST BE FIT FOR DUTY TO ATTEND CLASSES ★

STAR Center Use Only / Tracking Number:

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

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

| Desired Course(s) | Preferred / Alternate Start Date |
|-------------------|----------------------------------|
| _____ | / |
| _____ | / |
| _____ | / |
| _____ | / |

Lodging / Accompanying Guest Information

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

| Spouse / Guest / Significant Other | Relationship | Age (if Minor Under 18) |
|------------------------------------|--------------|-------------------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

Students must be “fit for duty” and guests must be capable of performing “activities of daily living” without assistance. All Minors under 18 must be accompanied by an adult at all times while at STAR Center. Include ages of all Minors under 18 on list above.

Check if baby crib required

Lodging Remarks / Requests: _____



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STAR CENTER

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

SERVICES

AMO MEMBERS & APPLICANTS: UPDATE CREDENTIALS, DOCUMENTS, TRAINING RECORDS
 Secure File Upload: <https://www.amo-union.org/MemberLogin.aspx>
 Questions: (800) 362-0513 Extension 1050
 E-mail: memberservices@amo-union.org

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

AMO PLANS
 2 West Dixie Highway
 Dania Beach, FL 33004-4312
 (800) 348-6515
 FAX: (954) 922-7539

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

AMO PLANS CONTACT INFORMATION

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

Phone: (800) 348-6515

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

Medical Customer Service: extension 12

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

Vacation: extension 15

FAX — Retirement Services: (954) 922-7539

FAX — Medical Plan: (954) 920-9482

FAX — Vacation Plan: (954) 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: amopension@amoplans.com

El Faro Salute! — memorial dedicated honoring ship's final crew

On September 24, nearly 1,000 people, including members of American Maritime Officers, gathered in Rockland, Maine to attend the presentation of a memorial dedicated to the mariners lost in the sinking of *S/S El Faro* in Hurricane Joaquin on October 1, 2015.

El Faro sailed with a crew of 33, including 11 AMO members, 17 members of the Seafarers International Union and five Polish nationals comprising the riding gang — Michael C. Davidson, Richard J. Pusatere, Steven W. Shultz, Jeffrey A. Mathias, Danielle L. Randolph, Keith W. Griffin, Jeremie H. Riehm, Howard J. Schoenly, Michael L. Holland, Mitchell T. Kuflik, Dylan D. Meklin, Roan R. Lightfoot, Brookie L. Davis, Frank J. Hamm, Carey J. Hatch, Jack E. Jackson, Jackie R. Jones Jr., Sylvester C. Crawford Jr., Joe E. Hargrove, German A. Solar-Cortes, Anthony S. Thomas, Louis M. Champa, Roosevelt L. Clark, James P. Porter, Mariette Wright, Theodore E. Quammie, Lashawn L. Rivera, Lonnie S. Jordan, Piotr M. Krause, Marcin Nita, Jan Podgórski, Andrzej R. Truszkowski, Rafal A. Zdobych.

Several of the crew members were from the New England area, and five had graduated from Maine Maritime Academy.

The sculpture is entitled: *El Faro Salute!*



The AMO National Vice President, Deep Sea, attended the dedication of the memorial and described the occasion as a somber but joyous celebration of the lives of those lost with *El Faro*.

"The artist and the guest speakers did an excellent job capturing the sacrifices made by those who make their living at sea," he said. "Retired AMO member Dave Weathers, who spent many months with the families after the tragedy, introduced me to several of the family members in attendance and I was able to hear how this incredible loss has shaped their lives. Sometimes those of us who go to sea forget the sacrifices of those who wait for our return."

The memorial was constructed by local artist Jay Sawyer, a graduate of Maine Maritime Academy who formerly sailed as a marine engineer.

Sawyer told the local newspaper, the *Courier-Gazette*, he hopes the memorial will offer comfort to the families of those lost aboard *El Faro*. The artist also said he hopes it gives the public a greater appreciation of the sacrifices made by those who go to sea.

"On a clear day, you can see merchant ships far out beyond the breakwater, heading up to Searsport. They keep the world going," Sawyer said.



Photo: Earl Bergeron

El Faro memorial ceremony conducted at sea aboard *ARC Independence*



Photo courtesy of Captain Nicholas Kalmukos

The officers and crew of the *ARC Independence* conducted an *El Faro* memorial ceremony and paid their respects in October while transiting the general area where the ship sank on October 1, 2015 in Hurricane Joaquin. The wreath laid by the *ARC Independence* was hand-made by Third Mate Ragen Johnson from a variety of plants kept on the ship's bridge.