

In This Issue:

AMO launches new membership drive with reduced initiation fee
— Page 12

New Nautical Institute requirements for dynamic positioning revalidation
— Page 2

SIU President Emeritus Michael Sacco: 1937-2023

Union leaders honor the man who served as the voice of U.S. seagoing labor

Seafarers International Union President Emeritus Michael Sacco died December 28 in St. Louis, surrounded by family members. He was 86 years old and passed away from natural causes.

Sacco was the longest-serving president in SIU history, having led the organization from 1988 until his retirement in February 2023, a period spanning nearly 35 years. He was succeeded by David Heindel.

"Mike was truly a once in a lifetime presence in the labor movement, dedicating 65 years of his life to supporting the U.S. and Canadian maritime workforce. For 35 of those years, he served as president of both the Maritime Trades Department, AFL-CIO, and his home union, the Seafarers International Union of North America," Heindel said in a statement released by the Maritime Trades Department.

"President Sacco shrewdly navigated the MTD through so many decisive points over the course of his career that listing them all seems nearly impossible. Now more than ever, his wisdom and clarity of judgment serve as an inspiration to us all."

Sacco's passing could also be felt in the halls of American Maritime Officers, where he would often attend National Executive Board and AMO Plans Board of Trustees meetings, delivering inspiration and affirmation to officials and rank-and-file members alike on the work and everlasting importance of the U.S. maritime labor movement, of which he served as the leader and voice for so many years.

"Mike was nothing but good to American Maritime Officers during his many years as president of the SIU, as president of the AFL-CIO's Maritime Trades Department and as a senior vice president of the AFL-CIO,"



said AMO National President Paul Doell. "We extend our deepest sympathies to Mike's family and to Dave Heindel, Augie Tellez and the maritime labor community."

"I joined the SIU in December 1990," said AMO National Secretary-Treasurer Bob Rice. "This was during Operation Desert Storm when the SIU School in Piney Point Maryland had close to 500 students training to get their credentials to man the vessels necessary for the massive sealift.

"I remember hearing President Sacco at my first union meeting telling us all, 'if we worked hard, played by the rules, and applied ourselves, we could achieve anything we set our minds to.' Those words have resonated with me over the years. Mike Sacco was a man committed to ensuring a lasting legacy of a person who always put the needs of his members above everything else, in terms of

available jobs, competitive wages and also great benefits."

Sacco served in the U.S. Air Force from 1954 to 1958. He joined the SIU in 1958 and worked aboard U.S.-flagged merchant vessels. In 1960, he came ashore to serve the SIU in a succession of union posts, including those of patrolman, port agent and headquarters representative. He served as vice president of the Seafarers' Harry Lundeberg School of Seamanship from 1968 to 1979 and helped prepare the next generation of merchant mariners.

From 1980 to 1988, Mike directed the SIU's Atlantic, Gulf, Lakes and Inland Waters Division as vice president, and in June 1988, the Seafarers International Union of North America Executive Board appointed him president, a post he masterfully helmed for nearly 35 years. His steadfast service as SIU president and president of the Mari-

time Trades Department, AFL-CIO, brought security and stability to the Seafarers, and solidarity with the numerous maritime trade unions.

In November 1991, Sacco was elected to the AFL-CIO Executive Council, beginning his distinguished tenure as its longest-serving member. His big personality and even bigger heart were relentless in ensuring that working people had a seat at the table in every boardroom and that their voices were heard in every hall of power.

In a statement released December 29, AFL-CIO President Liz Shuler and AFL-CIO Secretary-Treasurer Fred Redmond said Mike Sacco was a trusted mentor and leader to his members, a dear friend of the AFL-CIO and an inspiration to the entire labor movement. We send our deepest condolences to his family, his SIU brothers and sisters, and all who knew and loved him. While our hearts break today for this loss, the legacy of Mike's service to the SIU and trade unionism will live on forever.

"On behalf of the ITF and the Maritime Union of Australia, I extend the deepest sympathies and condolences to Mike's wife Sophie, his family, friends and our SIU brothers and sisters at this demanding time," said International Transport Workers' Federation President Paddy Crumlin. "What a character Mike was. You could take the man out of Brooklyn, but you couldn't take Brooklyn out of the man. Charismatic, tough, determined, a great and inspirational leader with a sense of humor that always seemed to sum up the situation perfectly. He will be greatly missed."

"The American maritime unions hold unique place in the world," said ITF General Secretary Stephen Cotton. "Mike's influence both before he became president and then during his record breaking 35 years at the helm set an example not only in the U.S. but across the globe."

Congratulating Michael Sacco on his retirement in February 2023 after he had served more than three decades as president of the Maritime Trades Department were members of the AMO National Executive Board (from left) John Clemons, Bob Rice, Christian Spain, Paul Doell, Danny Robichaux, Willie Barrere and Jeff Richards. With them was AMO East Coast Representative Todd Christensen.



Attention dynamic positioning operators certified by the Nautical Institute: Changes to DPO renewal/revalidation requirements in effect beginning January 1, 2024

Changes to revalidation requirements – continuing professional development

From January 2024, the requirements to revalidate Dynamic Positioning Certificates will be changing.

To make sure that DP operators keep pace with the developing standards in a fast-changing industry, DPOs renewing their certificates will now be asked to demonstrate Continuing Professional Development (CPD) as well as experience.

To revalidate your Unclassed/Limited/Unlimited DP Certificate, you will need to:

- Complete the Nautical Institute Dynamic Positioning Refresher Course

Note: STAR Center will offer a five-day approved DP Revalidation/Refresher and Competency Assessment Course, which will meet the NI CPD requirement. This will include completing the NI revalidation examination. STAR Center will begin offering the DP Revalidation/Refresher and Competency Assessment Course starting in 2024. Please see STAR Center's schedule online (www.star-center.com/schedule.html).

OR

- Be enrolled in an NI-approved Continuing Professional Development program. Note:

There are currently two online approved CPD program options:

- IMCA/NI (<https://tinyurl.com/yc2mryue>)
- Keelson Marine (<https://www.keelsonmarineassurance.com/dpcpd>)

There is an annual subscription fee of approximately \$150/year. The individual would enroll each year and be responsible for all fees including the exam. In addition to the yearly CPD program Individuals are also required to take the NI Revalidation Exam which will be arranged directly with NI online.

To make sure all applicants have enough time to meet the requirements, the NI will be introducing the changes gradually over the next five years as follows.

If you have 150 days of DP sea time/DP activities and are due to revalidate your certificate in the following years, please see requirements below:

- 2024** – NI DP Refresher course, **OR** NI Revalidation online exam **AND one year** of an NI-approved CPD program
- 2025** – NI DP Refresher course, **OR** NI Revalidation online exam **AND two years** of an NI-approved CPD program
- 2026** – NI DP Refresher course, **OR** NI Revalidation online exam **AND three years** of an NI-approved CPD program
- 2027** – NI DP Refresher course, **OR** NI Revalidation online exam **AND four years** of an NI-approved CPD program
- 2028** – NI DP Refresher course, **OR** NI Revalidation online exam **AND five years** of an NI-approved CPD program

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, June, July and September, 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:

February 7, March 6


If your certificate is due to expire in one of the years above, and you do not have all the requirements in place to revalidate your certificate before the expiry date, you will be granted an automatic 12-month extension to your existing certificate to complete the CPD requirements.

- If you have between 30-150 days sea time: You must complete the NI Dynamic Positioning Refresher Course
- If you have less than 30 days sea time: You must complete the NI Dynamic Positioning Revalidation Course

IMPLEMENTATION OF CPD SCHEME
Table 1: Revalidation Matrix
1 Jan 2024:
A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course on line exam and complete a minimum of one year of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.
1 Jan 2025:
A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course online exam and complete a minimum of two years of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.
1 Jan 2026:
A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course online exam and complete a minimum of three years of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.
1 Jan 2027:
A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course online exam and complete a minimum of four years of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.
1 Jan 2028:
A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course on line exam and complete a minimum of five years of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.

All information may be found on the NI Alexis (<https://tinyurl.com/3rh2tk6h>).

The above information is also available on the STAR Center website (www.star-center.com/info/dp_reval_refresh.html).




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National Defense Authorization Act for Fiscal Year 2024 sets funding levels for maritime programs, bolsters enforcement and requirements for U.S. cargo preference

On December 22, President Biden signed into law the National Defense Authorization Act (NDAA) for Fiscal Year 2024, legislation that, among other things, authorizes funding for the U.S. Armed Forces — to include essential U.S. maritime programs supporting defense sealift services, the American maritime workforce and U.S. shipbuilding.

The NDAA contains authorization for several key U.S. maritime programs, which directly sustain and support jobs for U.S. merchant mariners, including members of American Maritime Officers, and broadly benefit the U.S. Merchant Marine and its crucial roles in strategic sealift and national defense shipping operations. The act also contains several provisions addressing issues of high importance to U.S. mariners and the operations of the U.S.-flag merchant fleet.

While the NDAA sets funding levels and authorizes spending on specific programs, actual funding must be appropriated separately by Congress and approved by the President. Depending on whether or not Congress appropriates money, and in what form such appropriations are crafted legislatively, actual funding levels for branches of the military, and government programs

and agencies covered by the NDAA, may differ from the authorized levels.

For fiscal year 2024, the NDAA authorizes full funding of \$318 million for the Maritime Security Program (MSP) fleet.

The MSP's 60 militarily-useful U.S.-flagged ships are crewed by U.S. merchant mariners and operate in international commercial trades. The ships and their corresponding privately-owned intermodal cargo systems and networks are available to the Department of Defense for military sealift operations and in national security emergencies. The cost of the MSP amounts to a small fraction of the estimated \$65 billion or more it would cost the government to replicate the sealift capacity and the intermodal infrastructure provided to the DOD by private-sector MSP participants. Some elements of the transportation and logistics networks made available through the MSP could not be duplicated by the government at any cost.

In the previous NDAA approved for fiscal year 2023, full funding for the Tanker Security Program was authorized for 10 commercially viable, militarily useful, privately-owned tank vessels to meet national defense and other security requirements.

The fiscal year 2023 NDAA also mandated the expansion of the Tanker Security Program to 20 vessels for fiscal years 2024 through 2035, and authorized a corresponding increase in funding to meet the stipend for each vessel enrolled in the program. Like the Maritime Security Program, the funding for the Tanker Security Program will need to be appropriated each year, even though the program is fully authorized to be funded through 2035.

Funding for the U.S. Cable Security Program and its fleet of two ships was also authorized under previously approved legislation establishing the program.

The NDAA for fiscal year 2024 authorizes new money for the National Security Multi-Mission Vessel Program, to include \$17.6 million for training ship fuel assistance. One NSMV has already been delivered to a maritime training academy and another four are in various stages of construction.

Additionally, \$30.5 million for maintenance and repair of existing maritime academy training vessels, as well as \$75 million in funding to support the ongoing construction of new training ships, is included in the NDAA for fiscal year 2024. These vessels will also be available for deployment, both

domestically and abroad, in defense sealift and humanitarian crisis missions.

The NDAA authorizes \$198.5 million in funding for the U.S. Merchant Marine Academy, and approximately \$66.6 million to support the state maritime academies.

The act also authorizes a total of \$40 million for new loan guarantees under the Maritime Administration's Title XI shipbuilding loan guarantee program, which eases access to commercial credit for the construction of merchant vessels in U.S. shipyards, as well as \$3 million for administrative expenses related to the program. The fiscal year 2024 authorization for Title XI is \$10 million higher than that contained in the fiscal year 2023 NDAA.

The fiscal year 2024 NDAA also institutes a new rule requiring vessels being reflagged into U.S. registry to remain for a minimum of three years. U.S.-flag registry is among the requirements for participation in shipments of cargoes covered by U.S. cargo preference laws.

The NDAA also further empowers MARAD with authority over any waivers to cargo preference laws, as well as oversight authority for cargo preference compliance among U.S. government agencies.



Members of American Maritime Officers (from left) Chief Mate Dean Lynch, Captain Shawn Hagerty and Chief Engineer Kyle Connolly in late August welcomed (from left) Military Sealift Command Europe and Africa (MSCEURAF) MTS Steven Drexler; Capt. Kenneth Pickard, MSCEURAF commodore/Task Force 63 commander; LSCM Noel Navidad, Task Force 63 senior enlisted leader; and BM2 Albert Sawyer, EPU team member, onboard ARC's *M/V Endurance* as the ship delivered U.S. Army cargo in Port Esbjerg, Denmark. The ship is enrolled in the Maritime Security Program and was operating under MSC charter.

AMO aboard *M/V Endurance* in Maritime Security Program fleet

At right: Capt. Kenneth Pickard, Military Sealift Command Europe and Africa (MSCEURAF) commodore/Task Force 63 commander is briefed by Captain Shawn Hagerty on the bridge of the *Endurance*. The ship is operated for American Roll-On Roll-Off Carrier in the Maritime Security Program fleet by TOTE Services. AMO represents all licensed officers working aboard the *Endurance*.

Photos by Christina Johnson, Military Sealift Command, Europe and Africa



Advisory 2023-015: Updates to maritime security resources

Description: This advisory cancels U.S. Maritime Advisory 2023-007

- 1. **Issue:** This Advisory provides updates to maritime security resources, websites, and information.
- 2. **Guidance:** The U.S. Maritime Advisory System website, which contains all current and expired U.S. Maritime Alerts and Advisories, is maintained by the Maritime Administration (MARAD). Upon U.S. Government (USG) clearance of Alerts and Advisories, they are broadcast by the National Geospatial-Intelligence Agency (NGA) and distributed via email. It is important to note these are USG products and are not solely MARAD or NGA authored products. Additional information on this system, including information on participating USG agencies and subscribing, is available at <https://www.maritime.dot.gov/msci>.
- 3. Feedback provided by U.S. commercial maritime stakeholders regarding the U.S. Maritime Advisory System has greatly assisted the USG in pursuing continued enhancements to this system. Feedback to MARADSecurity@dot.gov is always welcome.
- 4. The phone number for the U.S. 6th Fleet Naval Cooperation and Guidance for Shipping (NCAGS) Detachment referenced in Advisory 2023-014 recently changed. **The new phone number is +39 081 568 3612.**
- 5. GPS interference in conflict zones and purposeful interference by nation state actors affects maritime navigation in various parts of the world. Mariners are encouraged to report instances of suspected GPS interference to the U.S. Coast Guard Navigation Center through its online reporting form at www.navcen.uscg.gov/report-a-problem. Mariners can also find additional information related to global GPS interference in U.S. Maritime Advisory 2023-013.
- 6. The Maritime Industry Cybersecurity Resource Center website located at <https://www.uscg.mil/MaritimeCyber/> serves as a one-stop-shop for maritime industry stakeholders to find trusted maritime cybersecurity tools and resources, including government points of contact and current industry-focused cybersecurity resources critical to protecting the Marine Transportation System (MTS) from cyber threats.
Additionally, information on the importance of multi-factor authentication is available at <https://www.cisa.gov/mfa>.
- 7. The U.S. Coast Guard Office of Commercial Vessel Compliance (CG-CVC) announced in the *Federal Register* in August 2021 the issuance of Revision 8 to Maritime Security (MARSEC) Directive 104-6. U.S. vessel owners and operators needing access to MARSEC Directive 104-6 should contact their local Coast Guard Captain of the Port or District Commander for a copy of Revision 8.
- 8. The Office of Naval Intelligence (ONI) publishes weekly Worldwide Threat to Shipping (WTS) reports, which provide information on piracy and armed robbery at sea activity, trends, and details of recent incidents. The reports can be found on ONI's "Shipping Threat Reports" website at <https://tinyurl.com/2v55a8fp>.
- 9. National Geospatial-Intelligence Agency Publication No. 117 (Radio Navigational Aids) provides communications and other important information for mariners. This resource is available at <https://tinyurl.com/4myyywre> and has been corrected to September 2021 as noted in the preface of the publication.

- 10. The Office of Foreign Assets Control (OFAC) of the Department of the Treasury administers and enforces economic sanctions based on U.S. foreign policy and national security goals, including those related to specific countries and governments, terrorists, international narcotics traffickers, those engaged in activities related to the proliferation of weapons of mass destruction, and other threats to the national security, foreign policy or economy of the United States. In some cases, these sanctions may affect maritime trade.
Maritime industry information on tools to counter current and emerging trends in sanctions evasion related to shipping and associated services can be found at <https://tinyurl.com/2ud9zkj5>. Additional OFAC sanctions information and notices can also be found online at <https://tinyurl.com/53kmmexc>.
Questions relating to OFAC sanctions may be emailed to the following address: ofac_feedback@treasury.gov.
The Department of State has certain authorities to implement a range of non-proliferation, counterterrorism, and Iran-related sanctions, among others, which may affect maritime trade. Information about non-proliferation sanctions can be found at <https://tinyurl.com/4xkz5zhy>.
- 11. The U.S. Department of State maintains a list of countries determined by the Secretary of State to have repeatedly provided support for acts of international terrorism. The four main categories of sanctions resulting from designation as a State Sponsor of Terrorism are: restrictions on U.S. foreign assistance; a ban on defense exports and sales; certain controls over exports of dual use items; and miscellaneous financial and other restrictions. The list of countries designated as State Sponsors of Terrorism is available at <https://tinyurl.com/nhdu6sc4>.
- 12. U.S. Department of State Travel Advisories discuss safety and security information that should be reviewed by U.S. mariners prior to disembarkation in foreign ports. These travel advisories are available at <https://tinyurl.com/5exp2nat>.
- 13. U.S. Centers for Disease Control Travel Notices may affect maritime interests, especially during overseas crew changes or passenger embarkation/disembarkation and can be found at <https://wwwnc.cdc.gov/travel/notices>. U.S. Maritime Alerts and/or Advisories may occasionally be published to highlight health threats depending on their scope, urgency, and impact, but mariners are advised to become familiar with this web resource and refer to it prior to and while traveling.
- 14. The Maritime Global Security website at www.maritimeglobalsecurity.org offers industry-issued best practices and guidance to mariners by geographic region and provides contact and subscription information for regional maritime security reporting centers, particularly in high risk-areas.
- 15. Maritime industry stakeholders who wish to receive U.S. Maritime Alerts and Advisories must self-register by following the subscription instructions at <http://tinyurl.com/y7c4s53n>.
- 16. **Contact Information:** Questions regarding the U.S. Maritime Advisory System may be emailed to the Global Maritime Operational Threat Response Coordination Center at GMCC@uscg.mil.
- 17. This Advisory will automatically expire on June 19, 2024.

Status: Active

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.

Statement from governments of 14 nations including United States warns Houthis against further attacks against vessels

The following statement from the governments of the United States, Australia, Bahrain, Belgium, Canada, Denmark, Germany, Italy, Japan, Netherlands, New Zealand, Republic of Korea, Singapore and the United Kingdom was posted January 3 on the website of the White House.

Recognizing the broad consensus as expressed by 44 countries around the world on December 19, 2023, as well as the statement by the UN Security Council on December 1, 2023, condemning Houthi attacks against commercial vessels transiting the Red Sea, and in light of ongoing attacks, including a significant escalation over the past week targeting commercial vessels, with missiles, small boats, and attempted hijackings,

We hereby reiterate the following and warn the Houthis against further attacks:

Ongoing Houthi attacks in the Red Sea are illegal, unacceptable, and profoundly destabilizing. There is no lawful justification for intentionally targeting civilian shipping and naval vessels. Attacks on vessels, including commercial vessels, using unmanned aerial vehicles, small boats, and missiles, including the first use of anti-ship ballistic missiles against such vessels, are a direct threat to the freedom of navigation that serves as the bedrock of global

trade in one of the world's most critical waterways.

These attacks threaten innocent lives from all over the world and constitute a significant international problem that demands collective action. Nearly 15 percent of global seaborne trade passes through the Red Sea, including 8 percent of global grain trade, 12 percent of seaborne-traded oil and 8 percent of the world's liquefied natural gas trade. International shipping companies continue to reroute their vessels around the Cape of Good Hope, adding significant cost and weeks of delay to the delivery of goods, and ultimately jeopardizing the movement of critical food, fuel, and humanitarian assistance throughout the world.

Let our message now be clear: we call for the immediate end of these illegal attacks and release of unlawfully detained vessels and crews. The Houthis will bear the responsibility of the consequences should they continue to threaten lives, the global economy, and free flow of commerce in the region's critical waterways. We remain committed to the international rules-based order and are determined to hold malign actors accountable for unlawful seizures and attacks.

Statement by Secretary of Defense Austin on coalition strikes in Houthi-controlled areas of Yemen

The following statement from Defense Secretary Lloyd J. Austin III was posted January 11 by the Defense Department.

In light of the illegal, dangerous, and destabilizing Iranian-backed Houthi attacks against U.S. and international vessels and commercial vessels from many countries lawfully transiting the Red Sea, today the militaries of the United States and the

United Kingdom, with support from Australia, Bahrain, Canada, and the Netherlands, conducted strikes against military targets in Houthi-controlled areas of Yemen. This action is intended to disrupt and degrade the Houthis' capabilities to endanger mariners and threaten global trade in one of the world's most critical waterways. Today's coalition action sends a clear message to the Houthis that they will bear further costs

if they do not end their illegal attacks.

Today's strikes targeted sites associated with the Houthis' unmanned aerial vehicle, ballistic and cruise missile, and coastal radar and air surveillance capabilities. The United States maintains its right to self-defense and, if necessary, we will take follow-on actions to protect U.S. forces.

Since November 19, the Houthis have launched more than two dozen attacks on

vessels, including commercial vessels, creating an international challenge that demands collective action. Today, a coalition of countries committed to upholding the rules-based international order demonstrated our shared commitment to defending U.S. and international vessels and commercial vessels exercising navigational rights and freedoms from illegal and unjustifiable attacks.

We will not hesitate to defend our forces, the global economy, and the free flow of legitimate commerce in one of the world's vital waterways.

Great Lakes iron ore trade increased, limestone trade decreased in 2023

Shipments of iron ore on the Great Lakes totaled 4.8 million tons in December, an increase of 19.8 percent compared with December 2022. Iron ore shipments were also slightly above the five-year average mark for the month of December, the Lake Carriers' Association (LCA) reported.

The year-end total for the iron ore trade stood at 51.1 million tons, an increase of 20.7 percent compared with 2022. Compared with the trade's five-year average mark, iron ore loadings in 2023 were up 4.5 percent from the average of approximately 48.8 million tons. The year-to-date figures for the iron ore trade posted by the LCA show significant declines in shipments in 2020 and 2022, which has brought down the five-year average figure for the trade.

Shipments of limestone on the Great Lakes totaled approximately 1.98 million

tons in December, an increase of about 37 percent compared with December of 2022. That total also significantly exceeded the five-year average mark for the month of 1.26 million tons.

For the year at the end of December, limestone shipments totaled 28.6 million tons, a decrease of less than 1 percent compared with 2022. Total loadings for 2023 were below the trade's five-year average mark by 1.1 percent.

Loadings from U.S. quarries increased less than 1 percent to 23.1 million tons. The trade from U.S. quarries remained below the five-year average by less than 1 percent.

Shipments from Canadian quarries totaled 5.5 million tons, a decrease of 4.4 percent compared with 2022 and 1.8 percent below the five-year average.

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



At left: American Maritime Officers members working aboard the *M/V Walter J. McCarthy* in October, here in Duluth, Minn., included Second Mate Stan Kuszel, Captain Robert Medley, and Third Mate Brennan Minor. 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.

At right: AMO members working aboard the *Walter J. McCarthy* in October, here in Duluth, Minn., included Chief Engineer Anwar Muthala.



Senators Wicker and Casey, Congressmen Garamendi and Wittman introduce legislation to prioritize U.S. ship construction and American energy exports

The following is excerpted from articles released December 12 by the offices of Senator Roger Wicker (R-MS) and Congressman John Garamendi (D-CA).

WASHINGTON — U.S. Senators Roger Wicker (R-MS), ranking member of the Senate Armed Services Committee, and Bob Casey (D-PA) introduced the Energizing American Shipbuilding Act. This legislation would increase the United States' exports of liquefied natural gas (LNG) and crude oil on American built, flagged, and crewed vessels, and, subsequently, it would expand our domestic shipbuilding industrial base.

U.S. Congressmen John Garamendi (D-CA) and Rob Wittman (R-VA) introduced companion legislation in the U.S. House of Representatives.

"Energy security is national security. There is a global energy demand and if the United States does not step up to the plate, our adversaries will fill the void. The United States — and Mississippi — can lead the way," Sen. Wicker said. "South Mississippi is home to a significant portion of our country's shipbuilding industry. This bill would support American shipbuilding and pay dividends for the Magnolia State. It's a win-win for our economy and jobs."

"From Philadelphia to Erie, Pennsylvania shipyards have produced many of the vessels that have made our maritime industry and our Navy strong," Sen. Casey said. "Requiring an increasing share of natural gas and oil exports to be transported aboard American-built, American-crewed ships is an investment

in our national defense, the economic competitiveness of American shipbuilders and mariners, and the communities they call home."

"I am pleased to again partner with Senators Wicker and Casey and my House colleagues on this critical bill. While I support the long-term transition to a global economy powered by clean energy, I believe strongly that any continued U.S. exports of petroleum and natural gas should be on American-built vessels. American shipyards and mariners are ready for the job, and our bipartisan bill ensures they are no longer expected to compete against heavily subsidized foreign shipyards in Korea, China, and elsewhere," Rep. Garamendi said. "In 1995, Congress required that all crude oil exported from Alaska's North Slope be transported on U.S.-flagged vessels to preserve the tanker fleet essential to our national defense. It was good policy then, and it is good policy now."

"The Energizing American Shipbuilding Act is a decisive step toward securing America's future," Rep. Wittman said. "By prioritizing U.S. shipbuilding and manufacturing in exporting liquefied natural gas and crude oil, we break free from foreign subsidy competition and revitalize our merchant fleet. This bipartisan, bicameral effort is a beacon for job creation, national defense, and sustained American economic strength."

The bill would require that vessels built in the U.S. transport 15 percent of total seaborne LNG exports by 2043 and 10 percent of total seaborne crude

oil exports by 2035. If enacted, the bill is expected to spur the construction of dozens of ships, supporting thousands of good-paying jobs in American shipyards, while also boosting domestic vessel component manufacturing and maritime industries.

Endorsements of this legislation include: Alliance for American Manufacturing; American Iron and Steel Institute; American Shipbuilding Suppliers Association; American Maritime Officers; American Maritime Officers Service; Council of American Master Mariners; International Association of Machinists and Aerospace Workers (IAM); International Brotherhood of Boilermakers, Iron Ship Builders, Black-

smiths, Forgers and Helpers; International Brotherhood of Electrical Workers (IBEW); International Organization of Masters, Mates, and Pilots Maritime Union; International Union of Painters and Allied Trades (IUPAT); Marine Engineers' Beneficial Association; Maritime Institute for Research and Development (MIRAID); Maritime Trades Department, AFL-CIO; Navy League of the United States; Offshore Marine Service Association; Propeller Club of Northern California; Sailors' Union of the Pacific; Shipbuilders Council of America; Seafarers International Union of North America; Transportation Trades Department AFL-CIO; Transportation Institute; United Steelworkers (USW).

Acadia Trader completes qualification training with Japanese Self-Defense Force oiler *JM Oumi* (AO-428)



SEA OF JAPAN—Operating under Military Sealift Command charter, the U.S.-flagged tanker *Acadia Trader* (above and below: left) in October 2023 connected fuel lines with Japanese Maritime Self-Defense Force oiler *JM Oumi* (AO-428) during ships' qualification training, in which the ships performed a simulated consolidated cargo replenishment at sea. The *Acadia Trader* is operated by U.S. Marine Management, LLC. American Maritime Officers represents all licensed officers aboard the U.S. tanker.



AMO members attend, observe meetings of union's National Executive Board, AMO Plans Board of Trustees



Members of American Maritime Officers attending and observing meetings of the AMO National Executive Board and AMO Plans Board of Trustees in November in Dania Beach, Fla. included Chief Engineer Frank Celino, Captain Bill Butler, Captain Jennifer Senner and Chief Engineer Daniel Wadzinski. With them is AMO National President Paul Doell.

New jobs for AMO as *Shenandoah Trader* reflagged for service in Tanker Security Program fleet



The *Shenandoah Trader*, an eight-year-old product tanker, was recently reflagged into the U.S. registry to participate in the Tanker Security Program administered by the U.S. Department of Transportation's Maritime Administration. The 325,000 barrel tanker was purchased by U.S. Marine Management, LLC and is crewed in all licensed positions by members of American Maritime Officers.

At right: AMO members participating in the reflagging of the *Shenandoah Trader*, here in Curacao in December, included Captain Connor Wilcox and Chief Engineer Andrew Gray.



U.S. maritime industry coalition announces new leadership

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.

WASHINGTON — The American Maritime Partnership (AMP) on January 8 announced the election of new leadership for the organization. Jennifer Carpenter takes the helm as president, and, in doing so, becomes the first woman to lead the organization. She is joined by Vice President Sara Fuentes and James "Jim" Weakley who will serve the dual role of secretary and treasurer. Elected officers will hold their positions for a two-year term.

"AMP plays a pivotal role in championing the strength and vitality of our domestic maritime industry, and I am proud to continue to drive our industry forward into the future," said Carpenter. "This industry is led by 650,000 American men and women who are committed to ensuring a reliable supply chain, reducing our dependence on China, dredging new channels for trade, building next-generation vessels, constructing the next great American energy industry, and supporting our military in times of war."

Carpenter has been engaged in fighting for the men and women of America's inland waterways for over 33 years at the American Waterways Operators. In her role, Carpenter has worked collaboratively with hundreds of industry stakeholders, the United States Coast Guard, and members of

Congress to support the nation's tugboat, towboat and barge industry. Jennifer Carpenter will continue to serve as president and CEO of the AWO.

Sara Fuentes will expand from her previous role as secretary and treasurer of the AMP, to support the coalition's government affairs outreach. She will continue to serve as Vice President of the Transportation Institute. She also serves as a leader with the Congressional Hispanic Caucus Institute, the Navy League of the United States and the Propeller Club — Port of Washington D.C.

"I am honored to continue to work with the AMP team to promote a strong U.S.-built, owned and crewed fleet, which is integral to our national security and

economic prosperity," said Fuentes. "As we navigate 2024, I look forward to fostering collaboration, innovation, and a robust future for America as a whole through American maritime."

Weakley, president of the Lake Carriers' Association, and a Coast Guard veteran, will join the AMP leadership team to bring his years of experience with the "America's Fourth Coast" to a national stage while continuing to advocate for the Great Lakes. Weakley will continue to serve as president of the LCA, which he has held since 2003.

"The Great Lakes alone move 90 million tons of cargo annually that are the foundation of American industry, infrastructure and energy, thanks to critical laws like the Jones Act," said Weakley. "For

AMP, I will continue to focus on the improvement of our industry and join with my fellow AMP leaders to support American security and prosperity."

AMP's membership spans the U.S. and its territories and includes a broad representation of vessel owners and operators, shipbuilders and repair yards, dredging and marine construction contractors, trade associations, pro-defense groups, and more. These diverse but allied interests all recognize that a strong domestic maritime industry is critical for American security, and is best supported by maintaining the Jones Act, which has strengthened the economic, homeland, and national security of the nation for more than a century.



AMO aboard tug *Broward*

American Maritime Officers members working aboard the Seabulk Towing tug *Broward* in Port Everglades, Fla. in November 2023 included Captain Justin Daher, AB Luke Marks and Chief Engineer John Clifford.

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	5 February	11 March	10 June	19 August				
Confined Space Entry	3 Days	31 January	8 May	1 July					
Advanced Fire Fighting	5 Days	15 April	12 August						
Advanced Fire Fighting Refresher	2 Days	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	1 April				
Basic Safety Training — Refresher — required for STCW renewal for those without 360 days of sea service in 5 years	3 Days	3 April							
Chemical Safety — Advanced	5 Days	12 February							
Environmental Awareness (includes Oily Water Separator)	3 Days	Please Call							
Fast Rescue Boat	4 Days	19 March	16 April	4 June	27 August				
GMDSS — Requires after-hour homework	10 Days	26 February	15 July						
LNG Tankerman PIC — available online	8 Days	10 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	22 July				
Proficiency in Survival Craft (Lifeboat)	4 Days	25 March	30 July						
Safety Officer Course (also see online schedule)	2 Days	4 March	10 April	4 July					
Tankerman PIC DL — Classroom (also see online schedule)	5 Days	19 February							
Tankerman PIC DL — Simulator	10 Days	22 January	22 April	17 June	8 July	12 August			
Train the Trainer — requires after hours homework	5 Days	11 March	13 May	12 August					
Vessel/Company Security Officer — Includes Anti-Piracy (also see online schedule)	3 Days	24 April	26 June						
Proficiency in Survival Craft (Lifeboat) REFRESHER	1 Day	6 April							
Basic Training and Advanced Fire Fighting Revalidation (Required for STCW renewal) — required for those with 360 days sea service in five years	2 Days	12, 26 February	18 March	8, 22 April	6, 20 May	10, 24 June	8, 29 July	5, 26 August	
Leadership & Management (required by ALL management level Deck and Engine officers by 1 January 2017)	5 Days	11 March	20 May	24 June	8 July				
Deck Courses									
Advanced Bridge Resource Management	5 Days	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	26 August				
Advanced Shiphandling for 3rd Mates — 60 days seetime equivalency for 3rd Mates	10 Days	5 February	4 March	29 April	3 June	15 July			
Advanced and Emergency Shiphandling — First Class Pilots, Great Lakes	5 Days	Please Call							
Basic Meteorology	5 Days	5 February							
Tug Training — ASD Assist	5 Days	22 April							
Dynamic Positioning — Induction (Basic)	5 Days	11 March	6 May	8 July					
Dynamic Positioning — Simulator (Advanced)	5 Days	15 April	19 August						
Dynamic Positioning - REVALIDATION / REFRESHER and Competency Assessment (Please specify Revalidation or Refresher on course application)	5 Days	12 February	10 June	12 August					
ECDIS	5 Days	5 February	12 August						
Electronic Navigation and Watchkeeping (ECDIS) Refresher	3 Days	10 April	12 June						
Navigational Watchkeeping Standardization & Assessment Program	5 Days	19 February	20 May	29 July					
TOAR (Towing Officer Assessment Record) — Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required	5 Days	5 February	26 August						
High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)	5 Days	18 March	20 May	29 July					

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	12 February	4 March	1 April	6 May	3, 17 June	15 July	12 August	
Upgrade: Advanced Meteorology – Requires after-hours homework	5 Days	12 February	1, 22 April	13 May	24 June	15 July			
Advanced Stability (also see online schedule on page 10)	5 Days	26 February	18 March	6 May	29 July	26 August			
Management of Medical Care (also see online schedule on page 10)	Half-Day	24 April	5 June	31 July					
Leadership & Management (also see online schedule on page 10)	5 Days	11 March	20 May	24 June	8 July				
Advanced Cargo – Optional for task sign-off (also see online schedule on page 10)	5 Days	19 February	4 March	1 April	13 May	22 July	19 August		
Marine Propulsion Plants – Optional for task sign-off	5 Days	19 February	20 May	3 June	8 July				
Advanced Celestial – Optional for task sign-off	5 Days	5 February	11 March	29 April	22 July				
Advanced Navigation – Optional for task sign-off	5 Days	12 February	8 April	20 May	8 July	26 August			
Engineering Courses									
Electrical and Instrumentation Troubleshooting (Professional Development)	5 Days	22 April	22 July						
Engine Room Resource Management (Simulator)	5 Days	6 May							
Engine Operations Training and Assessment Program	5 Days	20 May	26 August						
Diesel Endorsement (Crossover)	4 Weeks	12 February							
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	26 February	10 June						
Machine Shop 2 (must complete Machine Shop 1)	5 Days	4 March	17 June						
Programmable Logic Controllers (PLCs) (Does not include EPA Universal)	5 Days	6 May	5 August						
Refrigeration & Air Conditioning	5 Days	17 June							
Steam Endorsement	4 Weeks	Please Call							
Control Systems Troubleshooting (Professional Development)	5 Days	29 April	29 July						
Welding 1 – Professional Development	5 Days	15 April							
Welding 2 (must complete Welding 1 prior to enrolling)	5 Days	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	11 March	20 May	24 June	8 July				
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	6 May	29 July						
Upgrade: Electrical, Electronics & Control Engineering (Management Level) (E133 as amended) (UPGRADE with tasks) Required unless previously taken for gap closing or original license	5 Days	18 March	13 May	15 July					
STCW Upgrade Task Assessment – General: This class is required by all propulsion types (Motor, Gas and Steam) Licensed engineers – OPTIONAL: Tasks can be signed off onboard	5 Days	4 March	29 April	22 July					
Medical Courses									
Elementary First Aid – Prerequisite for MCP within preceding 6 months	1 Day	27 February	2 April	7 May	11 June	23 July			
Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering	3 Days	28 February	3 April	8 May	12 June	24 July			
Medical PIC – Please FAX MCP certificate when registering	5 Days	4 March	8 April	13 May	17 June	29 July			
Urinalysis Collector Training	1 Day	11 March	15 April	20 May	24 June	5 August			
Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m.	Half-Day	12 March	16 April	21 May	25 June	6 August			
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	16 February	7 March	12 April	16 May	20 June	18 July	22 August	
CORE Damage Control – Refresher required every 5 years	1 Day	14 February	6 March	10 April	15 May	19 June	17 July	21 August	
CORE Helicopter Fire Fighting – Refresher required every 5 years	1 Day	15 February	5 March	11 April	14 May	18 June	16 July	20 August	
CORE Marine Environmental Program (with CBRD) – Refresher required every 5 years	Half-Day	16 February	7 March	12 April	16 May	20 June	18 July	22 August	
MSC Readiness Refresher – Must have completed full CBRD & DC once in career	2 Days	4 March	13 May	17 June	15 July	19 August			
MSC ATO Level II – Required every 3 years by Master once during career (unless designated ATO)	5 Days	1 April	8 July						
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	5 August					
MSC Watchstander – BASIC – once in career, SST graduates are grandfathered	1 Day	29 January	4 March	15 April	15 July				
MSC Watchstander – ADVANCED – annual requirement for all SRF members	1 Day	30 January	9, 16 February	5, 15, 22 March	12, 16, 26 April	10, 24 May	7, 14, 28 June	12, 16 July	2, 9, 23, 30 August
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	31 January	6 March	3, 17 April	15 May	17 July			
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	5, 12, 26 February	11, 18 March	8, 22, 29 April	6, 20 May	3, 10, 24 June	8, 29 July	5, 19, 26 August	

Radar Courses

Radar Recertification	1 Day	19 February	1 April						
Electronic Navigation and Watchkeeping (ECDIS) Refresher	3 Days	10 April	12 June						
ARPA	4 Days	20 February							
Radar Recertification & ARPA	5 Days	19 February							
Original Radar Observer Unlimited	5 Days	12 February							

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	20 May	8 July						
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	5 August						
Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE	5 Days	18 March	15 July						
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	12 June							
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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

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

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(419) 243-1105
(888) 853-4662
MikeReny@BEX.NET
FAX: (419) 243-8953

AMO PLANS CONTACT INFORMATION

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

Phone: (800) 348-6515
To request a connection with a specific person, dial "0" for the operator.
Medical Customer Service: extension 12
Retirement Services (Pension, 401(k), MPB, and DC): extension 14
Vacation: extension 15

FAX — Retirement Services: (954) 922-7539
FAX — Medical Plan: (954) 920-9482
FAX — Vacation Plan: (954) 926-7274
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E-mail — Retirement Services: amopension@amoplans.com

AMO launches new membership drive with reduced initiation fee through June 30, 2024

The American Maritime Officers Membership Drive Program has been re-established in 2024 to attract new applicants for membership in AMO. The latest membership drive is now underway and will last through June 30, 2024.

The AMO initiation fee was raised on January 1, 2024 to \$6,000 pursuant to a vote by the National Executive Board, which was ratified by the membership.

However, under the terms of the Membership Drive Program for 2024, a reduced initiation fee in the amount of \$3,000 has been established.

To qualify for the reduced initiation fee, applicants must meet the following conditions:

1. The applicant will pay the reduced initiation fee of \$3,000 in full not later than June 30, 2024.

2. The applicant will provide Letters of Recommendation from at least two members of American Maritime Officers.

3. The applicant will be in Good Standing, with their dues paid through the current quarter.

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 June 30, 2024 will be responsible for the standard initiation fee for deep-sea and Great Lakes officers at the time they applied: \$6,000.

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



Underway with AMO aboard tanker *Badlands Trader*



Badlands Trader Second Mate John Dufrene plotted position on ECDIS as AB Vener Pelayo manned the helm. American Maritime Officers represents the licensed officers aboard the U.S. Marine Management tanker.

At right: Members of American Maritime Officers working aboard tanker *Badlands Trader* in November included Chief Mate Cullen Bozza, Third Mate Nathan Chretien, Second Mate John Dufrene, First Assistant Engineer Max Neubelt, Captain Thua Pham, Chief Engineer Marc Salerno, Third A.E. Anael Thomas and Second A.E. Marcel Soares. AMO officers aboard the ship were at the time conducting underway replenishment operations at sea in the Far East.



Below: *Badlands Trader* Chief Mate Wayne Archer led the crew in connecting the cargo hose for the *USNS Richard E. Byrd* during a CONSOL/UNREP operation in October.

