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On January 3, watchstanders onboard the *M/V Sagamore* spotted a small vessel while transiting the western reaches of the Straits of Florida.

The captain was alerted and the ship diverted to assist the makeshift craft as the occupants signaled by the waving of arms that they were in distress. Captain Paul Bonney, master on the *Sagamore*, notified U.S. Coast Guard Sector Key West and brought the ship about to recover the migrants, who were adrift in the raft.

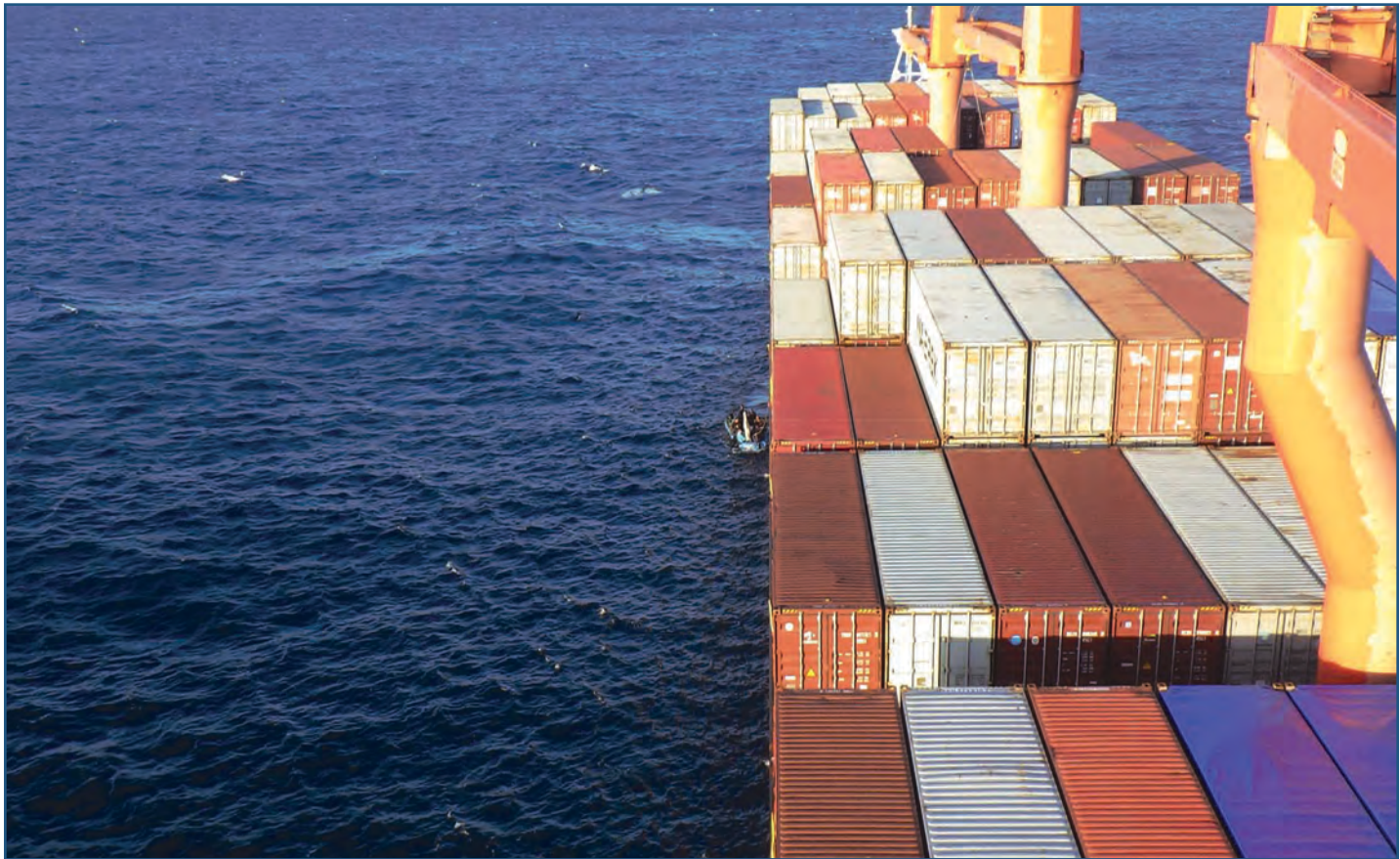
The Coast Guard informed the *Sagamore* they would dispatch USCG Cutter *Richard Ethridge* while the ship made the best effort to recover the people from the raft.

The *Sagamore* came alongside the raft and its 15 occupants came aboard the *Sagamore* at 1735 local time. They were given water, food, blankets and clothing. The migrants said they were from Cuba and had been in the vessel for four days.

The *Richard Ethridge* arrived on scene and conducted a transfer from the *Sagamore* to the cutter with their rescue boat, finishing at 2042.

The *Sagamore*, which is operated by Sealift LLC, proceeded enroute to

M/V Sagamore rescues 15 Cuban migrants adrift in Straits of Florida



Photos courtesy of Captain Paul Bonney

Political fund a most effective AMO job guardian

As the 118th Congress begins its work, we in American Maritime Officers can count the AMO Voluntary Political Action Fund as our union's most effective, practical defender of job security for all deep-sea, Great Lakes and inland waters vessel officers in the AMO ranks and, by extension, members' families — dependents who gain as well from the most comprehensive benefit funds in the maritime industry.

This fund complements the excellent issue work of our legislative staff in Washington. It helps sustain a broad, bipartisan support base of lawmakers in the U.S. House of Representatives and in the U.S. Senate — a corps of men and women reflecting all ideological belief but united in support of the privately owned and operated U.S. merchant fleet as a proven national asset, with AMO front and center.

But credit for the AMO Voluntary Political Action Fund as the largest, most successful account of its kind in the American maritime industry goes gladly to the AMO members in all foreign and domestic trades who understand the need for and contribute to this endless but rewarding effort.

Our legislative achievements for this fiscal year 2023 include: full funding of the

Maritime Security Program at \$5 million per ship; full funding of the forthcoming Tanker Security Program at \$6 million per ship, a fleet that is expected to expand from 10 ships to 20 in fiscal 2024 next October 1; the new Cable Security Fleet fully funded at \$5 million each for two ships and which is now exclusive to AMO; and healthy funding of PL-480 food aid exports, which are subject to U.S.-flag cargo preference laws.

Since the enactment of both the Cargo Preference Act of 1954 and PL-480 in the same year, government interests like the U.S. Agency for International Development and others have grown adept at ducking the law's requirement that 50 percent of all non-defense government cargoes be shipped under the American flag — military cargoes are subject to 100 percent U.S.-flag cargo preference under a 1904 law.

But California Democrat Rep. John Garamendi this year will push a bill to tighten the law against apparently easy exploitation of legal loopholes that weaken cargo preference mandates, and he is drawing significant bipartisan support.

The Congressman's Rebuilding of the U.S.-Flag International Fleet Act "offers Congress the chance to enact the first

comprehensive reform of cargo preference laws in decades," the Congressman said in his introductory comments. "Our legislation incorporates recommendations for the Maritime Administration from the Government Accountability Office's report published on September 14, 2022." This GAO report was titled: Actions Needed to Enhance Cargo Preference Oversight.

The venerable Jones Act, too, is much in focus on Capitol Hill since this law was waived twice in 2022 to allow for-foreign-flagged tankers to haul diesel oil and liquefied natural gas to Puerto Rico as relief cargoes in the wake of a powerful hurricane last Autumn.

These Jones Act waivers "were unlawful, unnecessary and in direct contradiction to the government's longstanding expressed interest in protecting American industry," Mississippi Republican Senator Roger Wicker wrote in a November 1 letter to Homeland Security Secretary Alejandro Mayorkas. "The U.S. merchant marine is vital to our economic security and defense readiness. The issuance of these waivers sets a dangerous precedent and sharply erodes the strength of our domestic maritime industry."

These comments confirm the mission-first focus of the AMO Voluntary Political Action Fund — a liberal Democrat from California and a conservative Republican from Mississippi with a shared, firm and principled commitment to the U.S. maritime industry on all fronts.

The fiscal 2023 National Defense Authorization Act also includes budgets for the Maritime Administration and the U.S. Coast Guard, reaffirms MARAD's role as the sole authority to determine when Jones Act vessels are not available to provide specific services, bars blanket waivers of the domestic shipping law and prohibits retroactive Jones Act vessel availability

market surveys.

The NDAA also requires MARAD to secure a final rule on the application and enforcement of cargo preference laws no later than September 23, 2023, establish a definitive U.S. maritime policy by December 27, 2023 and directs the GAO to review federal efforts to boost the U.S. maritime industry by June 27, 2024.

Under the NDAA, the Department of Defense, the Navy and the Coast Guard are to collaborate with "an appropriate vessel construction manager" on a plan to build 10 strategic sealift ships to be managed and operated by U.S. shipping interests.

These encouraging developments confirm the value of the AMO Voluntary Political Action Fund, and I ask that all AMO members do what they can to help rebuild the fund balance after a long but productive cycle that ended with the Congressional mid-term elections in November. Many AMO supporters on the Hill are in or headed for key committee chairs and leadership positions already gearing up for the next election.

The AMO Voluntary Political Action Fund is indeed voluntary. The money is used exclusively to support the campaigns of lawmakers who support AMO and the maritime industry. Our fund covers no business, meal or travel expenses and no parties. A full report is on record each year with the Federal Elections Commission.

Please contribute to the AMO VPAF at levels you can be comfortable with. You can pay by personal check payable to the fund at AMO headquarters, online through the AMO website at amo-union.org, by credit card or by authorized deduction from benefits earned through the AMO Vacation Plan.

Thank you.

Paul Doell
National President

AMO aboard Jones Act ConRo *El Coquí* in Puerto Rico trade



Members of American Maritime Officers working aboard the LNG-powered combination container and roll-on/roll-off ship *El Coquí* in January, here in Jacksonville, Fla., included Captain Nick St. Jean, First Assistant Engineer Eric Blanchard and Second A.E. Vladimir Davidochkin. With them is QMED Jonathan Collier. AMO represents all licensed officers aboard the Crowley ConRo, which operates in Jones Act service between the U.S. mainland and Puerto Rico.

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:

March 1, April 5



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AMO member Bob Ring brings Anderson-Kelly controversy to home state U.S. Senator Susan Collins

AMO member Bob Ring has alerted Sen. Susan Collins, a Maine Republican, to his difficult, longtime struggle with mariner health and medical arbiter Anderson-Kelly Co. — and he drew an immediate, encouraging reply from one of the Senate’s top supporters of the U.S. merchant fleet and its civilian ship officers and crews.

Ring — a Chief Engineer, a graduate of Maine Maritime Academy and a resident of Maine — is among the many AMO members denied work or who have had shipboard assignments delayed indefinitely under Anderson-Kelly requirements said by Ring to exceed “the requirements set down by the United States Coast Guard.”

“Bob Ring’s action here brings the Anderson-Kelly discussion to an entirely new level,” said AMO President

Paul Doell. “While AMO Government Relations Vice President Christian Spain has had remarkable success overcoming Anderson-Kelly policy in many specific, individual AMO member cases, Ring’s initiative puts real federal focus on how Anderson-Kelly became the ultimate job placement authority in the American maritime industry.”

In his January 25 letter to Sen. Collins, Ring acknowledged the lawmaker’s direct assistance when his mariner credentials were delayed at the Coast Guard’s National Maritime Center in West Virginia. “I should note as well that I am a member of American Maritime Officers,” he added.

Ring said of Anderson-Kelly: “I have found in the past 15 months that I am by a wide margin far from the only one that

has been affected by Anderson-Kelly’s approach to deigning a ‘fit for duty’ tag on professional mariners over and above the requirements of the USCG/Med office.

“Many in my circles have suggested I should bring suit,” Ring continued. “AMO’s hands are tied as AK is employed by the individual operational companies — ship managers. But in fact, AK is generating a business plan that generates income off the perpetual medical test and result model.”

For example, Anderson-Kelly requires mariners to provide “clearance letters” from primary care physicians and specialists — letters then altered to fit the Anderson-Kelly format. “I have done this on numerous occasions over the last 15 months,” Ring explained. “Getting test after test done at their insistence when

I hold a USCG Med Cert seems that there may be some malfeasance at play.”

In response to Ring on January 27, Pamela Gerow — Constituent Services Representative for Sen. Collins at the Senator’s regional office in Caribou, Maine — said:

“Thank you for contacting Senator Collins’s office for assistance.

“I am writing to let you know that our office has contacted the liaison for the United States Coast Guard and have asked for information about the USCG’s policies on fit for duty standards and information on the role of third-party companies in these standards. Please be assured that I will contact you with any information as it becomes available.”

Sen. Collins has reached out to the Maritime Administration, as well as the U.S. Coast Guard.

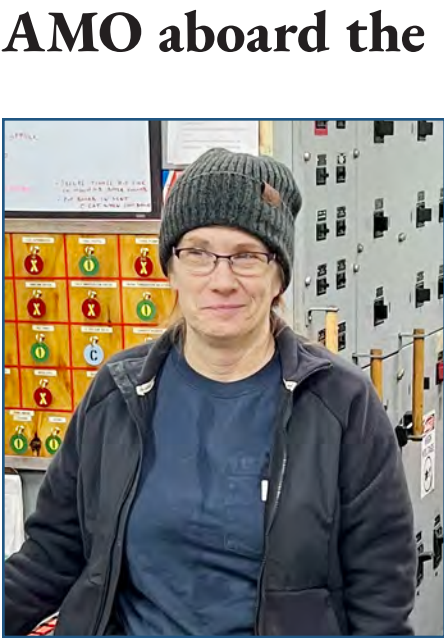
Sagamore

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Houston, Texas.

American Maritime Officers represents all licensed officers onboard the *Sagamore* and the Seafarers International

Union represents the unlicensed mariners. In addition to Captain Bonney, AMO members working onboard the *Sagamore* during the rescue included Chief Engineer Declan Murphy, Chief Mate Jeffrey Belet, First Assistant Engineer Phillip McKenzie, Second Mate Eric Swallow, Second A.E. Edward Zimich and Third Mate Gavin McGetrick.



AMO aboard the *Walter J. McCarthy* on the Great Lakes

Members of American Maritime Officers working aboard the *M/V Walter J. McCarthy* in October, here loading taconite in Duluth, Minn., included: Chief Engineer Pete Warren (left), Third Assistant Engineer Carol Mandell (center), and Third Mate Matt Osbeck (right). AMO represents all licensed officers working aboard the American Steamship Company vessel.

Steel cut for fourth ship in National Security Multi-Mission Vessel Program

The following article was released jointly by TOTE Services, LLC and Philly Shipyard, Inc.

TOTE Services, LLC, Philly Shipyard, Inc., and Texas A&M University at Galveston on January 18 celebrated the cutting of steel for the fourth National Security Multi-Mission Vessel (NSMV) destined for the Texas A&M Maritime Academy in Galveston, Texas.

This event marks another major construction milestone for the U.S. Department of Transportation Maritime Administration's (MARAD) NSMV program, designed to provide a purpose-built, state-of-the-art training platform for state maritime academies in New York Massachusetts, Maine, Texas, and California, respectively. In addition to providing world-class training for America's future mariners, these five NSMVs will be available to support humanitarian assistance and disaster relief missions in times of need. The vessel is contracted for delivery in 2025 to the academy in Galveston.

"TOTE Services is proud to join MARAD, Philly Shipyard, and the Texas A&M Aggies to celebrate the start of construction of this new vessel that will be used to help train the next generation of officers at the only maritime academy on the Gulf Coast," said TOTE Services President Jeff Dixon. "This vessel will vastly enhance Texas A&M's degree programs and give the academy a ship that can hold its entire program in a single cruise, providing cadets the opportunity to become skilled in ship handling, decision making, and unexpected challenges with the type of comradery that cannot be replicated in a classroom."



In May 2019, MARAD awarded TOTE Services a contract to be the Vessel Construction Manager (VCM) for the NSMV program. Since then, the innovative VCM contract structure has proven to be an effective model, in which the government benefits from commercial best practices to design and construct vessels that are built by union labor in a U.S. shipyard with U.S.-made steel and U.S.-made engines.

"Today, marks another significant milestone for TOTE, the Maritime Administration, and the maritime industry as whole," said Maritime Administrator Ann Phillips (Rear Admiral USN, Ret.). "These NSMVs will play a crucial role in the maritime industry — providing future generations of mariners a world-class platform for training and serving as an exceptional resource for emergency response and homeland security for the nation."

Construction of the NSMVs will recapitalize our nation's maritime training fleet, strengthen America's industrial base, and directly support more than 1,300 shipyard jobs in Philadelphia, Pennsylvania.

"We are proud to welcome cadets and staff from Texas A&M Maritime Academy to our shipyard in celebration of the official

start of fabrication on their new training vessel," said Steinar Nerbovik, President and CEO, Philly Shipyard. "With this milestone event in the NSMV program, we now have four ships under active construction and strong backlog into the future. I want to thank everyone involved in this project across the board, including all of our advocates, our partners at MARAD and TOTE Services, our suppliers, and of course the staff and workers around me who are supporting and constructing these important vessels that will build America's maritime future."

"This is a significant milestone for Texas A&M University at Galveston, home to the Texas A&M Maritime Academy," said Col. Michael E. Fossum, Vice President of Texas A&M University, Chief Operating Officer of the Galveston Campus and Superintendent of the Texas A&M Maritime Academy. "Having the ability to live, learn and train together on a world-class, specialized training vessel is essential to meeting our mission in educating and training merchant mariners who go on to serve in both our armed forces and the maritime industry. We're incredibly grateful to MARAD, TOTE Services, and Philly Shipyard for their stewardship of the NSMV program."

Construction of the first two vessels is well underway, with contracted delivery of NSMV I to SUNY Maritime College in 2023, NSMV II to Massachusetts Maritime Academy in 2024, and NSMV III to Maine Maritime Academy in 2024.

About the National Security Multi-Mission Vessel (NSMV) Program

The U.S. Department of Transportation Maritime Administration's (MARAD) NSMV program is designed to provide a purpose-built, state-of-the-art training platform for the state maritime academies in New York Massachusetts, Maine, Texas, and California, respectively.

This next-generation training fleet will address a critical shortage of qualified officers necessary to crew government and commercial owned sealift ships. In addition to providing world-class training for America's future mariners, the NSMVs will be available to support humanitarian assistance and disaster relief missions in times of need.

The NSMV will feature numerous instructional spaces, a full training bridge, and have space for up to 600 cadets to train in a first-rate maritime academic environment at sea. State maritime academies graduate more than half of all new officers each year — the merchant mariners who help keep cargoes and our economy moving. Many also support U.S. national security by crewing military sealift vessels.

In addition to being a state-of-the-art training and educational platform, each ship will feature modern hospital facilities, a helicopter pad, and the ability to accommodate up to 1,000 people in times of humanitarian need. Adding to the NSMVs capability, it will provide needed roll-on/roll-off and container storage capacity for use during disaster relief missions.



AMO aboard tanker *Maersk Michigan*

Members of American Maritime Officers working aboard the *Maersk Michigan* in February included (top: left to right) Second Assistant Engineer Tim Cook, Third A.E. Mahlon Glidden, First A.E. Graham Monohan, Chief Engineer Chris Gill, Captain Wayne Archer, Chief Mate Cullen Bozza, Second Mate Aaron Lamb and Third Mate John Dufrene. Members of the Seafarers International Union (holding the USMMI flag) working aboard the tanker included Bosun Greg Cudal, ABD Tomas Robinson, ABD Fernando Haber, ABW Andres Martinez, Chief Steward Marcelino Pabito, Pumpman Walden Galacgac, QMED Josh Bonita, QMED Arvin Heras, ABW Vener Pelayo and Chief Cook Cody Youngmans.

Photo courtesy of Cullen Bozza

U.S.-flag cargo float on the Great Lakes decreased in 2022

U.S.-flag Great Lakes freighters (lakers) moved 76.4 million tons of cargo in 2022, a decrease of 6.6 percent compared to 2021. The 2022 float was 7.1 percent below the

fleet's five-year average, the Lake Carriers' Association reported.
Iron ore cargoes totaled 37.4 million tons, a decrease of 10.2 percent

compared to a year earlier. Coal cargoes were also down 10.2 percent to 9.3 million tons. Limestone shipments decreased by 1.8 percent, while cement shipments

increased by 3.8 percent. Salt and sand cargoes were up by 5.9 percent and 30.7 percent, respectively. Grain shipments decreased by 2.6 percent.

U.S.-Flag Dry-Bulk Cargo Carriage on the Great Lakes: 2017-2022 and Five-Year Average (Net Tons)

Commodity	2017	2018	2019	2020	2021	2022	Average 2017-2021
Iron Ore							
Direct Shipments	41,924,553	41,711,804	46,004,805	33,422,404	37,960,232	35,370,648	40,204,760
Transshipments	4,064,262	4,092,629	3,678,669	3,637,614	3,690,957	2,017,176	3,832,826
Total - Iron Ore	45,988,815	45,804,433	49,683,474	37,060,018	41,651,189	37,387,824	44,037,586
Coal							
Lake Superior	10,254,462	8,697,702	7,952,133	4,930,728	7,268,985	6,160,250	7,820,802
Lake Michigan	369,327	390,438	723,841	560,057	827,962	878,467	574,325
Lake Erie	2,708,708	2,728,192	2,642,972	1,764,650	2,255,738	2,262,121	2,420,052
Total - Coal	13,332,497	11,816,332	11,318,946	7,255,435	10,352,685	9,300,838	10,815,179
Limestone	21,553,131	21,961,050	24,086,722	20,694,823	24,141,410	23,704,683	22,487,427
Cement	3,182,636	2,933,346	3,288,509	3,441,467	3,612,012	3,748,705	3,291,594
Salt	1,067,836	460,577	923,476	866,354	1,162,396	1,230,538	896,128
Sand	375,638	493,128	413,040	411,165	500,055	653,695	438,605
Grain	237,331	259,745	289,728	314,849	366,154	356,503	293,561
Totals	85,737,884	83,728,611	90,003,895	70,044,110	81,785,901	76,382,786	82,260,080

Source: Lake Carriers' Association



AMO aboard the *St. Johns*

Members of American Maritime Officers working aboard Seabulk Towing's ship docking module (SDM) *St. Johns* in January, here in Port Canaveral, Fla., included Captain William Redington, AB Dan Couch and Chief Engineer Nate Goettler.

AMO aboard the *Presque Isle*



Members of American Maritime Officers working aboard the *Presque Isle* in October included First Mate Ali G. Al Dhahi and Third Mate Tzevtan Ovalov.



AMO members working aboard the *Presque Isle* in October as the Key Lakes vessel loaded iron ore in Two Harbors, Minn. included Third Assistant Engineer Sam Briggs and Second A.E. Sam Porter.

Great Lakes Maritime Task Force marks 30 years of advancing key projects and programs for nation's Fourth Sea Coast

The following is excerpted from the 2022 Annual Report of the Great Lakes Maritime Task Force (GLMTF), a coalition of which American Maritime Officers is a member. Last year was the GLMTF's 30th anniversary and the task force's annual report highlighted recent developments and ongoing projects and issues that remain priorities for the Great Lakes Navigation System (GLNS).

Thanks to the bipartisan Infrastructure Investment Jobs Act, millions of dollars were executed successfully in 2022 to restore and rebuild the GLNS. Dredging was completed and 100-year-old breakwalls and other navigation structures were rebuilt and strengthened after years of neglect. In addition to IIJA dollars, money was finally released from the Harbor Maintenance Trust Fund, and thanks to GLMTF's advocacy, more than 13 percent of the total dispersed went to the GLNS.

In addition, the infrastructure law designated \$450 million annually for the next five years to the Port Infrastructure Development Program. The interconnected and interdependent ports on the Great Lakes fared well this year, with port infrastructure grants totaling \$64.5 million divided among four ports: Cleveland, Ohio; Monroe, Michigan; Detroit, Michigan; and Green Bay, Wisconsin. The funds will be used for port electrification, storage facility construction, dock repairs, and cargo handling equipment.

Challenges remain despite all the good news. With surging inflation, the infrastructure dollars didn't go as far as was hoped. The new large lock in Sault Ste. Marie, Michigan, was a perfect example of higher construction costs as the price tag doubled. The U.S. Army Corps of Engi-

neers continues to move the vital project forward using creative contracting while everyone waits for the passage of the Water Resources Development Act (WRDA) of 2022, which should authorize additional funding levels for the Corps. The completion of the new Soo Lock, rehabilitation of the older Poe Lock, and continued operation of the MacArthur Lock remain the most critical infrastructure projects in the GLNS. Thanks to broad congressional support, everything should remain on track despite the higher costs.

The additional funding needed for the Soo Locks project was later authorized when the WRDA was approved as part of the National Defense Authorization Act for fiscal year 2023.

America's maritime cabotage law, the Jones Act, took some significant hits as predatory foreign entities took advantage of hurricane season to undermine U.S. national and economic security. Despite an ample supply of Jones Act compliant vessels, crewed by U.S. citizens, the government caved to political pressure and granted two waivers allowing foreign fuel carriers to dock in Puerto Rico. These dangerous precedent setting waivers to the Jones Act place U.S. jobs at risk, paralyze the U.S. shipbuilding industry, and put U.S. waterways in the hands of poorly regulated foreign nationals looking to exploit our ports and citizens for profit.

Inadequate icebreaking on the Great Lakes continues to fail miserably due to an aging under-resourced small fleet of U.S. Coast Guard ships and only one heavy icebreaker. While USCG crews attempt to do the best they can, they continue to suffer engineering casualties at an alarming rate.

Last year alone, the USCG lost 116 days of operations due to engine failures and shaft seal problems. The conditions in eastern Lake Superior in March and April required more than one heavy icebreaker, but unfortunately only one exists.

The Lake Carriers' Association reported delays totaling 28 days for 1.65 million tons of cargo carrying capacity. Vessels were stuck for over three days in Whitefish Bay. However, once again, the USCG reported they were 97 percent successful keeping waterways open on the Great Lakes during the 2021/2022 ice season. Congressional direction is pending in the USCG Authorization Act, which will mandate transparent performance metrics that account for the entire Great Lakes system.

This language, as well as authorization of funding for the construction of a new heavy icebreaker for the GLNS, was later approved with the National Defense Authorization Act for fiscal year 2023.

The following are some of the ongoing legislative priorities highlighted by the GLMTF in their 2022 annual report. As noted above, authorization and/or funding for some of these priorities was successfully approved and enacted at the end of 2022, after the annual report was published.

USCG Great Lakes Icebreaking

The issue of unreliable winter navigation on the Great Lakes is not going away. The winter of 2021/2022 and the significant delays incurred by shipping were devastating and just another example in a long line of stuck vessels. Over the past ten years, the lack of adequate icebreaking on the Great Lakes has caused the loss of over

10,000 jobs and \$2 billion to the economy. In addition, ice jam flooding in the Great Lakes region has become extreme due to more frequent polar vortices. GLMTF supports provisions in the 2022 USCG Authorization Bill, which approves \$350 million for a new heavy Great Lakes icebreaker and requires the USCG to provide transparent performance impacts of icebreaking mission failures due to a lack of adequate resources.

Uniform regulation of ballast water

The Great Lakes need U.S. and bi-national ballast water regulations that are protective of the environment, maintain efficient waterborne commerce on the Great Lakes and St. Lawrence Seaway, and are bi-nationally compatible. GLMTF supports the Vessel Incidental Discharge National Standards of Performance to implement the Vessel Incidental Discharge Act that align with the operational requirements of the U.S.-flagged Great Lakes fleet and are protective of the Great Lakes. GLMTF also supports a petition submitted by the Lake Carriers' Association to the Federal Maritime Commission on March 6, 2020 citing unfair practices by the government of Canada in requiring U.S.-flagged lakers to install a ballast water management system on any vessel that wishes to trade in Canada, even if that is a U.S.-flagged vessel bringing U.S. cargoes and not discharging any ballast water in Canadian waters.

Authorize additional funding for the new Soo Lock

With 88 percent of the cargo tran-

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TECH Program Class 113 gets underway at STAR Center



American Maritime Officers Director of Government Relations Alaina Basciano meets with members of The Engineering Candidate Hawsepipeline (TECH) Program Class 113 Scott Henneberger, Tara Mulligan, Jose Sandoval-Mojia, Michael Bragdon and David Palumbo at STAR Center in February. The AMO/STAR Center TECH Program is a comprehensive training program for selected high school graduates and veterans that prepares candidates to sit for an original unlimited Third Assistant Engineer with STCW Merchant Mariner Credential in two years, alternating between classroom training and work at sea aboard AMO-contracted vessels. More information about the program and application process is available on the STAR Center website at <https://www.star-center.com>.

Dedication of the Joe Gremelsbacker Memorial Auditorium set for March 22

The membership meeting hall at AMO headquarters will be named for the late AMO Deep-Sea Vice President Joseph Z. Gremelsbacker in an official ceremony and reception on Wednesday, March 22 at 4 p.m.

"This dedication will be a fitting reminder of Joe's enthusiastic and effective 40-year commitment to the professional

and personal needs of AMO members and their families," AMO President Paul Doell said. "We all knew Joe as a most helpful and faithful friend and as a lasting inspiration to everyone in our union."

Joseph Zigmund Gremelsbacker passed away at his home in Hollywood, Florida, on October 3, 2022 after a heroic

eight-year struggle with cancer and the relentless impact of sustained radiation and chemotherapy treatments. He was 68.

Joe was laid to rest at sea during a private family service on Sunday, January 29, 2023, a remembrance organized by Joe's daughter, Morgan. AMO hosted the family and many active and retired AMO

members in a reception at headquarters that evening.

"Like her father, Morgan Gremelsbacker is a model of class, character and courage," Doell said. "We are happy to collaborate with her on planning this very special occasion."

The official dedication of the Joe Gremelsbacker Memorial Auditorium was postponed unavoidably by delayed production of appropriate displays for the room. The meeting hall will in time also feature photos of Joe in different settings during his career.



Greeting Morgan Gremelsbacker during a memorial reception hosted at AMO headquarters January 29 for her late father, Joe Gremelsbacker, were AMO National Secretary-Treasurer Bob Rice, AMO National President Paul Doell, Emerita Rodriguez, AMO member Alfredo Noriega and Barbara Doell. The reception — attended by former shipmates, family, friends and co-workers — followed a private family service, during which the late longtime AMO Deep-Sea Vice President was laid to rest at sea.

GLMTF

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siting the Soo Locks constrained to the largest 53-year-old Poe Lock, the need to build a second new large navigational lock is critically important. Construction has commenced and remains on track for now, but inflation and changing market conditions have raised the price tag.

Dredging and navigation structures

The Great Lakes Navigation System is industry-funded for dredging through the Harbor Maintenance Trust Fund (HMTF). During 2022, the need for continued dredging dollars was clear. Ports along the eastern Lake Michigan and southern Lake Erie shorelines suffered from severe storms, which clogged navigational channels with excessive sediment.

Rising inflation, fuel prices, and limited dredge material placement facilities have stretched dredge dollars. GLMTF supports continued distributions from the HMTF to draw down the \$10 billion surplus, and allocations of at least 13 percent of the total distribution must go to the Great Lakes Navigation System. Maintaining navigation structures and dredging federal navigation channels will ensure the Fourth Sea Coast remains a viable marine transportation system.

The Jones Act protects America

GLMTF supports strict adherence to the Jones Act and all existing maritime cabotage laws, as they play a crucial role in encouraging a strong U.S. Merchant Marine for both economic security and

national defense. According to a Price-waterhouseCooper study, the American maritime industry supports 650,000 U.S. jobs, \$41 billion in U.S. wages, and \$154 billion in annual economic output. GLMTF opposes any legislation to amend or repeal this fundamental law of the American maritime industry, and related laws, and opposes waivers, such as those granted to foreign energy carriers in 2022. The Jones Act waiver status "Section 501" is clear and requires a determination of non-availability of American vessels before any waiver can be granted. Our U.S. mariners should not have their jobs undercut by foreign carriers exploiting disasters in order to make a larger profit.

Short sea shipping

Short sea shipping removes trucks

from congested highways and trains from limited rail infrastructure and puts them on the Highway H2O. The marine transportation system is more efficient with lower emissions and limits the impact to neighborhoods and green space. Transportation planners continue to explore new routes for short sea shipping in the Great Lakes Region.

The Harbor Maintenance Tax is a key impediment to launching new short sea shipping services. The value-based tax is only assessed if the cargo moves by vessel, so it serves as a disincentive to move trucks or railcars and their payloads by water. GLMTF supports legislation that provides an exemption from the Harbor Maintenance Tax for non-bulk cargo moving between U.S. ports and between U.S. and Canadian Great Lakes ports.

Support Great Lakes shipyards

Great Lakes shipyards employ more than 2,700 men and women, and the wages they provide top \$125 million each year. Great Lakes shipyards are fully capable of building all types of commercial and military vessels for service throughout the world, limited only by the size of the navigational locks in the St. Lawrence Seaway.

GLMTF supports the Title XI Ship Loan Guarantee Program and Capital Construction Fund. The minimum appropriation for Title XI should be at least \$100 million. We also support trade negotiations and/or legislation to end foreign government subsidies to their own shipyards. Finally, GLMTF supports federal tax policies that encourage modernization of both plant and equipment for shipowners and shipyards by the use of investment tax credits.

Membership committee reviews union's financial files



Members of American Maritime Officers serving on the Financial Committee in January were Matthew Osbeck, Ryan McNeal and Caroline Curtis. A rank-and-file membership committee is convened on a semi-annual basis to review the union's financial records and expenses.

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	10 April	26 June	21 August					
Confined Space Entry	3 Days	10 May	9 August						
Advanced Fire Fighting	5 Days	17 April							
Advanced Fire Fighting Refresher	2 Days	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	27 March	18 September			
Basic Safety Training – Refresher – required for STCW renewal for those without 360 days of sea service in 5 years	3 Days	29 March	20 September						
Chemical Safety – Advanced	5 Days	24 July							
ECDIS	5 Days	27 February	28 August						
Environmental Awareness (includes Oily Water Separator)	3 Days	Please Call							
Fast Rescue Boat	4 Days	14 March	18 April	20 June	15 August	19 September			
GMDSS – Requires after-hour homework	10 Days	17 July							
LNG Tankerman PIC – available online	8 Days	19 July							
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	31 July				
Proficiency in Survival Craft (Lifeboat)	4 Days	26 September							
Safety Officer Course (also see online schedule)	2 Days	8 June							
Tankerman PIC DL – Classroom (also see online schedule)	5 Days	15 May	17 July						
Tankerman PIC DL – Simulator	10 Days	20 March	17 April	7 August	18 September				
Train the Trainer – requires after hours homework	5 Days	13 March	15 May	26 June	14 August	18 September			
Vessel Personnel with Designated Security Duties – VPDSO	2 Days	Please Call							
Vessel/Company Security Officer – Includes Anti-Piracy (also see online schedule)	3 Days	5 June	11 September						
Proficiency in Survival Craft (Lifeboat) REFRESHER	1 Day	1 April	23 September						
Electronic Navigation and Watchkeeping Refresher	3 Days	1, 22 March	17 April	24 May	14 June	2 August	25 Sept.		
Basic Training & Advanced Fire Fighting Revalidation (Required for STCW renewal) – required by those with 360 days sea service in 5 years	2 Days	27 February	16, 20 March	10, 24 April	8, 22 May	7, 12, 26 June	6, 17, 31 July	14, 28 August	11, 28 September
Leadership & Management (required by ALL management level Deck and Engine officers by 1 Jan 2017)	5 Days	13 March	22 May	26 June	10 July	18 September			
Medical Courses									
MSC Medical PIC Refresher	5 days	Please Call							
Elementary First Aid – Prerequisite for MCP within preceding 6 months	1 day	28 February	11 April	9 May	13 June	25 July	19 September		
Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering	3 days	1 March	12 April	10 May	14 June	26 July	20 September		
Medical PIC – Please FAX MCP certificate when registering	5 days	6 March	17 April	15 May	19 June	31 July	25 September		
Urinalysis Collector Training	1 day	24 April	22 May	26 June	7 August				
Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m.	1 day	25 April	23 May	27 June	8 August				
Radar Courses									
Radar Recertification	1 day	27 March							
Electronic Navigation and Watchkeeping Refresher	3 days	1, 22 March	17 April	24 May	14 June	2 August	5 September		
ARPA	4 days	Please Call							
Radar Recertification & ARPA	5 days	Please Call							
Original Radar Observer Unlimited	5 days	Please Call							
Deck Courses									
Advanced Bridge Resource Management	5 days	27 March	15 May						
Advanced Shiphandling for Masters/Senior Deck Officers – (No equivalency) Must have sailed as Chief Mate Unlimited	5 days	27 February	1 May	26 June	28 August	18 September			
Advanced Shiphandling for 3rd Mates – 60 days seetime equiv. for 3rd Mates	10 days	6 March	1 May	11 September					
Advanced and Emergency Shiphandling – First Class Pilots, Great Lakes	5 days	Please Call							
Basic Meteorology	5 days	Please Call							
Tug Training – ASD Assist	5 days	1 May							
Dynamic Positioning – Induction (Basic)	5 days	8 May	10 July	18 September					
Dynamic Positioning – Simulator (Advanced)	5 days	17 April	21 August						
Dynamic Positioning – Revalidation	5 days	12 June							
Navigational Watchkeeping Standardization & Assessment Program	5 days	22 May	17 July	28 August					
TOAR (Towing Officer Assessment Record) – Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required	5 days	8 May	21 August						
High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)	5 days	27 March	22 May	7 August	25 September				

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	6, 20 March	10 April	8 May	5, 19 June	17 July	14 August		
Upgrade: Advanced Meteorology – Requires after-hours homework	5 days	27 March	24 April	26 June					
Advanced Stability (also see online schedule)	5 Days	27 February	20 March	8 May	31 July	28 August	18 September		
Management of Medical Care (also see online schedule)	1/2 day	26 April	21 June	2 August	13 September				
Leadership & Management (also see online schedule)	5 Days	13 March	22 May	26 June	10 July	18 Sept.			
Advanced Cargo – Optional for task sign-off (also see online schedule)	5 Days	27 March	15 May	24 July	21 August	25 Sept.			
Marine Propulsion Plants – Optional for task sign-off	5 Days	22 May	5 June	10 July	25 Sept.				
Advanced Celestial – Optional for task sign-off	5 Days	1 May	24 July	11 September					
Advanced Navigation – Optional for task sign-off	5 days	10 April	22 May	10 July	28 August				

Engineering Courses

Electrical and Instrumentation Troubleshooting (Professional Development)	5 days	17 April	24 July						
Diesel Crossover	4 weeks	Please Call							
Engine Room Resource Management (Simulator)	5 days	8 May	31 July						
Engine Operations Trainin and Assessment Program	5 days	12 June							
Gas Turbine Endorsement	10 days	Please Call							
Marine High Voltage Safety Course (Simulator)	5 days	15 May	17 July						
Hydraulics / Pneumatics (Professional Development)	5 days	13 March	12 June	11 September					
Machine Shop (Professional Development)	10 days	27 February	17 April	5 June	25 September				
Programmable Logic Controllers (PLCs) (Does not include EPA Universal)	5 days	27 March	8 May	7 August					
Refrigeration & Air Conditioning	5 days	1 May	19 June	18 September					
Steam Endorsement	4 weeks	18 September							
Control Systems Troubleshooting (Professional Development)	5 days	24 April	31 July						
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	20, 27 March	25 September	31 July			

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	13 March	22 May	26 June	10 July	18 Sept.			
ERM (E050 as amended) – REQUIRED (unless previously taken for gap closing or original license)	5 days	8 May	31 July						
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	20 March	15 May	17 July					
STCW Upgrade Task Assessment – General: This class is required by all propulsion types (Motor, Gas and Steam) Licensed engineers – OPTIONAL: Tasks can be signed off onboard	5 days	27 March	1 May	24 July					

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	9 March	28 April	18 May	23 June	27 July	24 August	27 Sept.	
CORE Damage Control – Refresher required every 5 years	1 day	8 March	26 April	17 May	22 June	26 July	23 August	26 Sept.	
CORE Helicopter Fire Fighting – Refresher required every 5 years	1 day	7 March	27 April	16 May	21 June	25 July	22 August	25 Sept.	
CORE Marine Environmental Program (with CBRD) – Refresher required every 5 years	1/2 day	9 March	28 April	18 May	23 June	27 July	24 August	27 September	
MSC Readiness Refresher – Must have completed full CBRD & DC once in career		2 days	6 March	15 May	20 June	24 July	21 August		
MSC ATO Level II - Required every 3 years by Master once during career (unless designated ATO)	5 Days	1 May	28 August						
MSC CBRD Officer - Required every five years and successful completion of the annual refresher/indoctrination training is a prerequisite	5 Days	12 June							
MSC Watchstander – BASIC – Once in career, SST grads grandfathered	1 day	6 March	17 April	17 July	18 September				
MSC Watchstander – ADVANCED – Annual required for all SRF members	1 day	3, 7, 17, 24, 31 March	14, 18, 28 April	5, 12, 26 May	9, 16, 30 June	18 July	11, 25 August	1, 15, 19, 29 September	
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	8 March	19 April	15 May	21 June	19 July	20 Sept.		
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	27 February	13, 20, 27 March	10, 24 April	1, 8, 22 May	5, 12, 26 June	10, 31 July	7, 21, 28 August	11, 25 Sept.

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	13 March	July 10						
Upgrade: Advanced Meteorology (Deck) – Blended Assessment at STAR Center		3 Days	3 May						
Advanced Navigation (Deck)	3 Days	10 July							
Marine Propulsion Plant (Deck)	3 Days	5 June	25 Sept.						
Advanced Stability (Deck) FULLY ONLINE	5 Days	20 March	31 July						
Advanced Cargo (Deck) FULLY ONLINE	5 Days	27 March	24 July						
Advanced Celestial (Deck) Blended Assessment at STAR Center	4 Days	24 April	7 August						
Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE		5 Days	20 March	17 July					
Combined Basic and Advanced Low Flash Point Fuel Operations – FULLY ONLINE		5 Days	10 April	21 August					
LNG Tankerman PIC – FULLY ONLINE	8 Days	Please Call							
Tankerman PIC DL – Classroom – FULLY ONLINE	5 Days	15 May							
Vessel Security Officer (VSO) – FULLY ONLINE	3 Days	Please Call							
Safety Officer Seminar – FULLY ONLINE	2 Days	Please Call							
Management of Medical Care	.5 Days	26 April	21 June	13 September					
Assessments (at STAR Center) DECK and ENGINE									
Upgrade: Advanced Meteorology (Deck)	2 Days	1 May							
Advanced Navigation (Deck)	2 Days	Please Call							
Marine Propulsion Plant (Deck)	2 Days	Please Call							
Advanced Celestial (Deck)	2 Days	12 June							

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.

STAR Center

Simulation, Training, Assessment & Research

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: _____

www.amo-union.org

AMERICAN MARITIME OFFICER

DIRECTORY



AMO NATIONAL HEADQUARTERS

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cholmes@amo-union.org / contracts@amo-union.org

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STAR CENTER

STUDENT SERVICES/LODGING AND COURSE INFORMATION
2 West Dixie Highway
Dania Beach, FL 33004-4312
(954) 920-3222 Extension 201 / (800) 942-3220 Extension 201
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 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
2 West Dixie Highway
Dania Beach, FL 33004-4312
(800) 348-6515
FAX: (954) 922-7539

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

STAR Center announces enhancements to professional development courses for engineers

STAR Center is pleased to announce enhancements and changes to its engineering professional development courses.

Under the guidance of STAR Center's new engine department head, Chief Engineer Allen Howard, and staff, STAR Center has undertaken a significant effort to update the content and delivery of several professional development courses. The result will upgrade the skills of AMO's engineers by providing continued professional development through courses that are relevant, practical and provide training for today's real-world requirements. The effort represents one more example of STAR Center's enduring commitment to high-quality maritime training programs.

New STAR Center Engineering PD courses

Electrical and Instrumentation Troubleshooting: This five-day professional development course will provide an opportunity to refine troubleshooting skills directed towards motor controllers, fire systems, engine automation, cargo systems, and electrical components. Applying this knowledge, students will demonstrate the practical application of the above listed skills. This course does not meet any requirements for STCW certification or other endorsements or certifications. ***This course replaces STAR Center's two-week Basic Electricity (Professional Development) course.***

Control Systems Troubleshooting: This five-day professional development course will provide an opportunity to refine troubleshooting skills directed towards control systems, including but not limited to: automation, PID tuning, PLCs, and other electrical components. Applying this knowledge, students will demonstrate the practical application of the above listed skills. This course does not meet any requirements for STCW certification or other



endorsements or certifications. ***This course replaces STAR Center's two-week Marine Controls and Instrumentation (Professional Development) course.***

The following courses replace STAR Center's two-week Welding (Professional Development)

- **Welding 1:** This five-day professional development course will provide an opportunity to refine individual welding skills in the following disciplines, including but not limited to: bead on plate, flat, horizontal, vertical, and MIG welding. This course does not meet any requirements for STCW certification or other endorsements or certifications.
- **Welding 2:** This five-day professional development course will provide an opportunity to refine individual welding skills in the following disciplines, including but not limited to: overhead welding, pipe welding, TIG welding, and carbon arc gouging. This course does not meet any requirements for STCW certification or other endorsements. ***NOTE: Welding 1 must be successfully completed as a prerequisite for entry into Welding 2.***

The following courses replace STAR Center's two-week Machine Shop (Professional Development)

- **Machine Shop 1:** This five-day professional development course will provide an opportunity to refine individual machine shop skills in the following disciplines, including but not limited to: setup and operation of lathes, milling machines, and drill presses. Applying this knowledge, students will fabricate multiple machined projects. This course does not meet any requirements for STCW certification or other endorsements or certifications.
- **Machine Shop 2:** This five-day professional development course will build upon individual machine shop skills from Machine Shop 1. Students will plan and fabricate multiple advanced machine projects. This course does not meet any requirements for STCW certification or other endorsements or certifications. ***NOTE: Machine Shop 1 must be successfully completed as a prerequisite for entry into Machine Shop 2.***

Refrigeration: The existing five-day Refrigeration (Professional Development) course has been revised. This course will now provide an opportunity to refine refrigeration and HVAC skills, including but not limited to: operation, maintenance, troubleshooting, recovery; charging, evacuation, soldering, and brazing. This course does not meet any requirements for STCW certification or other endorsements or certifications.

Hydraulics/Pneumatics: This course provides knowledge in the operation and troubleshooting of hydraulic and pneumatic equipment. Directed towards: design features, component operation, maintenance, repair, troubleshooting, and safe working conditions. This course does not meet any requirements for STCW certification or other endorsements or certifications.

Programmable Logic Controllers (PLCs): This course provides an opportunity to refine Programmable Logic Controller (PLCs) knowledge; including familiarization with technical details supporting safety, selection, operation, maintenance, and troubleshooting of PLCs. This course does not meet any requirements for STCW certification or other endorsements or certifications.

Engineering Operations Training and Assessment Program: This course will provide an opportunity to sharpen individual watchstanding and watchkeeping skills and will include a general engineering operations and Behavioral Competency Assessment (BCA). This course does not meet any requirements for STCW certification or other endorsements or certifications.

Any questions regarding these courses should be directed to Allen Howard, Head, Engineering, at 800-942-3220 Ext. 7803 or via email: ahoward@star-center.com.

STAR Center's course general schedule can be accessed on The STAR Center website at www.star-center.com/schedule.html. The course schedule for AMO members and applicants is available on the AMO website (www.amo-union.org) and on pages 8-10 of this edition of the newspaper.

Enrollment questions or applications should be directed to Student Services at 1-800-942-3220 Ext. 201 or via email: register@star-center.com.

U.S. Coast Guard: National Maritime Center now accepting electronically signed documents

The following article was released by the National Maritime Center.

In keeping with our goal to continuously improve our services to mariners, the National Maritime Center (NMC) will now accept electronic signatures (e-sign) on all CG-719 series forms and all supporting documentation therein for Merchant Mariner Credentials (MMCs), medical certificates, and course approvals.

Mariner applicants may e-sign applications and supporting documentation using software-generated electronic signatures (e.g., Microsoft Word, Adobe Acrobat, etc.) on the CG-719 series of forms and other supporting documentation to include, but not limited to, sea service, assessments, mariner training documentation, and qualified assessor and designated examiner requests. **However, any submission missing signatures will be returned to the mariner or course provider.**

Requirements to e-submit your MMC application to a regional examination center, or via email to MEDAIP@uscg.mil for medical certificate applications, have not changed.

E-mailing your application and e-signing your documents is the preferred method for submission. **Please note:** While the Coast Guard can accommodate e-mails with attachments up to 35MB in size, verify any size restrictions your e-mail provider may have prior to sending. Missing information will cause applications to be delayed or rejected.

Electronic submission information is available on the Coast Guard website:

<https://tinyurl.com/bdesjk2a>

If you have any questions, please contact the NMC Customer Service Center by email to IASKNMC@USCG.mil, by calling 1-888-IASKNMC (427-5662), via our online chat system, or by visiting the NMC website:

https://www.dco.uscg.mil/national_maritime_center

A link to the USCG online chat system is available on the NMC website.