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AMO membership drive with reduced initiation fee concludes December 31, 2023

AMO applicants have through December 31, 2023 to complete the requirements for membership to qualify for the reduced initiation fee made available through the American Maritime Officers membership drive, which was launched in April of this year.

AMO applicants qualify for the reduced initiation fee of \$2,500 total if they meet the following conditions:

- Applicants must pay the reduced initiation fee of \$2,500 in full prior to January 1, 2024.
- Applicants must file two letters of recommendation from AMO members in good standing prior to January 1, 2024 — letters traditionally required of all applicants under the AMO Constitution.
- Applicants must be in good standing with AMO prior to January 1, 2024. One of the requirements for an applicant or member to establish good standing is having AMO dues paid in full through the current quarter — in this case, the fourth quarter of 2023.

AMO applicants who do not pay the reduced initiation fee in full, establish good standing with the union, and submit the two letters of recommendation prior to January 1, 2024 will be responsible for the standard initiation fee for deep-sea and Great Lakes officers.

With the \$2,500 initiation fee paid in full, establishment of good standing with

AMO, and filing two letters of recommendation, an AMO applicant will be eligible to become a full book member of American Maritime Officers under the terms of the AMO membership drive.

Please Note:

- Any applicant for membership who has paid at least \$2,500 toward their initiation prior to April 3, 2023 will also be eligible for "Full Book Membership," provided two letters of recommendation from two members in good standing are received by Member Services, dues are paid through the current quarter and good standing is established with the union.
- In keeping with past practice, there will be no refunds of money paid over and above the previously paid \$2,500.

For more information, please contact AMO National Secretary-Treasurer Bob Rice at (954) 295-6160 or via e-mail at brice@amo-union.org.

As noted, the AMO membership drive will conclude on December 31, 2023. The membership drive and pared initiation fee are subject to administrative review prior to the December 31 deadline.

Investments in MSP and TSP expand U.S.-flag fleet, strengthen Department of Defense sealift capabilities

The following article was released by the U.S. Department of Transportation. American Maritime Officers will represent all licensed crew members on the ARC Honor and the Shenandoah Trader.

WASHINGTON — The U.S. Department of Transportation's Maritime Administration (MARAD) in October announced full enrollment for its Maritime Security Program (MSP) and Tanker Security Program (TSP). Both programs provide the Department of Defense (DoD) with access to a fleet of U.S.-flagged sustainment sealift vessels and product tankers for use during times of armed conflict or national emergency. The programs strengthen the U.S. supply chain while creating good-paying jobs.

"In peacetime, our U.S.-flagged commercial fleet serves as a critical link in our supply chain; and in times of war and crisis, it supports military missions around the globe," said U.S. Transportation Secretary Pete Buttigieg. "In the years ahead, these vessels will deliver vital goods, strengthen both our economy



Photo Courtesy of Captain Michael Gasior

The *Stena Impeccable* is enrolled in the Tanker Security Program and was recently chartered by Military Sealift Command, shifting to MSCPAC on October 5. Members of American Maritime Officers working aboard the ship at the time included Captain Michael Gasior, Chief Engineer Marissa Cap and Chief Mate Karl Sasse. The U.S.-flagged *Stena Impeccable* is operated through a joint venture between Crowley and Stena Bulk USA.

U.S. seagoing labor opposes proposal that would outsource American maritime jobs, undermine defense sealift readiness

A broad coalition of American maritime and transportation unions has registered its strong opposition to a proposal that would promote the operation of United States-flag vessels with foreign crews. The proposal, part of a report issued by the Hudson Institute, would create a second United States-flag ship registry to allow vessel owners to bypass the hiring of American maritime workers.

As noted by the unions, "The overall report released by the Hudson Institute contains a number of recommendations that we oppose and which we believe will adversely affect the efficient implementation of existing U.S. maritime policies and the operation of U.S.-flag vessels. In addition, the proposal fails to identify solutions that would increase or incentivize the carriage of cargoes by U.S.-flag, U.S.-crewed vessels, a core tenet of ensuring an economically viable U.S. maritime industry. However, the establishment of a second U.S.-flag registry as proposed by the Hudson Institute is the most egregious proposal in the report and warrants our specific comment.

"The United States-flag deep sea



fleet is the largest segment of the maritime industry providing the trained and qualified mariners needed to meet the requirements of the Department of Defense. These American mariners crew the surge and sustainment vessels called into action by the Department of Defense in time of war or other international emergency and who have never, in the history of our nation, refused to respond whenever and wherever needed by our government.

"At this time in our nation's history it is imperative that our government act to ensure that our country has the trained and qualified mariners needed by the Department of Defense. It is irresponsible to divert U.S. taxpayer dollars to support and to otherwise encourage the operation of U.S.-flag vessels that do not provide the base of employment necessary to increase and support the U.S. citizen mariner base.

To do so is at best a wasteful use of U.S. taxpayer dollars and at worst, a dangerous and disregard of America's national security requirements.

"We urge the Biden Administration and the Congress to put American maritime workers first, and to soundly reject this proposal to create a second United States-flag registry that will be little more than a flag of convenience that has at its core the outsourcing of American maritime jobs. We instead urge Congress and the Administration to work with us to strengthen and expand the United States-flag fleet in order to create jobs for America's maritime workforce and to further enhance America's economic, homeland and military security."

Mark Clements, Secretary-Treasurer
Maritime Trades Department, AFL-CIO

David Connolly, President
Sailors Union of the Pacific

Paul Doell, President
American Maritime Officers

David Heindel, President
Seafarers International Union

Don Marcus, President
International Organization of Masters, Mates and Pilots

Anthony Poplawski, President
Marine Firemen's Union

Greg Regan, President
Transportation Trades Department, AFL-CIO

Adam Vokac, President
Marine Engineers' Beneficial Association

Ready Reserve Force ship *M/V Cape Wrath* delivers U.S. Army cargo for 101st Airborne Division team to Italy

The following article by Eleanor Prohaska and photo by Sgt. Scott Sparks were posted on November 1 by the U.S. Army. American Maritime Officers represents all officers aboard the *Cape Wrath*.

LIVORNO, Italy — The *M/V Cape Wrath* made a bold statement when it pulled into the port of Livorno October 28, carrying equipment assigned to the 3rd Brigade Combat Team, 101st Airborne Division (Air Assault). Soldiers and civilians from the 386th Movement Control Team, 16th Sustainment Brigade, 21st Theater Sustainment Command and 839th Transportation Battalion, 598th Transportation Brigade, made sure that message was delivered.

"I told them in the rehearsal of concept, when they see the *Cape*



Commander of the 839th Transportation Battalion Lt. Col. Michael Harrell (left) presents a challenge coin to the Captain of the *Cape Wrath*, Stephen Marella, in Italy on October 28.

Wrath pulling into the port of Livorno, it is all about being able to project combat power in any region of the world, in the time and place of our choosing," said Lt. Col. Michael Harrell, 839th Transportation Battalion commander.

The reception and staging of more than 450 pieces of equipment, including Humvees, palletized loading systems and light trucks was the largest U.S. port operation in Livorno in more than five years. Equally important are the onward movement plans for transporting the organic equipment belonging to the 3rd IBCT/101st ABN DIV (AASLT), from Fort Campbell, Kentucky. The unit is also known as the Rakkasans.

Cape Wrath — Page 7



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U.S. Coast Guard commends STAR Center Director of Training Jerry Pannell for outstanding service on MERPAC

The United States Coast Guard has awarded a Public Service Commendation to popular American Maritime Officers figure Captain Gerard "Jerry" Pannell for "notable services" as a member of the Merchant Marine Personnel Advisory Committee.

The commendation cited Pannell, Director of Training at the AMO Safety and Education Plan's STAR Center, for his effective response to the "pressing threat to maritime safety" of sexual assault and harassment at sea and ashore.

"The members of the committee readily offered their expertise on the current state of this critical issue and

concerns across the industry," the commendation read. "The committee worked diligently and with sensitivity through three meetings to develop 51 recommendations for the Coast Guard, government partners, training providers and operating companies ranging from prevention to response."

The committee's recommendations addressed mariner training requirements "to prevent and respond to issues of bullying, harassment, sexual assault and sexual harassment," the commendation continued. "The collaborative recommendations formed the basis for domestic policy on the subject and for a proposal submitted by the

United States to the International Maritime Organization's Subcommittee on Human Element, Training and Watchkeeping."

The IMO subcommittee used the recommendations as guides on developing the required Personal Safety and Social Responsibilities training contained in the International Convention on Standards of Training, Certification and Watchkeeping — STCW.

The USCG commendation said Pannell's policy recommendations were among those "already having far-reaching effect on the national and international maritime community." It acknowledged Pannell's

participation as "in keeping with the highest traditions of public service."

"Captain Jerry Pannell has had a brilliant career at sea and ashore," AMO President Paul Doell said. "This commendation from the U.S. Coast Guard is but one more confirmation of Jerry's dedication and his innovative leadership. We are most proud of Jerry's diplomatic approach to this difficult issue, and we remain grateful to him for developing STAR Center as the premier training site for the world's finest merchant marine officers and for the Maritime Administration's designation of STAR as a Center of Excellence."

AMO aboard the *Ocean Freedom* in the Maritime Security Program fleet



American Maritime Officers members working aboard the *Ocean Freedom* in October, here in Port Everglades, Fla., included (in no particular order) Captain William Swiss Jr., Chief Mate Geoffrey Bilder, Third Mate Conner Ahern, Chief Engineer Allen Dorn Jr., First Assistant Engineer Jeremy Masse, Third A.E. Oleksandr Ostrovskyy, and Chief Engineer Charles Nieves. The heavy-lift ship *Ocean Freedom* is operated in the Maritime Security Program fleet by Intrepid Personnel and Provisioning and is manned in all licensed positions by AMO.

Defense Sealift

Continued from Page 1

and our national security, and create good jobs for American mariners."

The newly selected MSP vessels LIBERTY POWER and TULANE operate under Liberty Global Logistics, LLC of Lake Success, N.Y. and Fidelio Limited Partnership of Ponte Vedra Beach, Fla., respectively. The U.S.-flagged LIBERTY POWER is a twelve-year-old roll-on roll-off vessel (RO/RO), with 220,586 square feet of militarily useful cargo capacity and the TULANE is an eleven-year-old RO/RO vessel with 194,665 square feet of militarily useful cargo capacity. The TULANE is scheduled to reflag under U.S. registry by the end of this year and will be renamed the ARC HONOR.

The final product tanker selected for TSP is the PYXIS EPSILON under U.S. Marine Management, LLC of Norfolk, VA. The eight-year-old, 325,000 barrel tanker is scheduled to reflag under U.S. registry by the end of this year and will be



The *Maersk Chicago* is one of four containerships operated under contract with American Maritime Officers in the Maritime Security Program by Maersk Line, Limited.

renamed the SHENANDOAH TRADER.

"MSP and TSP accomplish two key maritime sealift objectives: both grow our U.S.-flagged commercial fleet to benefit the U.S. economy, and both sustain our ability to deliver vital supplies to support military missions across the globe," said Maritime Administrator Ann Phillips. "MSP has been a success story for the U.S. maritime

industry for over 27 years. MSP, together with its sister program TSP, will support U.S. economic competitiveness globally, and ensure U.S. armed forces have unquestioned logistics access anywhere in the world. The award of these three final Operating Agreements will ensure the programs' continued success and value to the United States."

The MSP was established in 1996,

to strengthen the U.S. supply chain by ensuring a viable presence for the U.S.-flag Merchant Marine in international trade while creating good-paying jobs both afloat and ashore. The program now supports a fleet of 60 commercial ships operating internationally. The recently established TSP supports a fleet of 10 commercial product tankers operating internationally and capable of loading, transporting, and storing on-station bulk petroleum refined products to support national economic security and DoD contingency requirements.

"These vessels are pivotal in enhancing global readiness and safeguarding our nation's supply chains. Both MSP and TSP underscore our steadfast commitment to national security and economic stability and exemplify the indispensable partnership between MARAD and USTRANSCOM," said Commander of U.S. Transportation Command Gen. Jacqueline Van Ovost. Both programs help address the shortage of both U.S.-flag ships and U.S. Coast Guard-credentialed Mariners with unlimited licenses.

American Maritime Officers Agency Fee Policy

1. Any AMO represented non-member employee, whether publicly or privately employed who is subject to a union security clause conditioning continued employment on the payment of dues or fees, has the right to become an objector to expenditures not related to collective bargaining, contract administration, grievance adjustment or other chargeable expenditures. A current AMO member has the right to choose to become an objector, but must assume non-member status prior to filing an objection through these procedures. An objector's fees shall be calculated in accordance with this Policy.

2. To become an objector, an AMO represented non-member employee shall notify the AMO Secretary-Treasurer, 601 S. Federal Highway, Dania Beach, Florida, in writing of his individual objection by mail postmarked during the month of January each year. Such employees desiring to object, but who were unable to make timely objection because they were not subject to an AMO union security clause as of January, either because they are a new employee or have recently chosen to assume non-member status, must make an objection within thirty (30) days after becoming subject to union security obligations and receiving notice of these procedures. The objection shall be signed and shall contain the objector's current home address and AMO Union number, if known. Objections may only be made by individual employees: no petition objections will be honored. A person who wishes to continue an objection in a subsequent twelve (12) month period shall provide notice of objection each January in the same manner.

3. The following categories of expenditure are chargeable to the extent permitted by law:

a. All expenses concerning the negotiation of agreements, practices and working conditions.

b. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the bargaining unit or employer representatives regarding working conditions, benefits and contract rights.

c. Convention expenses and other normal Union internal governance and management expenses.

d. Social activities open to non-members and Union business meeting expenses.

e. Publication expenses to the extent coverage is related to chargeable activities.

f. Expense of litigation before the courts and administrative agencies related to bargaining unit contract administration.

g. Expenses of lobbying for legislative, executive branch and administrative agency representation on matters closely related to the ratification or implementation of bargaining unit contracts and working conditions.

h. All expenses for the education and training of members, officers and staff intended to prepare the participants to better perform chargeable activities.

i. Other costs of group cohesion and economic action, e.g., demonstration, general strike activity, informational picketing, etc.

j. An appropriate portion of overhead and administrative expenses.

4. Each December in the *American Maritime Officer*, the AMO shall publish these policies and procedures to provide notice to

AMO represented employees of their right to object and the procedures for objecting. The AMO shall also send a copy of these policies and procedures to each person who objected the previous year to inform the person of his or her right to renew the objection for the current year.

5. The AMO shall retain an independent auditor who shall submit an annual report for the purpose of verifying the percentage of expenditures that fall within the categories specified in paragraph 3 above.

6. The fees paid by objectors shall be handled as follows:

a. Objectors who pay fees by hand shall pay an amount less the percentage of dues and initiation fees ascribed by the audit (described in #5 above) to nonchargeable activities. AMO shall place said fee in an interest bearing account.

b. Objectors who are paying fees by check-off shall continue to have a fee equal to full AMO dues and initiation fee checked off by the employer and transmitted to the AMO. The AMO shall place its share of the fee in an interest bearing escrow account and shall return the admittedly nonchargeable share to the objector.

c. Following completion of the audit (described in #5 above) for a given year, the AMO shall rebate to each given objector an amount equal to such fees held by the AMO in escrow which were ascribed by the audit to nonchargeable activities.

d. If an objector does not challenge the validity of the audit pursuant to #8 below within the allotted time the fees held in escrow shall become the property of AMO. If a challenge is filed, the fees held in escrow shall continue to be so held until the challenge is resolved in accord with the procedures referred to below, at which time the fees shall be distributed in accord with said resolution.

e. Objectors filing objections in January of 2024, in addition to paying fees in the manner set forth for the above, shall receive rebates from the AMO for the year 2023, based upon the audits (see #5 above) for the fiscal year ending in 2023, as they may be modified by the procedures set forth below.

7. The reports(s) of the independent auditor(s) for the AMO shall be completed as soon as possible following the end of the fiscal year. The report(s) shall include verification of the major categories of Union expenses attributable to chargeable and non-chargeable activities. The AMO shall provide to all objecting non-member bargaining unit employees who are represented a copy of the auditor(s) report(s).

8. In the absence of an exclusive statutory review procedure, each objector may challenge the legal and arithmetical bases of the calculations contained in the independent auditor report(s) by filing an appeal with the AMO Secretary-Treasurer, 601 S. Federal Highway, Dania Beach, Florida, 33004, together with notice to the President of AMO at 601 S. Federal Highway, Dania Beach, Florida 33004.

non-member challengers in bargaining units covered by the National Labor Relations Act shall also have the right to seek a determination of any issues relating to these procedures by invoking the jurisdiction of the National Labor Relations Board. If such a challenger chooses not to invoke the Board's jurisdiction, or if the

Board defers to the appeal procedures, the non-member challenger's appeal shall be filed exclusively with the AMO Secretary-Treasurer postmarked no later than thirty (30) days after the later of the following two dates: the date the AMO Secretary-Treasurer has forwarded a letter to the challenger acknowledging receipt of the challenge or the date the National Labor Relations Board affirmatively declines to assert its reviewing jurisdiction.

9. Except where State law provides an exclusive statutory review procedure or when a challenger proceeds before the National Labor Relations Board, as set forth in paragraph 8, all such challenges received by the Union within the time limits specified above shall be determined by expeditious referral to an impartial arbitrator appointed by the American Arbitration Association ("AAA") under its rules for impartial determination of Union fees as modified and approved by the courts and these procedures. The AMO will notify the AAA that challenges of its fees, which have been received from one or more individual employees, are to be determined by an impartial administrator and will include the names and addresses of the individuals who have filed their appeals challenging the Union's fees and who should be notified of the proceedings. Thereupon, in accordance with its rules, the AAA will appoint the arbitrator to the case, notifying the Union and the other participants.

a. All appeals shall be consolidated and heard as soon as the AAA can schedule the arbitration. All procedures challenging the AMO's fee determinations shall take place in New York City, and the parties shall be the appellants and the AMO.

b. Each party to the arbitration shall bear their own costs including, but not limited to, attorney's fees and expenses, witness fees and expenses and travel costs. The challengers shall have the option of paying a pro-rated portion of the arbitrator's fees and expenses. The balance of the arbitrator's fees and expenses and all AMO fees and expenses shall be paid by AMO.

c. Challengers may, at their expense, be represented by counsel or other representative of their choice. Challengers need not appear at the hearing and shall be permitted to file written statements with the arbitrator instead of appearing. Such statements shall be filed not later than the beginning of the hearing before the arbitrator. Post-hearing statements may be filed in accordance with the provisions of paragraph 9(g) below.

d. Fourteen (14) days prior to the start of the arbitration, challengers shall be provided with copies of all exhibits or a list of all such exhibits intended to be introduced at the arbitration by the Union party and a list of all witnesses the Union party intends to call, except for exhibits and witnesses the Union party may introduce for rebuttal. Where a list of exhibits has been provided, the challenger shall have a right to receive copies of such exhibits by making a written request for them to the AMO Secretary-Treasurer. Additionally, copies of all exhibits shall be available to inspection and copying at the hearing.

e. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be the only official record of the proceedings and may be purchased by the challengers. If challengers do

not purchase a copy of the transcript, a copy shall be available for purposes of inspection by challengers at the Union party's headquarters during normal business hours.

f. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the dual needs of an informed and an expeditious arbitration. The arbitrator shall set forth in the decision the legal and arithmetic bases for the decision giving full consideration to the legal requirements limiting the amount objectors may be charged.

g. Each party to the arbitration shall have the right to file a post-hearing statement within fifteen (15) days after both parties have completed submission of their cases at the hearing. Such statements may not introduce new evidence nor discuss evidence not introduced in the arbitration. The arbitrator shall issue a decision within forty-five (45) days after the final date for submission of post-hearing statements or within such other reasonable period as is consistent with the AAA rules and the requirements of law.

h. The decision of the arbitrator shall be final and binding with respect to all findings of fact supported by substantial evidence on the record considered as a whole and on other findings legally permitted to be binding on all parties.

i. Upon receipt of the arbitrator's award, any adjustment in favor of the challenger will be made from the escrow account.

10. The provisions of this procedure shall be considered legally separable. Should any provision or portion thereof be held contrary to law by a court, administrative agency, or an arbitrator, the remaining provisions or portions thereof shall continue to be legally effective and binding. If, after consultation with the officers on the AMO Executive Committee, the President of the AMO determines that modifications in this procedure are necessary to maintain its compliance with applicable law, such modifications may be made in accordance with the Constitution of the AMO.

11. An objector shall have neither a voice nor vote in the internal affairs of the AMO which includes, inter alia, the ratification of a collective bargaining agreement, whether or not it covers his or her employment.

12. The benefits of nonmembers in an Agency Shop Agreement are such benefits as being eligible to receive the *American Maritime Officer*, representation in grievances, grievance adjustment and arbitration, and no other contract service benefits received by members of the AMO. Such nonmembers shall not be allowed attendance at union meetings, the right to hold or run for any Union office (elective or appointed), or any voting rights within the Union unless and until they have become members of this Union in accordance with the provisions of the AMO Constitution.

13. For purposes of job referral, individuals choosing to become Agency Fee payers shall have the same status under the applicable Shipping Rules as an applicant until such time as the Agency Fee payer pays the total fair share equivalent of the initiation fee specified herein.

Use of the male gender in these procedures shall be deemed to include the female gender.

*ADOPTED by the AMO Executive Board
November 11, 1998*

United Seamen’s Service announces recipients of the 54th annual Admiral of the Ocean Sea Award

The following is excerpted from a press release issued by the United Seamen’s Service.

The United Seamen’s Service 54th annual Admiral of the Ocean Sea (AOTOS) Awards will be presented to Mark W. Barker, President of the Interlake Steamship Company, George Pasha, IV, President of The Pasha Group, and Adam Vokac, District and National President of the Marine Engineers’ Beneficial Association (M.E.B.A.). The traditional silver statuette of Christopher Columbus — the first Admiral of the Ocean Sea — will be presented at a gala dinner and dance on Friday, December 1, 2023, at the Sheraton New York Times Square Hotel. American seafarers will also be recognized for heroism and bravery during the event.

For more than half a century, the United Seamen’s Service has annually presented the AOTOS Award, widely regarded as the most prestigious accolade in the maritime sector. This award acknowledges exceptional contributions made by individuals and organizations towards the advancement of American seafarers and the United States’ maritime industry.

LTG Kenneth R. Wykle, USA (Ret.), USS AOTOS Committee Chairman, noted, “We are proud to acknowledge the AOTOS awardees from the American maritime industry. Mark Barker has a strong sailing background in

the trans-Atlantic trades and advocates for maritime interests at both state and national levels. George Pasha, IV has made significant contributions to the maritime industry, especially in the Hawaii market. Adam Vokac has demonstrated exceptional leadership and a dedication to protecting the rights of Merchant Mariners during his extensive M.E.B.A. career. They are an outstanding group of individuals who represent strength, leadership and commitment to the advancement of the American maritime industry.”

Mark W. Barker is the second-generation President of Interlake Steamship Company, the largest privately held ship-ping company on the Great Lakes. Growing up on the water, he has successfully dedicated much of his career to preserving the maritime heritage of the Great Lakes through the use of technology and environmental stewardship. His namesake vessel, launched in 2002, is the first cargo ship on the Great Lakes to be powered with engines that meet new EPA Tier 4 standards.

At the helm of the 100-year-old, family-owned Interlake Steamship Company, Mr. Barker is leading the organization into the future; the company is now a modern marine transportation business made up of 400 employees. Dedicated to customer

service, he believes in delivering on commitments with a customer-first philosophy through the company’s core values of integrity, respect, high performance and accountability.

A true visionary with an eye toward the future, Mr. Barker has demonstrated exceptional leadership skills throughout his impressive career. He is a respected and admired leader in the industry, with a clear voice on maritime interests, including technology, sustainability and American manufacturing as well as advocating for the 150,000 jobs that represent the Great Lakes shipping industry.

Service is at the heart of every enterprise that The Pasha family has launched. With vision, expertise, enthusiasm and an entrepreneurial spirit, George Pasha, IV took over the role of The Pasha Group’s President & CEO from his father in 2008 and continued to grow and diversify in the maritime and transportation sectors. The first Pasha vessel, the *Jean Anne*, was constructed in 2005 to address an identified need for RO/RO and out of gauge cargo vessel capacity between the U.S. mainland and Hawaii.

The Pasha Group’s rapid growth in the maritime business unit came in 2015 with the acquisition of Horizon Lines’ US

Jones Act container service in Hawaii. Mr. Pasha demonstrated steady leadership throughout the transition, directly engaging with employees, customers and stakeholders to set expectations, deliver on commitments and help transition new associates into the organization.

In 2018, the shipbuilding kicked off again as the company embarked on the path of investing in cleaner maritime fuels to serve this U.S. market, initiating a new design to specifically meet the needs of Honolulu’s harbor. The Pasha family’s commitment to the region will ensure that the state of Hawaii will be well served with U.S.-flag carrier Pasha Hawaii for decades to come.

As the District and National President of the Marine Engineers’ Beneficial Association (M.E.B.A.), a premier maritime labor union for the officers of the United States Merchant Marine, Adam Vokac is dedicated to protecting the union’s membership, a large and diverse mix of engineers and deck officers, experienced and skilled in all aspects of the maritime workforce. Prior to his current role, which he has had since 2021, Mr. Vokac also served as Executive Vice President for seven years as well as a

U.S. Coast Guard: Final rule revises training requirements for masters or mates of towing vessels on inland waters

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

The Coast Guard has issued a final rule revising the training requirements for national Merchant Mariner Credential endorsements as master of towing vessels (limited) or mate (pilot) of towing vessels on inland waters (other than the Great Lakes) or Western Rivers routes. Consistent with recommendations from the National Merchant Marine Personnel Advisory Committee (NMERPAC) and the National Towing Safety Advisory Committee (NTSAC), this rule gives mariners seeking these endorsements the option of taking a modified basic firefighting course that excludes training on equipment not required to be carried on towing vessels operating on inland waters or the Western Rivers.

The modified basic firefighting course is limited to towing vessel endorsements for Western Rivers and inland waters other than the Great Lakes. Mariners

seeking towing vessel endorsements for other routes must complete a basic fire-fighting course.

The Coast Guard is delaying the effective date of this rule until April 1, 2024.

This delay allows time for training providers to develop a modified basic firefighting course, and for the Coast Guard to evaluate and approve the course. Training providers wishing to obtain approval for a modified basic firefighting course may submit their course for approval at any time before the effective date of this final rule.

The Final Rule was published online in the October 3, 2023 *Federal Register*: <https://tinyurl.com/2wcpjsxr>.

Information on course approvals can be found on the National Maritime Center website (www.dco.uscg.mil/nmc/training_assessments) or by contacting the National Maritime Center at (888) 427-5662 or via email to IASKNMC@uscg.mil.

U.S. Coast Guard: Acceptance of STCW assessments performed by assessors who are not USCG-approved Qualified Assessors

The following was released by the National Maritime Center.

The Office of Merchant Mariner Credentialing has published Change 4 to Navigation and Vessel Inspection Circular (NVIC) 19-14, *Policy on Qualified Assessors*. Notable among the changes is an extension of the period during which mariners may use assessments of competence completed by a qualified mariner who is not a Coast Guard-approved Qualified Assessor (QA).

Assessments of competence for STCW endorsements must be signed by a Coast Guard-approved QA in accordance with 46 CFR 11.301(a)(1)(i) and 12.601(b)(1)(i). QAs must be approved by the Coast Guard either individually or as part of a Coast Guard-approved or accepted course or training program, as described in NVIC 19-14.

Current policy allows for the acceptance of STCW assessments, performed for and signed by an assessor not approved by the Coast Guard, until December 31, 2023. Such an

assessor must meet the professional requirements in 46 CFR 10.405(a)(3) to determine competence for the specific endorsement.

The Coast Guard is aware of the limited number of approved QAs, resulting in hardship for mariners trying to complete STCW assessments after December 31, 2023. In consideration of this, **the Coast Guard will continue to allow STCW assessments to be signed by an assessor who meets the requirements specified in NVIC 19-14 until December 31, 2028.** These assessments must be submitted to the Coast Guard as part of a complete application no later than June 30, 2029. Qualified military personnel need not be approved QAs and may continue to sign assessments after December 31, 2028.

The revised NVIC is available online: www.dco.uscg.mil/Our-Organization/NVIC.

Mariners and other interested parties should contact the Coast Guard by email at MMCPolicy@uscg.mil or by phone at (202) 372-2357 with any questions or feedback.

Rep. Garamendi reintroduces bill to close Jones Act enforcement loopholes created by federal rulings, require offshore energy developers to hire American workers

The following article was posted by the office of Congressman John Garamendi (D-CA). The legislation is endorsed by American Maritime Officers.

Comprehensive legislation would permanently repeal every anti-Jones Act decision by U.S. Customs and Border Protection since 1972

WASHINGTON, DC — Congressman John Garamendi (D-CA) reintroduced the “Close Agency Loopholes to the Jones Act,” which would close nearly 50 years of loopholes that disadvantage American workers — known as “letter rulings” — by U.S. Customs and Border Protection. Specifically, these loopholes allow federal regulators to circumvent the Jones Act — a federal maritime law that requires transportation of items shipped between U.S. ports to be conducted on ships that are built and operated by American citizens or permanent residents.

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

“The U.S. government should do everything in its power to prevent foreign vessels from paying poverty wages to take jobs from Americans working in our maritime industry. Sadly, federal regulators

have largely enabled it instead. My ‘Closing Agency Loopholes to the Jones Act’ would finally enforce the law as Congress intended when it created the Jones Act in 1920. Passing my legislation means maximizing job opportunities for American mariners, U.S.-flagged vessels and domestic shipyard workers,” Garamendi said.

“In January 2021, President Biden’s first executive order after assuming office directed federal agencies to maximize the use of American mariners, American-built ships, and U.S.-flagged vessels under the Jones Act. Less than 90 days later, Customs and Border Protection issued a letter ruling contradicting the President’s policy to allow foreign vessels to construct energy projects on the Outer Continental Shelf. My bill will force federal bureaucrats to implement the President’s policy by fully enforcing the Jones Act,” concluded Garamendi.

The “Close Agency Loopholes to the Jones Act” (H.R.5991) would:

- Close the “oceanographic research vessel” loophole, thereby preventing commercial vessels engaging in seismic-blasting and similar pre-construction activities for offshore energy development in the United States’ Exclusive Economic Zone at sea from skirting the Jones Act.

- Close the “vessel equipment,” “lifting operations,” and “installation vessel” loopholes, thereby preventing vessels with cranes and similar equipment from moving building materials into place to construct offshore energy development in the United States’ Exclusive Economic Zone at sea

from skirting the Jones Act.

- Close the “paid out, not unladen” loophole, thereby preventing vessels transporting and installing undersea cable between the mainland United States and fixed points like offshore platforms on the Outer Continental Shelf from skirting the Jones Act.

- Close the “decommissioning” loophole, thereby preventing vessels decommissioning offshore platforms on the Outer Continental Shelf from skirting the Jones Act.

- Close the “seabed sample” loophole, thereby preventing commercial vessels taking samples from the seafloor on the Outer Continental Shelf for offshore energy development from skirting the Jones Act.

- Close the “pristine seabed” loophole, thereby preventing commercial vessels that artificially place rocks or other aggregates by vessel — known as “scour protection material” — on the seafloor of the Outer Continental Shelf for offshore energy development from skirting the Jones Act.

- Allow Jones Act operators to appeal decisions — known as “letter rulings” — by U.S. Customs and Border Protection that undermine the Jones Act.

- Subject Customs and Border Protection’s enforcement of the Jones Act to the Congressional Review Act, which applies to nearly all other major national policy and regulatory decisions at federal agencies.

- Require foreign-flagged vessels operating on the outer Continental Shelf

purporting to operate under a Jones Act exemption to publicly notify Customs and Border Protection’s citing the specific purported exemption and its legal basis.

- Authorize Customs and Border Protection to penalize foreign-flagged vessels operating on the Outer Continental Shelf under a purported Jones Act exemption for failing to notify the federal agency.

- Require that offshore energy developers pay a prevailing wage determined by the U.S. Department of Labor under the Davis-Bacon Act.

- Direct the U.S. Coast Guard to fully implement Garamendi’s 2020 amendment, which reaffirmed that federal laws like the Jones Act that already applied to offshore oil and gas also apply to offshore renewable energy production in the United States’ Exclusive Economic Zone (EEZ) at sea.

The “Close Agency Loopholes to the Jones Act” (H.R.5991) is endorsed by Offshore Marine Service Association, American Waterways Operators, International Association of Machinists and Aerospace Workers, Maritime Trades Department, AFL-CIO, Metal Trades Department, AFL-CIO, American Radio Association, Sailors Union of the Pacific, American Maritime Officers, International Organization of Masters, Mates and Pilots, Marine Firemen’s Union, Seafarers International Union, Marine Engineers’ Beneficial Association, International Longshore and Warehouse Union, International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers.



AMO aboard Jones Act tanker Lone Star State

American Maritime Officers members working aboard the *Lone Star State* in September, here in Port Everglades, Fla., included (in no particular order) Captain Nicholas Washabau, Chief Mate Daniel Hemmer, Second Mate Jeffery Gallo, Third Mate Edward Flaherty and Chief Engineer Michael Homan. The tanker is operated in Jones Act trades by Intrepid Personnel and Provisioning and is manned in all licensed positions by AMO.

AOTOS

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union representative at the Port of Honolulu. Mr. Vokac has a long history of vigorously fighting to maintain and strengthen contracts as well as look for opportunities

to increase membership.

Understanding the balance of keeping positive relationships with employers while simultaneously pushing back to preserve hard fought gains, Mr. Vokac has earned the respect of both union members and management. Consistently looking to the future, Mr. Vokac is committed

to modernizing the M.E.B.A. while maintaining the union’s core principles and building on its track record of readiness, safety and loyalty.

Mr. Vokac has been a long-time dedicated supporter of the maritime industry. Upon graduating as valedictorian from the United States Merchant Marine

Academy at King’s Point in 2000, he went to the nearest M.E.B.A. hall and joined the union that same day. His dedication to the maritime industry is demonstrated by his commitment to the M.E.B.A., his extensive shipping career and his fervent support of the laws and programs that keep the industry strong.

Great Lakes iron ore shipments increase in October while limestone cargoes decline compared with the same period in 2022

Shipments of iron ore on the Great Lakes totaled 5.1 million tons in October, an increase of 8.5 percent compared with the same period the previous year. That total was only a small fraction of 1 percent below the five-year average mark for the month, the Lake Carriers' Association reported.

Limestone shipments in October totaled 3.8 million tons, a decrease of 2.7 percent compared with the same period in 2022. However, total limestone shipments in October, including both U.S. and Canadian ports, exceeded the five-year average mark for the month by 6.3 per-

cent, the LCA reported.

For the season at the end of October, the Great Lakes iron ore trade stood at 41.8 million tons, an increase of 23.3 percent compared with the same point in 2022.

At the end of October, the limestone trade on the Lakes stood at 23.5 million

tons, a decrease of 5.9 percent compared with the same point in 2022. Loadings from Michigan and Ohio quarries totaled 18.9 million tons, a decrease of 4.9 percent. Shipments from Ontario quarries totaled 4.6 million tons, a decrease of 9.9 percent, the LCA reported.



AMO aboard the Indiana Harbor

American Maritime Officers members working aboard the *Indiana Harbor* in October as the ship loaded iron ore in Superior, Wis. included Second Mate Jeremy Rabbitt, Captain Todd Tittel, Chief Engineer Ralph Biggs, First Assistant Engineer John Norick and Third A.E. Vincent Kluckowski. With them is Great Lakes Maritime Academy Engine Cadet Isaiah Reed. The self-unloading bulk carrier operates in Jones Act trades on the Great Lakes. AMO represents all licensed officers aboard the American Steamship Company thousand-footer.

Cape Wrath

Continued from Page 2

"For the first time, after so many years, we will be able to load a train with 48 pieces that will go to various destinations in eastern and northern Europe," said Monica Simoncini, 839th Trans BN terminals and documentation chief.

According to 2nd Lt. Samuel Rupert, 386th MCT, remaining equipment will be transported via commercial line haul. He said teamwork and planning are critical when transporting the equipment from Italy through various European nations.

"It's a lot of interfacing with line haul companies, rail companies, working with the unit movement officers and 839th to make sure all of the correct equipment is downloaded and moved forward to wherever it needs to go across eastern Europe," said Rupert.

He added that a benefit to receiving equipment through Livorno is being able to take advantage of the longstanding relationships the U.S. has forged in Italy, including the knowledge and expertise of its local national workforce.

"The U.S. has been here [in Italy] since 1952, so we have those long, tied-in relationships," said Rupert. "Italy has been a long-term partner to the United States. It's good to be able to use that partnership. We have Camp Darby right down the road, and it's a great asset to be able to store equipment and stage it and move some of the harder cargo across Europe."

He said he was excited about doing

the mission from the port of Livorno, as it opens the whole southern side of the European theater to a new entrance.

"It's awesome to be able to open up a new port, especially when we are so tied in and we have the ability to take our time and do it right," said Rupert.

Helping to make sure everything was done right, Sgt. 1st Class Ana Schroeder, 3rd IBCT/101st ABN DIV (AASLT) mobility

noncommissioned officer in charge, was in Livorno overseeing the safe operation and deployment of her unit's equipment and people.

"It is important that our equipment maintains its state of readiness whenever it gets to our forward location so that we are prepared to move when necessary and to jump into the fight at all times," said Schroeder. She appreciated the teamwork

that went into their deployment.

"Our experience with the 21st TSC movement control team has been seamless and effortless," said Schroeder. "They are a huge asset and have been readily available and knowledgeable to answer any questions we have and to assist with whatever we might need."

Schroeder said her unit is excited to work with U.S. allies in Europe.

"We are ready to show Europe why we are known around the world," she said. "Europe will get to see the Rakkasans in action."

The Rakkasans are deploying approximately 3,400 soldiers in a one-for-one unit replacement, as the 1st Infantry Brigade Combat Team, 101st Airborne Division, redeploys back to Fort Campbell, Kentucky. The deployment is in support of European and NATO allies and partners, and does not change the overall U.S. force posture in the region.

The 21st Theater Sustainment Command is U.S. Army Europe and Africa's lead organization for all sustainment activities including logistics support, transportation, combat sustainment, human resources, finance, contracting and all other areas in the field of sustainment. The command also serves as the responsible headquarters for USAREUR-AF's military police, medical and sustainment brigades, providing combat engineers, military police and medical professionals during partnership training and other operations in support of not only USAREUR-AF, but also NATO, U.S. European Command, U.S. Africa Command, and U.S. Central Command.



Photo: Eleanor Prohaska

Soldiers from the 386th Movement Control Team, 16th Sustainment Brigade, 21st Theater Sustainment Command, and Soldiers and civilians from 839th Transportation Battalion, 598th Transportation Brigade, work with Italian contractors to load vehicles and equipment delivered by the *M/V Cape Wrath* at the Port of Livorno, Italy, Oct. 31, 2023. The reception and staging of more than 450 pieces of equipment — including Humvees, palletized loading systems and light trucks — was the largest U.S. port operation in Livorno in more than five years.

AMO Safety and Education Plan – Simulation, Training, Assessment & Research (STAR) 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	4 December	5 February	11 March					
Confined Space Entry	3 Days	31 January	8 May						
Advanced Fire Fighting	5 Days	15 April							
Advanced Fire Fighting Refresher	2 Days	4 December	1 April						
Basic Safety Training – All 4 modules must be completed within 12 months: Personal Safety Techniques (Monday/Tuesday – 1.5 days), Personal Safety & Social Responsibility (Tuesday PM – half-day), Elementary First Aid (Wednesday – 1 day), Fire Fighting & Fire Prevention (Thursday/Friday – 2 days) – not required if Combined Basic and Advanced Fire Fighting completed within 12 months.				5 Days	4 December	1 April			
Basic Safety Training – Refresher – required for STCW renewal for those without 360 days of sea service in 5 years	3 Days	6 December	3 April						
Chemical Safety – Advanced	5 Days	12 February							
ECDIS	5 Days	11 December	12 February						
Environmental Awareness (includes Oily Water Separator)	3 Days	11 December							
Fast Rescue Boat	4 Days	9 January	19 March	16 April	4 June				
GMDSS – Requires after-hour homework	10 Days	26 February							
LNG Tankerman PIC – available online	8 Days	Please Call							
LNG Simulator Training – Enrollment priority in the LNG simulator course is given to qualified member candidates for employment and/or observation opportunities with AMO contracted LNG companies. In all cases successful completion of the LNG PNC classroom course is prerequisite.				5 Days	Please Call				
Proficiency in Survival Craft (Lifeboat)	4 Days	18 December	25 March						
Safety Officer Course (also see online schedule)	2 Days	10 April							
Tankerman PIC DL – Classroom (also see online schedule)	5 Days	19 February							
Tankerman PIC DL – Simulator	10 Days	4 December	22 January	22 April	17 June				
Train the Trainer – requires after hours homework	5 Days	4 December	15 January	11 March	13 May				
Vessel/Company Security Officer – Includes Anti-Piracy (also see online schedule)	3 Days	17 January	24 April	26 June					
Proficiency in Survival Craft (Lifeboat) REFRESHER	1 Day	9 December	6 April						
Electronic Navigation and Watchkeeping Refresher	3 Days	18 December	10 January	10 April	12 June				
Basic Training and Advanced Fire Fighting Revalidation (Required for STCW renewal) – required for those with 360 days sea service in five years	2 Days	27 November	11, 18 December	8, 29 January	12, 26 February	18 March	8, 22 April	6, 20 May	10, 24 June
Leadership & Management (required by ALL management level Deck and Engine officers by 1 January 2017)	5 Days	27 November	22 January	11 March	20 May	24 June			
Deck Courses									
Advanced Bridge Resource Management	5 Days	15 January	13 May						
Advanced Shiphandling for Masters/Senior Deck Officers – (no equivalency) must have sailed as Chief Mate Unlimited	5 Days	26 February	15 April	24 June					
Advanced Shiphandling for 3rd Mates – 60 days seetime equivalency for 3rd Mates	10 Days	22 January	4 March	29 April	3 June				
Advanced and Emergency Shiphandling – First Class Pilots, Great Lakes	5 Days	29 January							
Basic Meteorology	5 Days	5 February							
Tug Training – ASD Assist	5 Days	11 December	22 April						
Dynamic Positioning – Induction (Basic)	5 Days	8 January	11 March	6 May					
Dynamic Positioning – Simulator (Advanced)	5 Days	4 December	29 January	15 April					
Dynamic Positioning – Revalidation	5 Days	12 February	10 June						
Navigational Watchkeeping Standardization & Assessment Program	5 Days	19 February	20 May						
TOAR (Towing Officer Assessment Record) – Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required	5 Days	4 December	5 February						
High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)	5 Days	11 December	22 January	18 March	20 May				

AMO members and applicants are asked to register for courses as far in advance as possible, and to submit a course application even if the preferred course/start date 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 who are on a course wait list.



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	27 November	8 January	12 February	4 March	1 April	6 May	3, 17 June	
Upgrade: Advanced Meteorology – Requires after-hours homework	5 Days	15 January	12 February	1, 22 April	13 May	24 June			
Advanced Stability (also see online schedule on page 10)	5 Days	11 December	15 January	26 February	18 March	6 May			
Management of Medical Care (also see online schedule on page 10)	Half-Day	24 April	5 June						
Leadership & Management (also see online schedule on page 10)	5 Days	27 November	22 January	11 March	20 May	24 June			
Advanced Cargo – Optional for task sign-off (also see online schedule on page 10)	5 Days	27 November	29 January	19 February	4 March	1 April	13 May		
Marine Propulsion Plants – Optional for task sign-off	5 Days	11 December	29 January	19 February	20 May	3 June			
Advanced Celestial – Optional for task sign-off	5 Days	4 December	5 February	11 March	29 April				
Advanced Navigation – Optional for task sign-off	5 Days	11 December	12 February	8 April	20 May				
Engineering Courses									
Electrical and Instrumentation Troubleshooting (Professional Development)	5 Days	4 December	15 January	22 April					
Engine Room Resource Management (Simulator)	5 Days	8 January	6 May						
Engine Operations Training and Assessment Program	5 Days	22 January	20 May						
Diesel Endorsement (Crossover)	4 Weeks	1 April							
Gas Turbine Endorsement	2 Weeks	Please Call							
Marine High Voltage Safety Course (Simulator)	5 Days	12 February							
Hydraulics / Pneumatics (Professional Development)	5 Days	11 March	10 June						
Machine Shop 1 (Professional Development)	5 Days	4 December	26 February	10 June					
Machine Shop 2 (must complete Machine Shop 1)	5 Days	11 December	4 March	17 June					
Programmable Logic Controllers (PLCs) (Does not include EPA Universal)	5 Days	29 January	6 May						
Refrigeration & Air Conditioning	5 Days	11 December	8 January	17 June					
Steam Endorsement	4 Weeks	29 January							
Control Systems Troubleshooting (Professional Development)	5 Days	11 December	22 January	29 April					
Welding 1 – Professional Development	5 Days	15 April							
Welding 2 (must complete Welding 1 prior to enrolling)	5 Days	8 January	22 April						
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	27 November	22 January	11 March	20 May	24 June			
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	8 January	6 May						
Upgrade: Electrical, Electronics & Control Engineering (Management Level) (E133 as amended) (UPGRADE with tasks) Required unless previously taken for gap closing or original license	5 Days	4 December	15 January	18 March	13 May				
STCW Upgrade Task Assessment – General: This class is required by all propulsion types (Motor, Gas and Steam) Licensed engineers – OPTIONAL: Tasks can be signed off onboard	5 Days	11 December	29 January	4 March	29 April				
Medical Courses									
Elementary First Aid – Prerequisite for MCP within preceding 6 months	1 Day	5 December	16 January	27 February	2 April	7 May	11 June		
Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering	3 Days	6 December	17 January	28 February	3 April	8 May	12 June		
Medical PIC – Please FAX MCP certificate when registering	5 Days	11 December	22 January	4 March	8 April	13 May	17 June		
Urinalysis Collector Training	1 Day	18 December	11 March	15 April	20 May	24 June			
Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m.	Half-Day	19 December	12 March	16 April	21 May				
Self-Study, CDs and Online Courses									
Anti-Terrorism Level 1 – Online				Qualified Assessor – Online					
DOT Hazardous Materials Transportation Training – Online				Vessel General Permit EPA – On campus in conjunction with other classes					

AMO members and applicants can **register online** for STAR Center courses

STAR Center is no longer accepting paper course registration applications by FAX, nor scanned paper applications by email. AMO members and applicants will need to register for courses on the STAR Center website. With a phone, scan the QR code to open a link to the online course registration form, or in the address bar of a Web browser, enter the following URL: www.star-center.com/forms/reg.mbr.live.html



Military Sealift Command 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	13 December	19 January	16 February	7 March	12 April	16 May	20 June	
CORE Damage Control – Refresher required every 5 years	1 Day	15 December	18 January	14 February	6 March	10 April	15 May	19 June	
CORE Helicopter Fire Fighting – Refresher required every 5 years	1 Day	14 December	17 January	15 February	5 March	11 April	14 May	18 June	
CORE Marine Environmental Program (with CBRD) – Refresher required every 5 years	Half-Day	13 December	19 January	16 February	7 March	12 April	16 May	20 June	
MSC Readiness Refresher – Must have completed full CBRD & DC once in career	2 Days	16 January	4 March	13 May	17 June				
MSC ATO Level II – Required every 3 years by Master once during career (unless designated ATO)	5 Days	11 December	22 January	1 April					
MSC CBRD Officer – Required every five years and successful completion of the annual refresher/indoctrination training is a prerequisite	5 Days	19 February	29 April						
MSC Watchstander – BASIC – once in career, SST graduates are grandfathered		1 Day	11 December	29 January	4 March	15 April			
MSC Watchstander – ADVANCED – annual requirement for all SRF members	1 Day	1, 8, 12 December	12, 26, 30 January	9, 16 February	5, 15, 22 March	12, 16, 26 April	10, 24 May	7, 14, 28 June	
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	13 December	31 January	6 March	3, 17 April	15 May			
Small Arms – Initial & Sustainment (Refresher) Training – Open to members & applicants eligible for employment through AMO (w/in 1 year) or MSC on MARAD contracted vessels.	4 Days	27 November	4 December	8, 22 January	5, 12, 26 February	11, 18 March	8, 22, 29 April	6, 20 May	3, 10, 24 June
Radar Courses									
Radar Recertification	1 Day	29 January	1 April						
Electronic Navigation and Watchkeeping Refresher	3 Days	18 December	10 January	10 April	12 June				
ARPA	4 Days	30 January							
Radar Recertification & ARPA	5 Days	29 January							
Original Radar Observer Unlimited	5 Days	29 January							
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	27 November	20 May						
Advanced Navigation (Deck) – FULLY ONLINE	3 Days	12 February							
Marine Propulsion Plant (Deck) – FULLY ONLINE	3 Days	Please Call							
Advanced Stability (Deck) FULLY ONLINE	5 Days	26 February							
Advanced Cargo (Deck) FULLY ONLINE	5 Days	19 February							
Advanced Celestial (Deck) Blended Assessment at STAR Center	4 Days	22 April							
Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE	5 Days	18 March							
Combined Basic and Advanced Low Flash Point Fuel Operations – FULLY ONLINE	5 Days	5 February							
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	Please Call							
Management of Medical Care – FULLY ONLINE	Half-Day	24 April							
Assessments (at STAR Center) DECK and ENGINE									
Advanced Celestial (Deck)	2 Days	9 January	12 June						

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.



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Course Attendance Confirmation: (800) 942-3220 Extension 200
24 Hours: (954) 920-3222 Extension 7999

SERVICES

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Secure File Upload: <https://www.amo-union.org> (LOGIN/MEMBER LOGIN)
Questions: (800) 362-0513 Extension 1050
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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
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Increases in American Maritime Officers membership dues and initiation will take effect January 1, 2024

During the American Maritime Officers monthly membership meeting held November 1 in Dania Beach, Fla., the following information regarding increases in AMO dues and initiation was presented to and discussed with AMO members in attendance, and approved unanimously at the meeting.

The AMO National Executive Board has approved a union-wide membership dues increase of 9 percent, effective January 1, 2024.

The board also approved an initiation fee increase charged to applicants for AMO membership, effective January 1, 2024. This fee will rise from \$5,500 to \$6,000 for engine and deck officers working in Deep-Sea and/or Great Lakes fleets and from \$3,500 to \$4,000 in the Inland Waters sector.

These increased dues and initiation fee rates were in compliance with Article V (Finances) of the AMO National Constitution.

This 9-percent increase equates to additional expense of \$40 a quarter for Deep-Sea and Great Lakes Chief Engineers and Captains, \$38 a quarter for First Assistant Engineers, Chief Officers and Radio-Electronics Officers, \$36 a quarter for Second Assistant Engineers and Second Mates and \$34 a quarter for Third Assistant Engineers, Third Mates and Stewards.

These AMO members comprise "Group 1" as specified in Article V (Finances) of the AMO National Constitution.

The annual Group 1 dues rates effective January 1, 2024 will be:

- \$1,932 for Chief Engineers and Captains (\$483 per quarter)
- \$1,824 for First Assistant Engineers, Chief Officers, First Officers in the Subcom fleet and Electronics Officers (\$456 per quarter)
- \$1,724 for Second Assistant Engineers, Second Officers and Radio-Electronics Officers (\$431 per quarter)
- \$1,624 for Third Assistant Engineers, Third Officers and Stewards (\$406 per quarter)

Group 2 dues rates — \$488, or \$122 per quarter — apply only to Inland Waters engine and deck officers as specified in Article V of the AMO National Constitution.

The non-sailing membership dues rate in the Deep-Sea and Great Lakes fleets will remain at \$888 a year. The annual non-sailing membership dues rate in the Inland Waters sector will remain at \$448. Electronics Technicians, Radio-Electronics Officers and Stewards who do not secure 200 days of AMO covered employment in a calendar year will pay the increased non-sailing dues rate of \$488 a year, or \$122 per quarter.

When the AMO National Executive Board met on October 18 to address the dues rate issue, six board members voted to approve the 9-percent increase. AMO National President Paul Doell abstained to further consider an alternative compromise dues increase rate of 7.5 percent.

One week later, Doell endorsed the 9-percent increase as "absolutely essential," given the evolving economic circumstances driving the lengthy discussion.

January 1, 2024 will mark nine years since the last membership dues increase was applied in our union. AMO dues rates remain the lowest among the three U.S. merchant marine officers' unions.

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:

December 6, January 10

AMO 401(k) Plan Summary Annual Report for calendar year 2022

This is a summary of the annual report for American Maritime Officers 401k Plan, EIN 11-2978754, Plan No. 002, for period January 1, 2022 through December 31, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust fund. Plan expenses were \$43,262,845. These expenses included \$1,252,615 in administrative expenses, \$41,913,019 in benefits paid to participants and beneficiaries, and \$97,211 in other expenses. A total of 3,815 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$515,300,811 as of December 31, 2022, compared to \$613,959,602 as of January 1, 2022. During the plan year the plan experienced a decrease in its net assets of \$98,658,791. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total loss of \$55,395,946, including employer contributions of \$6,473,057, employee contributions of \$32,966,131, other contributions (including rollovers) of \$1,229,497, loss from investments of \$96,559,829, and other income of \$495,198.

Your Rights To Additional Information

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

- an accountant's report;
 - financial information;
 - information on payments to service providers;
 - assets held for investment;
 - fiduciary information, including non-exempt transactions between the plan and parties-in-interest (that is, persons who have certain relationships with the plan);
 - information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates;
- To obtain a copy of the full annual report, or any part thereof, write or call the

office of American Maritime Officers 401k Plan at 2 West Dixie Highway, Dania Beach, FL 33004-4312, or by telephone at (800) 249-8200. The charge to cover copying costs will be \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees American Maritime Officers 401k Plan, 2 West Dixie Highway, Dania Beach, FL 33004-4312) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Paperwork Reduction Act Statement

According to the Paperwork Reduction Act of 1995 (Pub. L. 104-13)(PRA), no persons are required to respond to a collection of information unless such collection displays a valid Office of Management and Budget (OMB) control number. The Department notes that a Federal agency cannot conduct or sponsor a collection of information unless it displays a currently valid OMB control number. See 44 U.S.C. 3507. Also, notwithstanding any other provisions of law, no person shall be subject to penalty for failing to comply with a collection of information if the collection of information does not display a currently valid OMB control number. See 44 U.S.C. 3512.

The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL_PRA_PUBLIC@dol.gov and reference the OMB Control Number 1210-0040.