

In This Issue:

Honoring the service and sacrifice of U.S. merchant mariners

— Page 2

Crucial roles of U.S. Merchant Marine recognized on National Maritime Day

— Page 7



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New jobs for AMO aboard three ships in TSP fleet through Crowley and Stena Bulk USA joint venture

The following article was released by Crowley. American Maritime Officers will represent all licensed officers aboard the Stena Immaculate, Stena Imperative and Stena Impeccable in the Tanker Security Program fleet.

Three Crowley-managed tankers have been selected by the U.S. Maritime Administration (MARAD) to serve in its Tanker Security Program fleet. The program ensures a U.S.-flag commercial fleet can readily transport liquid fuel supplies in times of need for the U.S. Department of Defense.

The selected medium-range tankers are part of a joint venture between Crowley and Stena Bulk USA awarded TSP participation. The vessels – *Stena Immaculate*, *Stena Imperative* and *Stena Impeccable* – will be reflagged as U.S. registered vessels with U.S. crews. The tankers will continue international commercial operations but can be chartered



on a short-term basis to serve the U.S. government's operations.

"Crowley appreciates the U.S. government and military's continued trust in our capabilities to serve the nation's needs. Crowley's team with Stena Bulk

offers government customers a deep, full suite of capabilities to maintain an efficient, dependable supply chain with management that adds value by being able to meet needs quickly and innovatively," said Gavin Hughes, vice president, Crowley

Government Solutions, the company's business unit for government services.

A federal law requires the U.S. Department of Transportation, which includes MARAD, work with the Defense Department to establish a fleet of active, commercially viable, militarily useful, and privately-owned product tank vessels to meet national defense and other security requirements. The initial fleet size is 10, and companies receive a stipend for each ship enrolled in support of the nation's defense forces.

Crowley and Stena Bulk partnered before to serve the energy needs of the government and military. For example, Crowley won the Military Sealift Command charter contract in 2022 to run the *Stena Polaris*, an Ice Class tanker serving bulk fuel needs of the U.S. Department of Defense in the Arctic and Antarctic regions as well as transporting fuel in the Mediterranean Sea region.

AMO onboard as USMMI reflags tanker *Badlands Trader*



Members of American Maritime Officers working aboard the U.S. Marine Management, Inc. tanker *Badlands Trader* in April included Captain Craig Bonvino, Chief Mate Cullen Bozza, Second Mate Aaron Lamb, Third Mate John Dufrene, Chief Engineer Marc Salerno, First Assistant Engineer Alexander Ruddy, Second A.E. Elliot Sibley and Third A.E. Mahlon Glidden. Built in 2016, the 50,000 dwt product tanker has been approved for enrollment in the new Tanker Security Program, which is managed by the U.S. Maritime Administration. The Tanker Security Program was recently created to provide fueling options for the U.S. military abroad by using U.S. commercial ships with American crews.

Badlands Trader — Page 3

Page 12: Jennings receives AMO Mariner of the Year Award for 2023

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Honoring the service and sacrifice of U.S. merchant mariners

By Paul Doell
National President

The following remarks were made during a National Maritime Day event in Dania Beach, Fla.

May 22 is set aside each year by Presidential Proclamation to celebrate the extraordinary, unrivaled service of the civilian men and women of the American merchant marine to our country in peacetime and in war.

I am proud to note — and the record confirms — that the U.S. Coast Guard-licensed marine engineers and deck officers we represent in American Maritime Officers are well in the lead, having set a unique standard of professional excellence on diverse commercial and military cargo transportation routes on four U.S. coastlines and worldwide.

I am pleased as well to announce that STAR Center — where AMO members train to maintain, upgrade and expand their Coast Guard credentials, is itself a “Center of Excellence” as determined by the Maritime Administration at the U.S. Department of Transportation in Washington.

Our host, Graeme Holman, is always happy to provide tours of this expanding campus, which draws many, many visitors each year to Dania Beach, Broward County’s First City.

It is always good to join Steve Nickerson, the executive director of our union’s membership benefit funds and services, including the comprehensive, innovative training here at STAR Center at the hands of Captain Jerry Pannell and Mr. Holman.

Steve and his superior staff at every level serve the professional and personal interests of AMO members and their families extremely well, and I, for one among many, am grateful for the work they do each day. They CARE, and we on the union side across Federal Highway appreciate that.

While National Maritime Day honors American merchant mariners for everything they do in support of the U.S. economy, its principal focus is on what these brave men and women do in support of national security.

The prevailing focus of the day is what American merchant mariners did to secure victory for the U.S. and American allies in Europe and in the Far East in World War II.

The Presidential Proclamation traditionally centers briefly on what American merchant mariners accomplished in the



War to End All Wars, but I ask your patience as I provide much more specific and most important detail.

Today, we celebrate the history and the heroics, the spirit and the substance, of the thousands who answered our nation’s call for service at sea in support of our Armed Forces following the Japanese attack on Pearl Harbor and the rise of Nazi rule throughout Europe.

These mariners — many of whom were unable to join the military because of what today would be considered minor health issues or impairment — were encouraged in significant part by a widespread recruiting poster from the U.S. Maritime Service.

Here was a somewhat burly man in a watch cap and peacoat, a heavy duffel bag slung across his shoulder, his face expressing purpose and determination beneath the vow: “You bet I’m going back to sea!”

It was common in the United States at the time — especially during blackouts in major cities — for families to go to the nearest ocean shoreline, where they could see U.S. merchant ships laden with defense cargoes or jammed with U.S. soldiers bound for Europe blasted from the sea by German U-Boats in U.S. coastal waters, the flashes and the smoke obscuring the near horizon and leaving shoreside spectators stunned into silence as they returned to their darkened homes.

For them, the war was within a few miles, and for the merchant mariners whose ships had been targets, the thought was an even more determined “You bet I’m going back to sea!”

My father, Ray Doell, was a World War II merchant mariner whose ships were torpedoed three times in the Atlantic. He spoke of these experiences rarely if ever, but I will never forget his telling me about running through walls of fire to reach a lifeboat, or that he and others

were adrift until they were rescued by a British convoy.

These were among the real risks accepted freely by every American merchant mariner who “turned to” in World War II.

In this war, the U.S. lost more than 700 cargo ships and troop transports to enemy action in the Atlantic and the Pacific. This was 10 times the number of ocean-going U.S.-flagged merchant ships operating today in international trade markets.

The only U.S. military force to suffer greater combat casualties than our merchant mariners was the U.S. Marine Corps.

More than 600 civilian American merchant mariners were held as prisoners of war on the European and Asian fronts, and several of these POWs in Japan were killed during the forced Death March to Bataan.

Despite this tragic record, our World War II merchant mariners were denied military veteran status and benefits until the Reagan administration.

Nevertheless, our post-war mariners continued to serve boldly and honorably — in Korea, in Vietnam, in Kuwait, Iraq and Afghanistan.

In May 2018, California Congressman John Garamendi — one of many solid Capitol Hill friends of the maritime industry and of seagoing labor — addressed the bureaucratic bungle that had left our World War II merchant mariners without veterans’ status. He unveiled the World War II Merchant Marine Congressional Gold Medal he had secured through legislative effort.

“Throughout the Second World War our armed forces relied on the merchant marine to ferry supplies, cargo and personnel into both theaters of operation, and they paid a heavy price in service to their country,” Congressman Garamendi said at the time.

“The casualty ratio among merchant mariners was the highest of all branches of our armed forces — an estimated 8,300 mariners lost their lives, and another

12,000 were wounded, to make sure our service members could keep fighting. Incredibly, these brave men and women who put their lives on the line were not even given veteran status until 1988.”

Congressman Garamendi’s point was profound even in its simplicity — NEVER FORGET.

Today, persistent tensions with China, emerging threats of new conflict in the Persian Gulf, Middle East and Southwest Asia, the war between Ukraine and Russia and the continued existence of terrorist organizations raise the specter of new conflict — and new need for U.S. cargo ships and loyal, reliable civilian American mariners.

Foreign interests and international provocateurs who believed the lessons and the legacy of the World War II American merchant mariner had faded away were proven wrong in subsequent conflict.

During Operation Desert Shield, the 1990 Defense Department mobilization to Kuwait in response to Iraq’s invasion of that country, there was what was called the eight-mile “Steel Bridge” of U.S.-flagged cargo ships — powered and driven by civilian American merchant marine officers and crews — hauling defense cargoes to the Middle East.

During the war to free Kuwait — Operation Desert Storm in 1991 — these ships delivered the goods when and where required, without incident or casualty, despite the daily threat of Russian SCUD missiles flying too close for comfort overhead.

When U.S. victory became certain, it was an AMO member serving as Captain aboard one of these ships who became the first American civilian to reach the liberated U.S. Embassy in Kuwait, having hitched a ride aboard a military jeep racing through burning oil fields.

This example of the sustained spirit bequeathed to contemporary civilian American merchant mariners by their World War II forebearers applied as well in the U.S. response to the 9/11 terrorist attacks believed at the time to have been plotted in Iraq by Saddam Hussein.

In this war — Operation Iraqi Freedom and in Operation Enduring Freedom in Afghanistan — it was the privately owned and operated U.S. merchant fleet and its complements of civilian American merchant mariners that delivered 90 percent of the defense cargoes to U.S. military personnel behind the lines.

Maritime Day — Continued on Page 3



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Officers and crew bid farewell to the *M/T Maersk Michigan*



American Maritime Officers members working aboard the *Maersk Michigan* on her final voyage in May included Chief Engineer Andrew Gray, Captain Glenn Macario, Chief Mate Wayne Archer, Third Assistant Engineer Alex Warner, Second Mate Kevin Marshall, First A.E. Max Neubelt and Second A.E. Tim Cook. Not in the picture was Third Mate Nathan Chretien. With them are Seafarers International Union members Abdul Omar (Chief Cook), Walden Galacgac (Pumpman), ABs Roy Enriquez, Tomas Robinson, Andres Martinez, and Vener Peleyo, QMEDs Theodore Gonzales and Arvin Heras, Cody YOUNGHANS (Steward) and Bernie Eda (Bosun). The *Maersk Michigan* will be replaced by the *Badlands Trader*.

The *Maersk Michigan* engineering department in May during the ship's final voyage included Third Assistant Engineer Alex Warner, QMED Arvin Heras, QMED Theodore Gonzales, First A.E. Max Neubelt, Second A.E. Tim Cook, Chief Engineer Andrew Gray, and Pumpman Walden Galacgac.



Photos courtesy of First Assistant Engineer Max Neubelt

Maritime Day

Continued from Page 2

The U.S. merchant mariners participating in each of these wartime triumphs were inspired by the lessons left to them by our World War II mariners, the "will do, can do" motivation that defied German U-Boats and Japanese air strikes.

There may not be much public discussion about the American merchant marine or the wartime character of the American seafarer, but this instructive history stands where it matters — in the hearts of licensed and unlicensed civilian seafarers, and in the minds and consciences of public figures who develop defense strategies in the Pentagon and on Capitol Hill.

Meanwhile, the annual Congressional wrangling over federal laws and programs that sustain U.S. maritime wartime capabilities continues even as we speak. The only certainty at this point is that, if called, our civilian merchant marine officers and crews will respond without hesitation and without fear.

Before I present the 2023 National Maritime Day Presidential Proclamation, I have a brief but relevant side note.

Ten days ago, our union marked its 74th Anniversary. The union we now know as American Maritime Officers was founded by labor legend Paul Hall — then Vice President of the Seafarers International Union — and a handful of other World War II merchant marine veterans, including Ray Doell.

Hall — a prizefighter who went to sea during the war at age 15 — chartered the Brotherhood of Marine Engineers as an affiliate of the SIU on May 12, 1949.

How and why AMO moved its headquarters and its membership benefit funds from Brooklyn, New York to Dania Beach some 35 years ago is a long story, but we intend to become an even greater positive presence in the Dania Beach community, and we will continue to provide all possible moral and financial support of the humanitarian services provided to overseas mariners by Seafarers House of Port Everglades.

Badlands Trader

From Page 1

U.S. Marine Management, Inc., a subsidiary of Maersk Line Limited, has purchased a new tanker, the *Badlands Trader*, which will be re-flagged into the U.S. registry.

Built in 2016, the 50,000 dwt product tanker has been approved for enrollment in the new Tanker Security Program (TSP), which is run by the U.S. Maritime Administration.

TSP was recently created to provide fueling options for the U.S. military abroad by using U.S. commercial ships with American crews. The federal funding to provide an annual stipend for the first 10 ships in the program has already been authorized with another 10 ships expected to join the fleet in the coming fiscal year.

The *Badlands Trader* will be manned in all licensed positions by members of American Maritime Officers.

"We welcome the *Badlands Trader* to the U.S. flag fleet and appreciate all the hard work of the AMO



officers to accomplish the re-flag and get the vessel ready for service," said Travis

Hansen, head of crewing and tanker operations, USMMI.

Success one case at a time as AMO, STAR Center representatives assist members with navigating the U.S. Coast Guard credentialing process

As always, officials and representatives of American Maritime Officers and STAR Center are working directly with AMO members and applicants, and mariners seeking to become AMO applicants, on a case-by-case basis to assist in navigating U.S. Coast Guard credentialing requirements in various regards to successfully achieve upgrades and endorsements, and to qualify for specific jobs.

In one recent example, STAR Center was searching for current members and applicants, as well as prospective new applicants, who had already earned a USCG Third Assistant Engineer (Motor) National License in order to assist them with obtaining the Officer in Charge of an Engineering Watch (OICEW) endorsement required to ship deep sea under STCW.

They discovered one individual who had earned his license and had, prior to 2017, earned the OICEW endorsement. However, the Coast Guard had provided him incorrect information on eligibility to reestablish the OICEW endorsement. STAR Center was able to work with the Coast Guard on his behalf and reestablish his full OICEW endorsement, and he now has all required endorsements to sail deep sea with AMO as a Third A.E.

This is one success story of the many produced through the quiet and consistent dedication applied by AMO and STAR Center representatives on behalf of the AMO membership when mariners are confronted with delays, conflicting information and deterrence in the Coast Guard credentialing process.

From ensuring new applicants have all of their existing endorsements in order and assisting with enrollment in training to earn additional endorsements required for some billets – such as STAR Center’s accelerated Tankerman PIC program or the full range of courses required by Military Sealift Command and the Maritime Administration – to advancing delayed applications for Merchant Mariner Credential or Medical Certificate renewals, AMO members and applicants have full-

time access to expert support.

Members and applicants seeking assistance with validating endorsements with the Coast Guard and/or earning additional endorsements for specific billets can contact AMO Career Advancement Liaison Kathleen Friel or AMO Government Liaison Bob Silva. Both coordinate closely with STAR Center on training and Coast Guard credentialing issues.

Robert Silva
Mobile: (954) 765-8149
bsilva@amo-union.org

Kathleen Friel
Mobile: (786) 350-8160
kfriel@amo-union.org

AMO members and applicants seeking assistance with delayed or contested renewal applications for Merchant Mariner Credentials or Medical Certificates can contact AMO National Vice President, Government Relations, Christian Spain or AMO Director of Government Relations Alaina Basciano. Both work with the National Maritime Center and other government agencies to resolve application issues and expedite document processing.

Christian Spain
Mobile: (202) 658-8887
cspain@amo-union.org

Alaina Basciano
Mobile: (202) 603-4548
abasciano@amo-union.org

Contact information for these representatives and all AMO officials is also available on Page 11 of this edition of the newspaper.

An online directory of AMO officials is available on the American Maritime Officers website: www.amo-union.org/directory.

U.S. Coast Guard: Merchant mariner credentialing delays

The following bulletin was released by the U.S. Coast Guard.

Due to an increase in application volume and ongoing technical difficulties with the credential production equipment at the National Maritime Center (NMC), there are delays with the issuance of merchant mariner credentials (MMC). These technical issues do not affect the processing of mariner medical certificates or endorsements, only applications for MMCs. The NMC bulletin at the following link provides additional information on these delays (<https://tinyurl.com/2r6xur25>).

The Coast Guard is working as quickly as possible to resolve these issues and we do not want these delays to burden the mariner's ability to use their MMC. In an effort to prevent this, the following verification process is available in the interim. For mariners who will be serving on domestic voyages only, the mariner, marine employer, and Coast Guard may use the MMC application verification process to determine whether they have met the requirements to be issued an MMC with a specific endorsement. The authority of their MMC may be verified using the credential verification process (below). For MMC verification for any international voyages, contact NMC directly for priority printing of your MMC.

MMC APPLICATION VERIFICATION PROCESS:

This step is to verify the mariner's MMC application is currently in a status which indicates it has been approved and validated. These include the following: "Approved to Print, Printed, or Issued". Complete the steps below:

- Go to the NMC website (https://www.dco.uscg.mil/national_maritime_center/)
- Click on "Check Your Application Status" on the left side navigation buttons or the top red banner or use this link (<https://tinyurl.com/495zmdxx>).
- Select Single Mariner Search in the bottom dropdown and then enter the mariners reference number and last name.
- Under the "Credential Status" section for the MMC, verify the "Credential State" is "Approved to Print, Printed, or Issued". If the MMC is in any other status, then the MMC application is still In-Process and not yet Approved.

CREDENTIAL VERIFICATION PROCESS:

This step is to verify the mariner currently holds the MMC and any associated endorsement required for shipboard employment.

- Go to the NMC website (https://www.dco.uscg.mil/national_maritime_center/).
- Click on "Credential Verification" in the center navigation buttons or use this link (<https://tinyurl.com/495zmdxx>).

- Select Single Mariner Search in the bottom dropdown and then enter the mariners reference number and last name.

• Once on this page, both the MMC and Medical Certificate issue and expiration dates can be validated. Ensure the credential issue and credential expiration dates reflect the newly issued credential, not the previous issuance. The new MMC information will not be displayed until it has moved to a "Printed or Issued" status. If this occurs, contact NMC for verification.

- To verify endorsements for the approved MMC, click on the hyperlink associated with the Credential Number.

If there is reason to believe the results of either search are inaccurate, you may contact the NMC Customer Service Center via Live Chat (scan the QR code to open the chat website or click on the "Live Chat" tab on the NMC website using the previously listed link) or by calling 1-888-IASKNMC (427-5662) for assistance.



MARINER RESPONSIBILITIES TO FACILITATE OPERATION UNDER MMC:

The following items can be verified, printed, and provided by the mariner. The Coast Guard considers this as adequate proof that the mariner has a valid MMC until it is received by the mariner. Coast Guard personnel should not take enforcement action if the mariner is not in possession of a valid MMC but has the below documentation:

Original or Raise of Grade:

1. MMC Application Status with an Approved to Print, Printed, or Issued status.
2. MMC Credential Verification displaying MMC Issued and Expiration dates (if applicable) OR email verification from NMC.
3. MMC Credential Verification displaying Credential Details with appropriate endorsements OR email verification from NMC.
4. Previous MMC (if not original issuance).

Renewal ONLY:

1. MMC Application Status with an Approved to Print, Printed, or Issued status.
 2. Previous MMC (if not original issuance).
- This MSIB will be canceled upon the determination by the NMC that the credential issuance timeline is back in alignment with their standard operating procedures.

This release has been issued for public information and notification purposes only.

National security importance of the Jones Act recognized on National Maritime Day

The following is excerpted from an article released by the American Maritime Partnership, a coalition of which American Maritime Officers Service is a member and which American Maritime Officers supports.

The American Maritime Partnership (AMP), the voice of the domestic maritime industry, recognizes the critical importance of the economic and national security benefits the 650,000 men and women of American maritime deliver to the nation.

“This National Maritime Day we are reminded that America, from sea to shining sea, needs a strong domestic maritime industry amid continuing economic challenges and growing national security threats,” said Ku’uhaku Park, president of the American Maritime Partnership, “Today is a day to thank our mariners and maritime workers for their sacrifices during wars, the pandemic, and other national emergencies. Though America is increasingly divided, there is one thing everyone can agree on — we cannot rely on China and Russia to build, own and crew our ships. The Jones Act fleet has served the country time and again and we are honored to represent an industry that serves such a vital economic purpose in securing hundreds of thousands of jobs, while proving an asset to America’s national security and resilience.”

The maritime industry in the United States is supported by the Merchant Marine Act of 1920, popularly known as the Jones Act. A foundational domestic and national security law that requires that the trans-

portation of cargo between all U.S. points be carried by American-built, American-crewed and American-owned vessels.

AMP joined the Florida Maritime Partnership and Enterprise Florida in Jacksonville, Florida to recognize the critical role of the Jones Act in the Sunshine State and nationally. Florida ranks number two in the nation for the number of domestic maritime jobs, employing over 65,990 people and producing \$14.6 billion annually for the state’s economy.

What Leaders Are Saying

White House Proclamation by President Joe Biden — “My Administration remains steadfast in its support of the Merchant Marine as well as the Jones Act, which ensures American workers see the benefits of our domestic maritime industry.”

U.S. Representative Joe Courtney of Connecticut — “According to the findings of an updated study conducted by PricewaterhouseCoopers (PwC) on behalf of the Transportation Institute (TI), the American maritime industry continues to fuel a strong economy for Connecticut, including 6,540 jobs, \$942 million in economic activity and \$325 million in worker income. In Connecticut’s 2nd congressional district alone, American maritime supports 1,930 jobs and \$547 million in economic activity.

“The study recognizes the important contributions of the Jones Act, a foundational law that requires that cargo trans-

ported between all U.S. points be carried by American-built, -owned and -crewed vessels in supporting this essential industry. This ensures job opportunities for the people of Connecticut, and that the armed forces can call upon American maritime in times of need for shipbuilding and sealift capacity.

“May 22nd was declared National Maritime Day in 1933 to honor the SS *Savannah*’s 1819 departure from Georgia to Liverpool, UK to become the first successful steam-powered ship to successfully cross any ocean. Since that historic departure, the American Maritime Industry has grown to nationally support 650,000 jobs, over 72 billion in value-added economic impact, and 41 billion in labor income thanks to the Jones Act.”

U.S. Senator Ted Cruz of Texas — “This National Maritime Day, I want to recognize the more than 56,000 Texans who

work in our thriving maritime industry. Texas’ domestic maritime industry accounts for more than \$14 billion in economic output while playing a vital role in protecting our national security interests.”

U.S. Senator Maria Cantwell of Washington — “On National Maritime Day, we recognize the vital importance of the U.S. maritime transportation system to our nation’s economy and security. The maritime industry sustains 22,500 jobs and generates \$6.1 billion of economic activity in the State of Washington. From cultivating our workforce and supporting shipyards, to expanding our seafood sector, we must actively support, nurture and grow our domestic maritime industry and the dedicated individuals who contribute to its success.”

U.S. Senator Roger Wicker of Mississippi — “On this Maritime Day, we recognize the vital work of our mariners to safeguard our nation’s security. In times of conflict, we cannot afford to lose the ability to transport troops and materials where they are required.”

U.S. Maritime— Continued on Page 6

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:

July 12, August 2



AMO aboard the *Joseph L. Block*

Top left: Members of American Maritime Officers working aboard the *Joseph L. Block* in May while loading iron ore in Two Harbors, Minn., included Third Mate Jason Spegele. With him is Great Lakes Maritime Academy Deck Cadet Pawel Sowizdzal.

Top right: AMO members working aboard the *Joseph L. Block* in May while loading iron ore in Two Harbors, Minn., included Third Assistant Engineer Ian Macnicol and Chief Engineer Nick Mackesty.

At left: AMO members working aboard the *Joseph L. Block* in May while loading iron ore in Two Harbors, Minn., included Steward Tim Warren. AMO represents the licensed officers and stewards aboard the Central Marine Logistics vessel.

U.S. Maritime

Continued from Page 5

U.S. Senator JD Vance of Ohio — “On this National Maritime Day, we honor the thousands of Ohioans who work in maritime roles on the Great Lakes and the Ohio River. These amazing bodies of water not only define our state by shaping its borders and boundaries, but they account for billions of dollars in economic impact every year. I have no doubt that our waterways will continue to play a vital role in growing our state’s economy and enriching the lives of all Ohioans.”

U.S. Senator Gary Peters of Michigan — “Today is National Maritime Day. So I just want to take a moment to thank all of our dedicated maritime workers in Michigan who power our state’s robust maritime industry and help keep us economically competitive on the world stage. Your work is invaluable to our community. So please know that I’m working to ensure you have the support and the resources you need to be successful.”

U.S. Senator Lisa Murkowski of Alaska — “Alaska’s maritime workforce is responsible for thousands of Alaskan jobs, billions in economic output for our state, and a stronger national security presence. On this National Maritime Day, I’m grateful for the maritime workers who supply Alaskan communities with essentials, protect us from harm, and make our state a better place.”

U.S. Senator Dan Sullivan of Alaska — “The hard-working men and women of the maritime industry keep our state and our communities connected, our supply chains humming, and support our military’s operations when they are called upon. Happy National Maritime Day!”

U.S. Representative Rick Larsen of Washington — “In [Washington’s Second Congressional District], the maritime sector means jobs & drives long-term economic growth, supporting more than 2,600 jobs & delivering more than \$700 million in economic activity annually.

U.S. Representative Mike Gallagher of Wisconsin — “The maritime industry is crucial to [Northeast Wisconsin], providing a significant number of jobs and economic activity to the community.”

U.S. Representative Salud Carbajal of California — “Happy National Maritime Day! As the top Democrat on [the U.S. House Committee on Transportation and Infrastructure] Coast Guard and Maritime Transportation Subcommittee, I am so appreciative of our merchant mariners who work every day to serve our country.”

Statement by U.S. Representative Shri Thanedar of Michigan — “Congressman Shri Thanedar expresses his utmost appreciation and admiration for the men and women contributing to Michigan’s maritime sector. Their unwavering dedication, expertise, and hard work drive the state’s economic success, creating jobs and stimulating local economies. As an advocate for economic growth and job creation, Congressman Thanedar remains committed to supporting policies that foster the growth and prosperity of the American domestic maritime industry.”

U.S. Representative Michael McCaul of Texas — “American Maritime in Texas’ 10th district generates hundreds of jobs and contributes \$136 million to our economy. On National Maritime Day, we recognize and appreciate the important role mariners play in the strength of our nation.”

U.S. Representative Marilyn Strickland of Washington — “The maritime industry is a critical economic engine in the region. In order to ensure national and economic security and protect domestic supply chains, I am committed to supporting a strong maritime industry in the South Sound.”

U.S. Representative Randy Weber of Texas — “From our sailors and captains to shipbuilders and port workers, this day is a tribute to their unwavering commitment and invaluable contributions. Our maritime industry is critical to our economy and national security.”

U.S. Representative Jack Bergman of Michigan — “Michigan’s First Congressional District is home to shipyard workers in Menominee, dock workers in Marquette, lock operators in the Soo, the Great Lakes Maritime Academy in Traverse City, and sailors throughout the District. They are woven into the fabric of Northern Michigan and the Upper Peninsula, powering our economy and connecting our past with our future.”

U.S. Representative Daniel Webster of Florida — “Today, on National Maritime Day, we honor the history and highlight the importance of our country’s maritime industry on our economic and national security. In my district, the maritime industry supports over 1,200 jobs and \$150 million in economic activity.”

U.S. Representative Rob Wittman of Virginia — “The U.S. Maritime Industry plays an important role in Virginia’s economy and workforce, especially in the First District. The recent report from PricewaterhouseCoopers emphasizes the contributions a strong Maritime Industry has in the success of coastal states such as Virginia, and we must continue to promote measures that enhance their efforts in growing our economy and supporting our Armed Forces. I’m proud to recognize the Maritime Industry on National Maritime Day for their success in building the Commonwealth’s economy and job market, and strengthening our national security, and I thank them for everything they do.”

U.S. Representative Clay Higgins of Louisiana — “Maritime infrastructure plays a significant role in South Louisiana’s economy. Our district is a testament to the importance of the maritime industry in preserving our heritage, bolstering our

national security, and supporting thousands of good-paying American jobs.’ The Jones Act ensures a skilled maritime workforce that stands ready to support our national defense and commerce by providing a strong domestic shipbuilding industry and a reliable skilled workforce. My office has made dredging and proper maintenance of water management systems a top infrastructure priority as ports and waterways are vital economic engines that serve our waterways. We’ll continue to advocate for the needs of our ports and maritime assets by working with industry, state, and federal partners to improve dredging efforts and grow commercial activity for the region.”

U.S. Representative Adam Smith of Washington — “It’s National Maritime Day! The maritime industry is so important to our national economy and security and is a pillar of our economy here in Washington State. In the 9th District alone, the maritime industry supports 3,300 jobs and \$1.02 billion in economic activity.”

U.S. Representative Aaron Bean of Florida — “This National Maritime Day, I want to recognize the more than 65,900 Floridians who work in our thriving maritime industry. Florida’s domestic maritime industry accounts for more than \$14.6 billion in economic output and plays a vital role in protecting our national security.”

U.S. Representative Dave Joyce of Ohio — “Happy National Maritime Day. Today is a celebration of our nation’s maritime industry responsible for safely carrying commerce across our waters. Thank you to all those who serve on a Maritime Marine ship.”

General Jacqueline Van Ovost, Commander of U.S. Transportation Command — “The U.S. maritime industry lies on the leading edge of our economic prosperity and rides the bow waves into the fight when called upon. The strategic advantage of our Merchant Mariners and Strategic Sealift Officers is critical to force projection and ‘fight tonight’ readiness.”

Rear Admiral Michael Wettlaufer, Military Sealift Command Commander — “The Department of Defense depends on the Merchant Marine to support 90 percent of our sealift requirements in national emergency, crisis or conflict. Long serving as our nation’s ‘fourth arm of defense,’ American mariners bravely faced combatants and pirates, pandemics and natural disasters. They answer the call to serve their fellow Americans in ways and in places many of our fellow citizens don’t know about. Today, and every day, we honor our American mariners, especially our MSC Civil Service Mariners, past and present, courageous women and men who serve our nation.”

Dan Maffei, Chair of the Federal Maritime Commission — “We would never have gotten through the last crisis without America’s civilian transportation workers. And the Covid crisis did remind us that we live in a world where pandemics wars, natural disasters, economic calamities, or some other big event, could strike us with little warning. And in that uncertain world, the need for a strong U.S. merchant marine with the best trained U.S. seafarers serving on U.S. flag ships is more important than ever.”

Laura DiBella, Florida Secretary of Commerce & CEO of Enterprise Florida — “Our nation would not be where it is today without its robust maritime industry. Economic development would not exist without maritime as there are not enough planes, trains, or trucks on this planet to support the amount of cargo moved by ships. This industry is an important economic driver for the state, and it is crucial to move goods throughout the country. Enterprise Florida is proud to celebrate National Maritime Day and those who have dedicated their careers to serving others.”

Mike Stevens, CEO of the Navy League of the United States — “This National Maritime Day is not just a day to reflect on the legacy of those who have supported our military and moved the goods for every American. This year, and in the face of the threats we face, we should renew our commitment to ensuring a maritime capacity that ensures American strength and resilience.”

Jim Weakley, President of the Lake Carriers’ Association and Vice President of the Great Lakes Maritime Task Force — “The Great Lakes Navigation System is the pilot light of North American manufacturing. In addition to supplying our steel mills, flour mills, power plants, and construction industry, we deliver family-sustaining jobs. The women and men who sail our Fourth Sea Coast are the bedrock of our regional supply chain. The Jones Act ensures our American-made, American-owned, and American-crewed lakers protect our national economy from China, Russia, and other adversaries.”

Joey D’Isernia, CEO of Eastern Shipbuilding Group, Inc. — “As we recognize National Maritime Day, Eastern Shipbuilding Group is proud to be a leader in Florida’s growing presence in the maritime industry. We are the largest employer in NWFL with shipyards across the gulf that support major commercial and government shipbuilding programs. As the prime for the Offshore Patrol Cutter, our company supports more than 200 hundred businesses in more than half of the United States and provides tremendous economic opportunity to our area. This is an industry we must continue to innovate and promote for our national and economic security.”

National Economic Impact of the Jones Act

According to the findings of a recently updated study conducted by PricewaterhouseCoopers (PwC) on behalf of the Transportation Institute (TI), the American Maritime industry:

- Contributes more than \$154 billion in total economic output annually
- Creates \$41 billion in labor income for American workers each year
- Adds \$72 billion annually to the value of U.S. economic output
- Sustains nearly 650,000 American jobs, with one shipyard job creating four jobs elsewhere in the economy.

For more information on the economic impact of the U.S. domestic maritime industry on a state-by-state level, please visit <https://tinyurl.com/4sdz6taz>

A Proclamation on National Maritime Day, 2023

On National Maritime Day, we honor the thousands of dedicated merchant mariners who serve on United States vessels around the world. During times of both peace and war, merchant mariners are always there – stepping up to transport equipment, troops, and goods across the globe to make our country safer and stronger.

With professionalism and passion, merchant mariners have forged us into the maritime Nation we are today. During the Revolutionary War, merchant vessels joined the vastly outnumbered American fleet to help defend our independence. During World War II, as our brave service members battled the forces of fascism, more than a quarter-million members of the Merchant Marine volunteered to transport tanks, ammunition, and troops across the Atlantic and Pacific theaters. Many of them made the ultimate sacrifice in the service of freedom. And today, merchant mariners not only help move hundreds of billions of dollars' worth of cargo through our 25,000 miles of waterways and more than 360 commercial ports annually – they also crew vessels of our United States Ready Reserve, shipping vital military cargo to help the people of Ukraine defend themselves against Russia's brutal war.

My Administration remains steadfast in its support of the Merchant Marine as well as the Jones Act, which ensures American workers see the benefits of our domestic maritime industry. We are also making historic investments to improve our maritime supply chains by making it easier, faster, cheaper, cleaner, and safer for ships to get in and out of our ports. We are strengthening our support for licensed Merchant Marine Officers, including requesting \$196 million in my 2024 Budget to upgrade the United States Merchant Marine Academy's campus, expand training, and help prevent sexual assault and support survivors – because every person at the

Academy deserves to feel safe and have their contributions fully valued. We are also working to advance diversity, equity, and inclusion in the ranks of the Merchant Marine because our economy and national security are strongest when we draw on the full skillsets and diversity of our Nation.

The United States Merchant Marine underpins our Nation's prosperity and upholds our Nation's highest principles – freedom, liberty, and dignity. Today, and every day, we honor merchant mariners' service and sacrifice and renew our commitment to stand by their side, from sea to shining sea.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first transoceanic voyage by a steamship in 1819 by the S.S. Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance. I also request that all ships sailing under the American flag dress ship on that day.

NOW, THEREFORE, I, JOSEPH R. BIDEN JR., President of the United States of America, do hereby proclaim May 22, 2023, as National Maritime Day. I call upon all Americans to observe this day and to celebrate the United States Merchant Marine and maritime industry with appropriate programs, ceremonies, and activities.

IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord two thousand twenty-three, and of the Independence of the United States of America the two hundred and forty-seventh.

JOSEPH R. BIDEN JR.

National defense, transportation leaders laud patriotism, service of U.S. merchant mariners — 'our greatest asset'

National Maritime Day ceremony in Washington, D.C. honors mariners past and present, highlights need for expanding U.S. Merchant Marine workforce



Commander of U.S. Transportation Command Gen. Jacqueline Van Ovost

U.S. defense and transportation leaders honored the rich history of the U.S. Merchant Marine but kept a sharp focus on the future during a National Maritime Day observance in Washington D.C., hosted by the Department of Transportation on May 22.

Themed: "Mariners Move the Nation! Yesterday, Today, Tomorrow," the event featured speeches by military and government leaders and maritime industry stakeholders, and displayed video tributes to World War II U.S. Merchant Marine veterans. Officials from American Maritime Officers and American Maritime Officers Service attending the ceremony were AMO National Vice President, Government Relations, Christian Spain; AMO Director of Government Relations Alaina Basciano; and AMOS Legislative Consultant Brenda Otterson.



Maritime Administrator Rear Adm. Ann Phillips (U.S. Navy, retired)

"Our union was founded by U.S. Merchant Marine veterans of World War II and our membership has carried on that tradition of service since its inception," Spain said. "The vital roles served by American mariners with unwavering dedication continue through this day, and we must invest in the future to build and support the next generation of U.S. merchant mariners."

"It was an honor to represent American Maritime Officers Service at the ceremony at the Department of Transportation on May 22, National Maritime Day," Otterson said. "It is important that our nation recognize the sacrifices and the contributions that U.S. mariners have made throughout the history of the United States."

Speakers at the event focused on mariners' critical roles in national security



Department of Transportation Under Secretary Carlos Monje

and the nation's economic prosperity.

"Mariners are patriots. They are people of deeds, not words. They will be there for us when we need them. And when they are called, they will rise to the occasion, taking cargoes to the four corners of the world across contested seas in support of our national defense," said Commander of United States Transportation Command Gen. Jacqueline Van Ovost. "Our nation will continue to rely on well-trained merchant mariners to meet the challenges of contested environments in the face of a persistent, capable adversary."

Also addressing the gathering was Department of Transportation Under Secretary Carlos Monje, who thanked merchant mariners for keeping the nation on course during the pandemic and pledged his

department's continued support in growing the domestic maritime industry. He said the increased funding for port infrastructure and improvement projects under the Biden Administration, and new government initiatives such as the Cable Security Program and the Tanker Security Program, are clear signs that supporting the U.S. Merchant Marine is at the top of the nation's priority list.

"This administration is unwavering in its support of the Jones Act, which is a cornerstone of our maritime industry," Monje said. "We are working to strengthen the maritime industry and invest in our future ... This administration is working to grow our fleet and add essential new capabilities."

U.S. Maritime Administrator Rear Adm. Ann Phillips (U.S. Navy, retired) addressed the importance of growing the ranks of the mariner pool, which is a critical initiative to reach national defense goals. She thanked the nation's maritime academies and the maritime labor unions for continuing to provide qualified and well-trained mariners to continue the proud tradition of undertaking a seagoing career.

"We are short the number of mariners needed in the event of a full mobilization exceeding four to six months, which is a very real scenario in a large-scale deployment. We are working a whole of government and stakeholder approach to recruit, train and retain mariners," Phillips said.

"Our mariners, our people, are our greatest asset."

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	26 June	21 August	13 November	4 December				
Confined Space Entry	3 Days	9 August	8 November	31 January					
Advanced Fire Fighting	5 Days	30 October							
Advanced Fire Fighting Refresher	2 Days	18 September	4 December						
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	18 September	4 December						
Basic Safety Training – Refresher – required for STCW renewal for those without 360 days of sea service in 5 years	3 Days	20 September	6 December						
Chemical Safety – Advanced	5 Days	Please Call							
ECDIS	5 Days	28 August	11 December						
Environmental Awareness (includes Oily Water Separator)	3 Days	15 November	11 December						
Fast Rescue Boat	4 Days	15 August	19 September	24 October	28 November	9 January			
GMDSS – Requires after-hour homework	10 Days	17 July	9 October						
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	18 December						
Safety Officer Course (also see online schedule)	2 Days	4 October							
Tankerman PIC DL – Classroom (also see online schedule)	5 Days	17 July							
Tankerman PIC DL – Simulator	10 Days	31 July	25 Sept.	23 October	4 December	22 January			
Train the Trainer – requires after hours homework	5 Days	14 August	18 September	30 October	13 November	4 December	15 January		
Vessel Personnel with Designated Security Duties – VPDS	2 Days	Please Call							
Vessel/Company Security Officer – Includes Anti-Piracy (also see online schedule)	3 Days	11 September	17 January						
Proficiency in Survival Craft (Lifeboat) REFRESHER	1 Day	23 September	9 December						
Electronic Navigation and Watchkeeping Refresher	3 Days	2 August	25 September	8 November	18 December	10 January			
Basic Training & Advanced Fire Fighting Revalidation (Required for STCW renewal) – required by those with 360 days sea service in 5 years	2 Days	26 June	6, 17, 31 July	14, 28 August	11, 28 Sept.	2,16, 26 October	6, 27 Nov.	11, 18 Dec.	8, 29 Jan.
Leadership & Management (required by ALL management level Deck and Engine officers by 1 Jan 2017)	5 Days	26 June	10 July	18 September	23 October	27 November	22 January		

Medical Courses

MSC Medical PIC Refresher	5 days	Please Call							
Elementary First Aid – Prerequisite for MCP within preceding 6 months	1 day	25 July	19 September	31 October	5 December	16 January			
Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering	3 days	26 July	20 September	1 November	6 December	17 January			
Medical PIC – Please FAX MCP certificate when registering	5 days	31 July	25 September	6 November	11 December	22 January			
Urinalysis Collector Training	1 day	26 June	14 July	7, 18 August	2 October	13 November	18 December		
Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m.	1 day	27 June	17 July	8, 17 August	3 October	14 November	19 December		

Radar Courses

Radar Recertification	1 day	29 January							
Electronic Navigation and Watchkeeping Refresher	3 days	2 August	25 September	8 November	18 December	10 January			
ARPA	4 days	30 January							
Radar Recertification & ARPA	5 days	29 January							
Original Radar Observer Unlimited	5 days	29 January							

Deck Courses

Advanced Bridge Resource Management	5 days	30 October	15 January						
Advanced Shiphandling for Masters/Senior Deck Officers – (No equivalency) Must have sailed as Chief Mate Unlimited	5 days	26 June	28 August	18 September	13 November				
Advanced Shiphandling for 3rd Mates – 60 days seetime equiv. for 3rd Mates	10 days	11 September	6 November	22 January					
Advanced and Emergency Shiphandling – First Class Pilots, Great Lakes	5 days	29 January							
Basic Meteorology	5 days	30 October							
Tug Training – ASD Assist	5 days	11 December							
Dynamic Positioning – Induction (Basic)	5 days	10 July	18 September	13 November	8 January				
Dynamic Positioning – Simulator (Advanced)	5 days	17 July	21 August	4 December	29 January				
Dynamic Positioning – Revalidation	5 days	16 October							
Navigational Watchkeeping Standardization & Assessment Program	5 days	17 July	28 August	16 October	6 November				
TOAR (Towing Officer Assessment Record) – Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required	5 days	21 August	4 December						
High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)	5 days	7 August	25 September	11 December	22 January				

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	17 July	14 August	2, 23 Oct.	6, 27 Nov.	8 January			
Upgrade: Advanced Meteorology – Requires after-hours homework	5 days	26 June	28 August	2 October	6 November	4 December	15 January		
Advanced Stability (also see online schedule)	5 Days	31 July	28 August	18 Sept.	23 October	11 December	15 January		
Management of Medical Care (also see online schedule)	1/2 day	2 August	13 September						
Leadership & Management (also see online schedule)	5 Days	26 June	10 July	18 Sept.	23 October	27 November	22 January		
Advanced Cargo – Optional for task sign-off (also see online schedule)	5 Days	24 July	21 August	25 Sept.	30 October	27 November	29 January		
Marine Propulsion Plants – Optional for task sign-off	5 Days	10 July	25 Sept.	30 October	11 December	29 January			
Advanced Celestial – Optional for task sign-off	5 Days	24 July	11 September	16 October	4 December				
Advanced Navigation – Optional for task sign-off	5 days	10 July	28 August	16 October	11 December				

Engineering Courses

Electrical and Instrumentation Troubleshooting (Professional Development)	5 days	24 July	16 October	4 December	15 January				
Engine Room Resource Management (Simulator)	5 days	31 July	9 October	8 January					
Engine Operations Training and Assessment Program	5 days	2 October	22 January						
Gas Turbine Endorsement	10 days	30 October							
Marine High Voltage Safety Course (Simulator)	5 days	17 July	13 November						
Hydraulics / Pneumatics (Professional Development)	5 days	11 September	23 October						
Machine Shop (Professional Development)	10 days	16, 23 October	4, 11 December						
Programmable Logic Controllers (PLCs) (Does not include EPA Universal)	5 days	7 August	29 January						
Refrigeration & Air Conditioning	5 days	18 September	11 December	8 January					
Steam Endorsement	4 weeks	18 September		29 January					
Control Systems Troubleshooting (Professional Development)	5 days	31 July	23 October	11 December	22 January				
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	25 September	2 October	8 January			

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	26 June	10 July	18 Sept.	23 October	27 November	22 January		
ERM (E050 as amended) – REQUIRED (unless previously taken for gap closing or original license) Note: if your current OICEW endorsement does not have a limitation, you should not require this for upgrade.	5 days	31 July	9 October	8 January					
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	17 July	16 October	4 December	15 January				
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 July	30 October	11 December	29 January				
STCW Upgrade Task Assessment – Steam Assessments	5 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	27 July	24 August	27 September	13 October	17 November	13 December	19 January	
CORE Damage Control – Refresher required every 5 years	1 day	26 July	23 August	26 September	12 October	16 November	15 December	18 January	
CORE Helicopter Fire Fighting – Refresher required every 5 years	1 day	25 July	22 August	25 September	11 October	15 November	14 December	17 January	
CORE Marine Environmental Program (with CBRD) – Refresher required every 5 years	1/2 day	27 July	24 August	27 September	13 October	17 November	13 December	19 January	
MSC Readiness Refresher – Must have completed full CBRD & DC once in career	2 days	24 July	21 August	10 October	14 November	16 January			
MSC ATO Level II – Required every 3 years by Master once during career (unless designated ATO)	5 Days	28 August	11 December	22 January					
MSC CBRD Officer – Required every five years and successful completion of the annual refresher/indoctrination training is a prerequisite	5 Days	6 November							
MSC Watchstander – BASIC – Once in career, SST grads grandfathered	1 day	17 July	18 September	23 October	11 December	29 January			
MSC Watchstander – ADVANCED – Annual required for all SRF members	1 day	30 June	14, 18 July	4, 11, 25 August	1, 15, 19, 29 September	6, 13, 20, 24 October	3, 10, 13 November	8, 12 December	12, 26, 30 January
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	June	19 July	20 September	25 October	14 November	13 December	31 January	
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	26 June	10, 31 July	7, 21, 28 August	11, 25 September	2, 9, 16, 30 October	6, 27 November	4 December	8, 22 January

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	July 10	27 November						
Upgrade: Advanced Meteorology (Deck) – Blended Assessment at STAR Center	3 Days	11 October	24 January						
Advanced Navigation (Deck)	3 Days	10 July	16 October						
Marine Propulsion Plant (Deck)	3 Days	25 September							
Advanced Stability (Deck) FULLY ONLINE	5 Days	31 July	23 October						
Advanced Cargo (Deck) FULLY ONLINE	5 Days	24 July	30 October						
Advanced Celestial (Deck) Blended Assessment at STAR Center	4 Days	7 August							
Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE	5 Days	17 July							
Combined Basic and Advanced Low Flash Point Fuel Operations – FULLY ONLINE	5 Days	21 August							
LNG Tankerman PIC – FULLY ONLINE	8 Days	Please Call							
Tankerman PIC DL – Classroom – FULLY ONLINE	5 Days	Please Call							
Vessel Security Officer (VSO) – FULLY ONLINE	3 Days	11 September							
Safety Officer Seminar – FULLY ONLINE	2 Days	Please Call							
Management of Medical Care	.5 Days	2 August	13 September						
Assessments (at STAR Center) DECK and ENGINE									
Upgrade: Advanced Meteorology (Deck)	2 Days	9 October	22 January						
Advanced Navigation (Deck)	2 Days	Please Call							
Marine Propulsion Plant (Deck)	2 Days	Please Call							
Advanced Celestial (Deck)	2 Days	6 November	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> (LOGIN/MEMBER LOGIN)

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MEDICAL CLINIC

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AMO PLANS

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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

Antoine Jennings receives AMO Mariner of the Year Award



American Maritime Officers members greeting Maritime Administrator Rear Adm. Ann Phillips (U.S. Navy, retired) during a National Maritime Day ceremony in Norfolk, Va. included National Vice President, Great Lakes, John Clemons; National Secretary-Treasurer Bob Rice; Chief Engineer Antoine Jennings; and East Coast Representative Todd Christensen.

At left: Commander of Military Sealift Command Rear Adm. Michael Wettlaufer congratulates AMO Chief Engineer Antoine Jennings on his receipt of the American Maritime Officers Mariner of the Year Award for 2023, which was presented during an observance of National Maritime Day hosted by the Propeller Club Port of Norfolk on May 18. The presentation of this award is an annual event sponsored by and unique to the Port of Norfolk.

AMO aboard tanker *Pelican State* on National Maritime Day



Officers and crew members onboard the Jones Act tanker *Pelican State* gather for a photo commemorating National Maritime Day. American Maritime Officers members working aboard the ship on May 22 included Captain Robert Johnson Jr., Chief Mate Michael Watkins, Second Mate James Diguglielmo, Third Mates Eric Wissermann, Trevor Crute and Juan Alberto Colon Ortiz, Chief Engineer James McDaniel, First Assistant Engineer Bob Williams, Second A.E. William Tyler Brady and Third A.E. Zachary Little. The *Pelican State* is operated for APT by Intrepid Personnel and Provisioning (Crowley).

Photos courtesy of Captain Robert D. Johnson Jr.