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# AMERICAN MARITIME OFFICER

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## Temporary Pier Anchored, Delivery of Additional Aid to Gaza Begins

*M/V Benavidez, USNS Lopez Serve in Operation Neptune Solace; M/V Sagamore Carries Shipment of Relief Cargo for Distribution*



On the morning of May 16, U.S. Central Command (CENTCOM) personnel anchored a temporary pier to the beach in Gaza in support of Operation Neptune Solace, a humanitarian mission to deliver additional aid to Palestinian civilians. The United Nations will receive the aid and coordinate its distribution into Gaza, CENTCOM reported.

On May 17, trucks carrying humanitarian cargo delivered by ship to the temporary pier moved ashore in Gaza to initiate distribution of relief supplies.

Approximately one week prior, the *M/V Sagamore*, operated under contract with American Maritime Officers by Sealift LLC, had departed Cyprus with a cargo of food and relief supplies for delivery to the temporary pier.

Neptune Solace will assist the U.S. Agency for International Development with delivery of humanitarian aid for distribution into Gaza by other entities. As reported



JLOTS Photos: U.S. Central Command

The Roll-On/Roll-Off Distribution Facility, part of the Joint Logistics Over-the-Shore (JLOTS) package, is towed by an Army tug boat from the 7th Transportation Brigade (Expeditionary) off the shore of Gaza in support of Operation Neptune Solace on May 1 with the *USNS 1st Lt. Baldomero Lopez* at anchor. The temporary pier will assist the U.S. Agency for International Development in the delivery of humanitarian aid for the people of Gaza, which will increase the quantity and flow of food, water, medicine and temporary shelters.

by CENTCOM, no U.S. troops went ashore in Gaza. This is an ongoing, multinational effort to deliver additional aid to Palestinian civilians via a maritime corridor and will involve goods provided by a number of countries and humanitarian organizations.

Serving in Neptune Solace are the *USNS 1st Lt. Baldomero Lopez*, operated under AMO contract for Military Sealift Command by Crowley Government Services, and the *LMSR M/V Roy P. Benavidez*, operated under AMO contract in the Maritime Administration's Ready Reserve Force (RRF) by Ocean Duchess. When activated and deployed, RRF ships are brought under the management of Military Sealift Command.

The *Benavidez* had departed Newport News, Va. on March 21 after loading the heavy equipment and material needed to construct a modular temporary pier. This

Neptune Solace — Continued on Page 5



U.S. Army Soldiers assigned to the 7th Transportation Brigade (Expeditionary) and Sailors attached to the *LMSR M/V Roy P. Benavidez* assemble the Roll-On, Roll-Off Distribution Facility, or floating pier, off the shore of Gaza in support of the Joint Logistics Over-the-Shore component of Operation Neptune Solace. The *Benavidez* is part of the Maritime Administration's Ready Reserve Force fleet. Also assigned to the operation is the *USNS Lopez*, which is operated by Crowley Government Services for Military Sealift Command.

**At right:** AMO members working aboard the *USNS 1st Lt. Baldomero Lopez* in May included First Assistant Engineer Mark Ciciulla, First A.E. Aris Aquino, Chief Engineer Rick Powers, Third A.E. Jon Cline, ETO Ricky Reidl and Second A.E. Al Norris.



Members of American Maritime Officers working aboard the *USNS 1st Lt. Baldomero Lopez* in May included Second Mate Matt McNulty, Third Mates Hunter Jacques and Bartolome Romero, Electronics Officer Ricky Reidl, Captain John Waters, Chief Mate Felix Somoroostro and Cargo Mate Jose Villalobos.



Page 3: Maritime Industry Salutes Congressman Sam Graves

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# American Maritime Officers Celebrates 75 Years



AMO National President Willie Barrere speaks during a barbecue on May 1 to celebrate the 75th year of American Maritime Officers, presenting one of the challenge coins made to mark the union's anniversary.

A barbecue celebrating the 75th year of American Maritime Officers was held on May 1 on the AMO Plans campus in Dania Beach, Fla. The union marked its 75th anniversary on May 12.

"May is a special month in an important year as our union turns 75. We're honoring the longevity, accomplishments and potential of AMO this year by working to build stronger relationships within the seagoing labor community, with our contracted companies, throughout the U.S. maritime industry, and most importantly, between the membership and administration," said AMO National President Willie Barrere. "It turns out a

barbecue to celebrate AMO's 75th year became a platform for combined hours of face-to-face discussion among the union officials and members in attendance – the kinds of exchanges that just aren't possible at a formal membership meeting. This is the type of opportunity for interaction we need more of in our union.

"The Executive Board and the AMO Plans trustees will hold meetings again in July and we expect to have more to report as we formalize some of the AMO Plans benefit improvements we have been working on over the past few months," Barrere said. "Much of our work is based on direct interaction between the



American Maritime Officers members, applicants, retirees and families were joined by AMO officials and union and AMO Plans staff members in celebrating AMO's 75th year at a barbecue May 1 on the AMO Plans campus in Dania Beach, Fla.



administration and the membership. We're continuing to address the issues facing

our union and industry, and we're excited to continue building a strong future for all AMO members and families."

On May 12, 1949, the union was chartered as the Brotherhood of Marine Engineers (BME), an affiliate of the Seafarers International Union of North America (SIUNA). Over time, the BME expanded its shipboard and regional jurisdictions, and under specific circumstances, changed its name and affiliation – Great Lakes District Local 101 of the Marine Engineers' Beneficial Association, District 2 MEBA, District 2 MEBA-AMO, and finally, American Maritime Officers. AMO re-affiliated with the SIUNA in 2003.

## Meeting With the Executive Board of the Maritime Trades Department, AFL-CIO



Members of the American Maritime Officers National Executive Board participated in meetings of the Maritime Trades Department, AFL-CIO, Executive Board in April. Gathering here in Washington, D.C. were Seafarers International Union Executive Vice President Augie Tellez, AMO National President Willie Barrere, Maritime Trades Department and SIU President David Heindel, MTD Executive Secretary-Treasurer Mark Clements, AMO Deep Sea Vice President Jeff Richards, SIU Vice President for Contracts George Tricker, AMO National Secretary-Treasurer Bob Rice, and AMO Vice President, Government Relations, Christian Spain.



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# Maritime Industry Honors Congressman Sam Graves

*Salute to Congress Award Presented to Transportation and Infrastructure Committee Chairman*



**At right:** American Maritime Officers President Willie Barrere and Seafarers International Union President David Heindel congratulate Chairman of the Transportation and Infrastructure Committee Congressman Sam Graves (R-MO) on his receipt of the Frank Courtenay Salute to Congress Award on May 7 at the Army Navy Country Club.

The International Propeller Club of the United States recognized the leadership of Chairman of the House Transportation and Infrastructure Committee Congressman Sam Graves at the 40th annual Frank Courtenay Salute to Congress dinner on May 7 at the Army Navy Country Club in Arlington, Va.

Rep. Graves is a lifelong resident of Missouri's Sixth Congressional District. As a small businessman and a sixth-generation family farmer, he spent his life working to make Missouri a better place to live, work, and raise a family.

As chairman, he leads the commit-

tee that has jurisdiction over all modes of transportation — maritime and waterborne transportation, our aviation system, highways and bridges, transit and rail transportation, and pipelines. His role in transportation is critical as he works on behalf of Missouri's 34,000 highway miles and 10,400 bridges needing maintenance and repair, as well as the 6th Congressional District's two major rivers — the Missouri and the Mississippi.

Rep. Graves is a proven, effective committee leader. From 2019 to 2022, he served as the Transportation Committee's

lead Republican member. Before that, he served four years as chairman of the Subcommittee on Highways and Transit and as the ranking Republican member of the Subcommittee on Economic Development, Public Buildings, and Emergency Management. He is also co-chair of the House General Aviation Caucus.

He leads this crucial committee in the 118th Congress as our nation's leaders work to address growing infrastructure needs, take on the challenges of providing reliable investment in our transportation network, ensure that America's rural in-

frastructure needs are not left behind, and harness innovation to more effectively and safely move goods and people throughout the country.

Rep. Graves was born in Tarkio, Missouri. He graduated from Tarkio High School in 1982 and attended college at the University of Missouri-Columbia, where he received his degree in Agronomy from the School of Agriculture. In 1992, Graves won his first race for state representative. In 1994, he was elected state senator for the 12th Senatorial District and was subsequently re-elected in 1998.

## Bipartisan Congressional Group Advocates National Maritime Strategy to Revitalize U.S. Shipbuilding, American Seagoing Workforce, U.S.-Flag Shipping

The conspicuous need for a national maritime strategy to guide the revitalization of the U.S. shipbuilding industry, U.S.-flag shipping, the strategic sealift fleet and the American seagoing workforce has been emphasized over the course of many years, surfacing over and over again in priority papers from federal agencies, from elected representatives on Capitol Hill, and in testimony from military logistics and transportation leaders during congressional hearings.

A bipartisan group composed of two U.S. senators and two U.S. representatives has released a report providing guidance for the development and enactment of a national maritime strategy and rapid action, identifying the need as dire with China continuing to accelerate its domination of global maritime markets, shipbuilding and shipping trades. Titled "Congressional Guidance for a National Maritime Strat-

*"The competition between the United States and Communist China will define the 21st century, and nowhere is this conflict more prevalent than in the maritime domain. The U.S. must move quickly to revitalize our maritime industrial base, reinvest in a robust workforce, and advance innovative technologies to project strength and security in the world's waterways, oceans, and seas."*

— *Senator Marco Rubio (R-FL)*

egy, Reversing the Decline of America's Maritime Power," the report is signed by Congressmen Mike Waltz (R-FL) and John Garamendi (D-CA), and Senators Mark Kelly (D-AZ) and Marco Rubio (R-FL).

The report identifies four strategic

objectives: Achieve maritime prosperity, ensure maritime security, seek allied and partner cooperation, and prioritize American values, maritime independence, freedom of the seas, and the resilience of our oceans, seas and inland waterways.

With the strategic objective of achieving maritime prosperity, the report highlights the following points.

- Strengthen America's maritime workforce and the Jones Act Fleet — the backbone of our sea services, industry, and maritime transportation system.

- Invest and innovate in domestic shipbuilding and U.S.-flag shipping capabilities and capacity to advance the power and influence of America's maritime industry.

- Revitalize the U.S.-flagged international fleet through targeted incentive programs and regulatory reforms to make the fleet competitive with international carriers.

- Drive modern business and manufacturing approaches: innovative maritime logistics, fuels, and advanced nuclear ener-

gy, human-machine teaming, additive manufacturing, and other advanced technologies.

- Survey and evaluate conditions of critical maritime infrastructure to invest in America's marine highways, guiding public and private investments to the most high-impact projects.

- Leverage existing, unused authorities to speed the flow of taxpayer resources towards U.S.-flag shipping and domestic commercial shipbuilding.

The report also identifies 10 things Congress can do now to advance the revitalization of the U.S. maritime industry. Of those, the first four points highlighted are as follows.

- 1. Speed development of a long-term national maritime strategy for incremental implementation, including state and local policy options.** Establish a presidentially appointed position to synchronize all

**Strategy — Continued on Page 4**



# STAR Center Conference Addresses Training Needs for Officers Sailing in Commercial and Government Fleets

STAR Center's annual Training Needs Conference was held April 10 and 11 in Dania Beach, Fla. During this year's conference, there were presentations from U.S. federal maritime leaders and regulators, including U.S. Coast Guard Director of Commercial Regulation and Standards Jeffrey Lantz, U.S. Maritime Administration Deputy Associate Administrator and National Coordinator for Maritime Education and Training Dr. Shashi Kumar, and National Maritime Center Commanding Officer Captain Bradley Clare.

The AMO Safety and Education Plan's STAR Center hosts the annual conference to provide AMO contracted companies, industry leaders, union officials and government and military representatives the opportunity to discuss the future of training at STAR Center and specific training needs on the horizon for members of American

Training — Continued on Page 5



Among those participating in STAR Center's Training Needs Conference in April were AMO Plans Alternating Chairman/Secretary Anthony Naccarato; AMO National Vice President, Government Relations, Christian Spain; STAR Center Director of Training Jerry Pannell; AMO National President Willie Barrere; Maritime Administration Deputy Associate Administrator and National Coordinator for Maritime Education and Training Dr. Shashi Kumar; AMOS Director Scott Winfield; National Maritime Center Commanding Officer Captain Bradley Clare; U.S. Coast Guard Director of Commercial Regulations and Standards Jeffrey Lantz; AMO National Assistant Vice President, Government Relations, Alaina Basciano; AMO Deep Sea Vice President Jeff Richards; AMO East Coast Representative Todd Christensen; and USMMI Vice President, Labor Relations, David Sloane.

## Senators Kelly and Rubio, Representatives Waltz and Garamendi Release National Maritime Strategy Report

The following is excerpted from an article released May 8 by the office of Senator Mark Kelly (D-AZ).

Senator and 25-year Navy combat veteran Mark Kelly (D-AZ) and Representative and combat-decorated Green Beret Mike Waltz (R-FL-6), along with Senator Marco Rubio (R-FL) and Representative John Garamendi (D-CA-8), released the bipartisan report entitled "Congressional Guidance for a National Maritime Strategy," which provides a comprehensive vision for planning guidance, strategic objectives, and actionable steps to revitalize the nation's maritime sector.

The legislators believe that, in an era of great power competition, aging infra-

structure, and the threat of high intensity war, Congress must adopt a maritime strategy vital to U.S. national security and the world. Unfortunately, despite calls from Congress for the last decade, such a comprehensive strategy has yet to be produced.

"After decades of neglect, revitalizing the American maritime industry will supercharge our economy and strengthen our national security," said Sen. Kelly, a U.S. Merchant Marine Academy graduate and Navy veteran. "Our bipartisan report provides a roadmap for the administration and Congress to work together to rebuild our shipbuilding sector and fortify the U.S.-flag fleet. It won't be easy, but America has always been a maritime nation — and the

stakes are too high for us to fail."

"The United States desperately needs to modernize its maritime capabilities to compete with China's rapidly growing navy and ensure the freedom of international seas," said Rep. Waltz. "I'm proud to work with my colleagues across the aisle to revitalize our shipping sector and strengthen our national security."

### Background:

This report highlights the urgent need for comprehensive action to counter the People's Republic of China access to the ocean. It identifies maintaining access to the sea as a national security requirement and outlines a series of steps to ensure

that capability — these include incentivizing U.S.-flagged shipping, restoring commercial shipbuilding capacity, and expanding the advanced maritime workforce required to build, operate, and maintain U.S. ships.

Earlier this year, Sen. Kelly and Rep. Waltz led a bipartisan, bicameral letter urging President Biden to strengthen the United States' maritime power. The group of legislators called on him to establish an interagency maritime policy director, designate maritime infrastructure as "critical infrastructure," invoke the Defense Production Act for shipbuilding, and develop a whole-of-government maritime "de-risking" strategy to reduce dependency on Chinese maritime infrastructure and industry.

## Strategy

Continued from Page 3

national maritime affairs and policy. Establish a National Maritime Council, led by the President's maritime appointee, to monitor and report on the implementation of the national maritime strategy.

**2. Take all measures possible to expand, develop, and protect the domestic maritime workforce, fully fund and reinvigorating the Maritime Administration, U.S. Coast Guard, Federal Maritime Commission, and other federal agencies that protect, regulate, and support the U.S. maritime industry.** Commission a national

marketing campaign, implement workforce accelerators, including through international personnel exchanges, and

champion the domestic maritime workforce, the U.S. Merchant Marine Academy, and our state maritime academies.

*"Since 2013, I have worked to revitalize the U.S. maritime industry so we can continue to project American sea power abroad during peacetime or war. Congress and the U.S. military must rebuild our domestic commercial shipbuilding and maritime industrial base. American shipyards and mariners are ready, willing, and able to do the job but can no longer be expected to compete against heavily subsidized foreign competitors in mainland China and elsewhere. Our National Maritime Strategy should start with three key words: the Jones Act."*

— Congressman John Garamendi (D-CA)

**3. Grow domestic shipbuilding capacity and demand modern performance expectations.** Provide the authorities and funding to support domestic shipbuilding. Explore treaty ally collaboration to expand domestic shipbuilding opportunities and insource capabilities to the U.S. market.

**4. Grow domestic shipbuilding capacity and demand modern performance expectations.** Provide the authorities and funding to support domestic shipbuilding. Explore treaty ally collaboration to expand domestic shipbuilding opportunities and insource capabilities to the U.S. market.

The complete report is available online: <https://tinyurl.com/4rs545cp>.





U.S. Army Photo: Staff Sgt. Malcolm Cohens-Ashley DOD-contracted drivers transport humanitarian aid for Palestinian civilians over the JLOTS temporary pier on May 17.

**At right:** The U.S.-flagged cargo vessel *Sagamore*, operated under AMO contract by Sealift LLC, got underway May 9 from Cyprus loaded with relief cargo for Gaza.



Photo: REUTERS/Yiannis Kourtoglou

## Neptune Solace

Continued from Page 1

capability is known as Joint Logistics Over-the-Shore, or JLOTS.

"JLOTS is a critical capability that allows ship-to-shore cargo distribution in the absence of a usable pier," said U.S. Transportation Command Deputy Commander Army Lt. Gen. John Sullivan. "It can be used to augment an established port or to create a pier where one is needed and allows us to support areas where large populations are isolated from food, water, and other forms of humanitarian aid."



Members of American Maritime Officers working aboard the LMSR *M/V Roy P. Benavidez*, operated by Ocean Duchess, as the ship prepared to depart Newport News, Va. with components of the JLOTS floating pier in March included (standing) Third Mate Dennis Hanley, Captain Brian Carroll, Cargo Mate Luis Correa, (front) Chief Mate David Sturdevant, Electronics Officer Steven Barnett and Second Mate Philip Scott.



## Stena Impeccable in the Tanker Security Program Fleet

Onboard the *Stena Impeccable* in April were Captain Daniel McCullough; Gustav Hasbo, Stena Bulk Commercial Operations; Captain Michael Gasior; Stena Bulk Commercial Operations Manager Josh Ervasti; Chief Engineer Marissa Cap; and Chief Engineer Gabe Giguere. American Maritime Officers represents all licensed officers onboard the *Stena Impeccable*, which is operated in the Tanker Security Program fleet under an agreement between Stena Bulk USA and Crowley.

## Training

Continued from Page 4

Maritime Officers. The conference also provides the opportunity for individual meetings to foster dialogue between STAR Center, contracted companies, represented organizations and regulators.

STAR Center Director of Training Captain Gerard Pannell welcomed the attendees and opened the annual outreach to AMO-contracted employers and military and government agencies to assist STAR Center in determining strategic direction and where to focus future efforts. The attendees were provided a tour of the STAR Center campus, simulators, classrooms,



labs and workshops, including the new MSC Security Training facility.

Each of the speakers shared valuable information with the attendees from their unique perspectives on some of the critical issues and developments facing the U.S. maritime industry and American merchant mariners, as well including updates on each of their organization's current and future operations.

Through conference participation, STAR Center and the AMO Safety and Education Plan trustees received valuable feedback from direct discussions and informal input. All attendees conveyed STAR Center continues to meet their training needs and the conference was worthwhile and informative.



# Applications for Merchant Mariner Credential Renewal Should Be Submitted Eight Months Prior to Expiration; Key Considerations When Filling Out Form CG-719B

By Christian Spain  
Vice President, Government Relations

AMO's Government Relations office in Washington, D.C. may be able to assist members who are having issues with the National Maritime Center when renewing or upgrading a Merchant Mariner Credential, adding certifications and endorsements, or renewing a Medical Certificate. However, in the first quarter of 2024, the number of members contacting Alaina Basciano and I for assistance has significantly increased. The majority of these issues are the result of renewal applications not being submitted in a timely manner and/or neglecting to properly fill out the application.

**Applications for MMC renewal should be submitted as you enter the eight-month window prior to expiration, even if you are on a ship. Due to relief delays, waiting until you get home to submit your application is not advisable. Medical Certificate renewals should be submitted six to eight months prior to expiration, depending on the length of your rotation.**

MMC renewals are accepted up to eight months prior to their expiration date. License creep for renewal applications is no longer an issue due to the ability to post-date the credential. Renewals submitted prior to the expiration of a current MMC will result in a renewed MMC dated one day after the expiration of the current MMC *unless early issuance is requested, as may be the case when upgrading/renewing or adding an endorsement.* This option can be selected on the bottom of Page 3 on the CG-719B form under Section II beginning: "FOR RENEWAL TRANSACTIONS ONLY ..."

As a reminder, all engineering and deck officers who require STCW certification on their Merchant Mariner Credential in order to sail are required to complete U.S. Coast Guard approved Basic Training and Advanced Firefighting Revalidation courses, as well as 360 days of sea service, and to include proof of course completion in their application package when submitting documents to the Coast Guard for MMC renewal, or for an upgrade including a renewal. This came into effect in January 2017 as laid out in STCW 2010.

All Coast Guard Regional Exam Centers accept CG-719B applications via email. The National Maritime Center only accepts Medical Certificate applications (CG-719K) electronically via [MEDAIP@uscg.mil](mailto:MEDAIP@uscg.mil). Submitting documents through the Coast Guard's established electronic system is the best way to ensure that your interactions with any REC and the NMC can be tracked and documented.

**PLEASE NOTE:** The Coast Guard has recently instated an automated response from the MEDAIP email address to notify you that your MEDICAL application has

DEPARTMENT OF HOMELAND SECURITY  
 U.S. Coast Guard  
 APPLICATION FOR MERCHANT MARINER CREDENTIAL (FORM CG-719B)

OMB No. 1625-0040  
 Exp. Date: 03/31/2021

**Section I: Applicant Information**

1. Legal Name: Last First Name Middle Name Suffix (Jr., Sr., III) Alias(es) or Maiden Name(s) if applicable

2a. SSN (for Original only) 2b. Reference Number (if applicable) 2c. Alien Registration Number (ARN) (if applicable) 3. Date of Birth (MM/DD/YYYY)

4. Citizenship 5a. Place of Birth (City) 5b. State 5c. Country 5d. Color of Eyes 5e. Color of Hair

**Applicant Address and Contact Information (Please indicate best method(s) of contact by checking the appropriate box(es)).**

6a. Home Address (PO Box NOT acceptable)

Street Address City State Zip Code 6c. Primary Phone Number

6d. E-mail Address

6b. Delivery/Mailing Address, if different (PO Box acceptable)

Street Address City State Zip Code 6e. Alternate Phone Number

6f. Other

**Next of Kin/Emergency Contact (Please indicate best method(s) of contact by checking the appropriate box(es).) (Optional)**

7a. Mailing Address, City, State, Zip Code Same address as above 7b. Relationship (Optional)

Name Street Address City State Zip Code 7c. Primary Phone Number (Optional)

7d. Alternate Phone Number (Optional)

7e. E-mail Address (Optional)

**Section II: Requested Coast Guard Credential(s) Credential or Endorsement Type(s) Requested:**

Endorsement Category	Transaction Type (Check all that apply: See instructions for definitions and additional requirements for the transaction below)					
	Original	Renewal	Duplicate	Raise of Grade, New Endorsement or Increase in Scope	Certificate of Registry	Document of Continuity
Officer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Qualified Rating	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STCW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Entry Level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**PLEASE SEE NOTE (1) BELOW**

Description of Endorsement(s) Desired: Include all appropriate information - Officer (i.e. Deck - Master/Mate/Propulsion/Tonnage/Route/United States Registered Pilot OR Engineer Grade - 3rd AE; DDE/Propulsion/Horsepower) Ratings (i.e.: Able Seaman, Tankerman, QMED, Lifeboatman) (Please Print)

**PLEASE SEE NOTE (2) BELOW REGARDING FILLING OUT THIS BOX**

**PLEASE SEE NOTE (3) BELOW REGARDING USE OF THIS CHECK BOX**

FOR RENEWAL TRANSACTIONS ONLY: I request to waive the post-dating feature and to have my merchant mariner credential (MMC) issued immediately. I decline having its issuance coincide with the expiration date of my current credential.

CG-719B (04/17)  Page 3 of 5

## NOTES TO CG-719B PAGE 3:

**NOTE (1):** You must select everything the U.S. Coast Guard will need to include on your renewed Merchant Mariner Credential. When renewing, you MUST select Officer, Qualified Rating AND STCW in order to receive ALL of your previous endorsements/credentials on your MMC. If you miss one of these boxes, the Coast Guard will NOT automatically include that item on your MMC.

**NOTE (2):** You must list EVERYTHING that currently appears or needs to appear (such as new endorsements) on your credential. Separate your listing into two categories: DOMESTIC and INTERNATIONAL (STCW). **For example:**

- **DOMESTIC:** Master, Unlimited Upon Oceans; Mate (Pilot) of Towing; Tankerman PIC (DL); Lifeboatman, etc.
- **INTERNATIONAL (STCW):** OICNW, RFPNW, AB-Deck, Survival Craft, Fast Rescue Boat, Medical PIC, Advanced Chemical Tanker Cargo Operations, VPDSO, GMDSS Operator, Basic Training, etc.

**NOTE (3):** Only check this box if you are adding an endorsement and/or upgrading as part of the renewal process. By checking this box, your credential will be issued more rapidly with an immediate effective date. If you do not check this box, your credential will be post-dated one day after the expiration of your current MMC to prevent license creep.

MMC Renewal – Continued on Page 7



## Membership Committee Reviews Union's Financial Files



American Maritime Officers members serving on the rank-and-file Financial Committee in May at AMO headquarters in Dania Beach, Fla. were Steven Benavides, Scott Collins, Owen Duffy and Joseph Nicodemus. AMO convenes a volunteer Financial Committee on a semi-annual basis to review the union's financial files and expenses.

## MONTHLY AMO 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:

**June 12, July 10, August 7**



### Correction:

The fleet affiliation of the tanker *Badlands Trader* was incorrectly identified in a photo caption in the April edition of *American Maritime Officer*. The *Badlands Trader* is operated by USMMI under a long-term Military Sealift Command charter. The editor regrets the error.

## MMC Renewal

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been received. You will also be notified when it is under review. As this can take some time, it is advised that you follow the guidelines above and **SUBMIT EARLY**.

The Coast Guard's guidance on submitting MMC applications (CG-719B) to RECs only, and for submitting Medical Certificate applications (CG-719K) directly to NMC, is available at: <https://tinyurl.com/54u6kc9f>.

It is highly advised you ensure the correct boxes are checked in Section II of your CG-719B form prior to submission. Checking too many options is just as bad as not checking enough. Incorrectly filling out this section of the form is the number one issue we are seeing with members and will inevitably cause delays in your application and possible errors in your new MMC. Please reach out to Captain Kathleen Friel or Captain Bob Silva if you have ANY questions regarding how you should complete this form. Please take two minutes to look at the renderings of the CG-719B form here to help avoid issuance of a renewed MMC with errors. **DO NOT SUBMIT MULTIPLE APPLICATIONS IF YOU NOTICE AN ERROR OR ARE EXPERIENCING DELAYS.**

It is also advised you include scans of your current MMC and TWIC as PDF files.

Please ensure you plan ahead. The Basic Training and Advanced Firefighting Revalidation courses required for STCW renewal can be taken any time during the five years prior to your MMC renewal. The STAR Center course schedule for AMO members is available on pages 8-10 of this edition.

If you have any questions, please email me at [cspain@amo-union.org](mailto:cspain@amo-union.org) or call me at 202-658-8887.

### NOTE TO CG-719B PAGE 4:

**DO NOT CHECK THE BOX (1. TWIC) if you possess a current and valid TWIC. Please read the entire text of the entry (1. TWIC) for clarification.**

<b>PLEASE SEE NOTE AT LEFT BELOW</b>	DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard	OMB No. 1625-0040 Exp. Date: 03/31/2021
<b>APPLICATION FOR MERCHANT MARINER CREDENTIAL (FORM CG-719B)</b>		
<b>Section III: Safety and Suitability</b>		
<p><input checked="" type="checkbox"/> <b>1. TWIC (Transportation Worker's Identification Credential) EXEMPTION STATEMENT</b> - I have previously applied for a TWIC with TSA and I am exempt from holding a valid TWIC under Coast Guard Policy Letter 11-15. I understand that a name based safety and suitability check could significantly delay the processing of my Merchant Mariner Credential Application.</p>		
<p><b>2. Criminal Record (Convictions and Drug Use):</b> If you answer Yes to ANY of the questions below you must disclose the information regarding the conviction. You may complete the optional form CG-719C for each question marked "Yes".</p>		
a) Have you ever been a user of/ or addicted to a dangerous drug, including marijuana, within the last 10 years?		<input type="checkbox"/> Yes <input type="checkbox"/> No
b) Have you ever been convicted of violating a dangerous drug law of the United States, District of Columbia, or any state, or territory of the United States?		<input type="checkbox"/> Yes <input type="checkbox"/> No
c) Have you ever been convicted by any court-including military court - for an offense other than a minor traffic violation?		<input type="checkbox"/> Yes <input type="checkbox"/> No
d) Have you ever been convicted of a traffic infraction arising in a connection with a fatal traffic accident, reckless driving or racing on a highway or operating a motor vehicle while under the influence of, or impaired by, alcohol or a controlled substance?		<input type="checkbox"/> Yes <input type="checkbox"/> No
e) Have you ever had your driver's license revoked or suspended for refusing to submit to an alcohol or drug test?		<input type="checkbox"/> Yes <input type="checkbox"/> No
f) Have you had a drug test with a result other than negative within the last 10-years?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<p><input type="checkbox"/> <b>3. National Driver Registry (NDR) Consent (Mandatory for Original, Renewal, or new Officer Endorsement):</b> I authorize the National Driver Registry to furnish the U.S. Coast Guard (USCG) information pertaining to my driving record. This consent constitutes authorization for a single access to the information contained in the NDR to verify information provided in this application. <b>NOTE: Not required for Document of Continuity applicants.</b> I understand the USCG will make the information received from the NDR available to me for review and written comment prior to disapproving my application or taking any action against my Merchant Mariner's Credential. Authority: 46 U.S.C. 710(g), 46 U.S.C. 7302(c), and 46 U.S.C. 7505.</p>		
<b>Section IV: Mariner's Consent/Certification</b>		
<p><b>1. Mariner Outreach System (Optional):</b> I consent to voluntary participation in the Mariner Outreach System to be used by the Maritime Administration (MARAD) in the event of a national emergency or sealift crisis. In such an emergency, MARAD would disseminate my contact information to an appropriate maritime employment office to determine my availability for possible employment on a sealift vessel. Once consent is given, it remains effective until revoked either by subsequent application or by sending a signed notice of revocation to the U.S. Coast Guard National Maritime Center, 100 Forbes Dr., Martinsburg, WV 25404. For more information, please visit <a href="https://mos.marad.dot.gov/">https://mos.marad.dot.gov/</a>.</p> <p><input type="checkbox"/> Yes, I would like to participate <input type="checkbox"/> No thanks, I do not wish to participate at this time</p>		
<p><b>2. FOR CONTINUITY RENEWAL ONLY</b> I understand that a Document of Continuity is not valid for use in accordance with 46 CFR 10.227 and aware of the requirements to obtain an MMC. STCW endorsements may not be placed in continuity per 46 CFR 10.227.</p> <p><input type="checkbox"/> <b>3. CONSENT:</b> I am under 18 years of age and a notarized statement of parental/guardian consent is attached.</p>		
<b>4. Certification</b>		
<p><b>My signature below attests that:</b></p> <ul style="list-style-type: none"> <li>All information on this application is true and correct to the best of my knowledge.</li> <li>I understand an application determined to be fraudulent may result in the denial of my application for one year from the date of submission, even if the fraudulent information was not by itself cause for denial or prosecution.</li> <li>I do solemnly swear or affirm that I will faithfully and honestly, according to my best skill and judgment, and without concealment and reservation, perform all the duties required of me by the laws of the United States. I will faithfully and honestly carry out the lawful orders of my superior officers aboard a vessel.</li> </ul>		
<b>5. Applicant's Signature</b>		
Signature of Applicant	<input checked="" type="checkbox"/>	Date (MM/DD/YYYY)
Signature of individual authorized to administer the Oath. This is required only once for a mariner.	<input checked="" type="checkbox"/>	Date (MM/DD/YYYY)
Name of individual authorized to administer the Oath:		
CG-719B (04/17)	<input type="button" value="Reset"/> Printed Name of Applicant: _____	Page 4 of 5



## 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

Advanced Fire Fighting	5 Days	12 August	28 October						
Advanced Fire Fighting Refresher	2 Days	7 October	9 December						
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	7 October	9 December						
Basic Safety Training – Refresher – required for STCW renewal for those without 360 days of sea service in 5 years	3 Days	9 October	11 December						
Basic Training and Advanced Fire Fighting Revalidation (Required for STCW renewal) – required for those with 360 days sea service in five years	2 Days	10, 24 June	8, 29 July	5, 26 August	12, 23, 30 September	17 October	4, 18 November	2, 16 December	
Chemical Safety – Advanced	5 Days	30 Sept.							
Combined Basic & Advanced Low Flash Point Fuel Operations (IGF Code/LNG Fuel) Course	5 Days	10 June	19 August	28 October	2 December				
Confined Space Entry	3 Days	1 July	6 November						
Environmental Awareness (includes Oily Water Separator)	3 Days	11 Nov.							
Fast Rescue Boat	4 Days	4 June	27 August	17 Sept.	15 October				
GMDSS – Requires after-hour homework	10 Days	15 July	7 October						
Leadership & Management (required by ALL management level Deck and Engine officers by 1 January 2017)	5 Days	24 June	8 July	16 September	21 October				
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	30 July	30 Sept.	16 December					
Proficiency in Survival Craft (Lifeboat) REFRESHER	1 Day	12 Oct.	14 December						
Safety Officer Course (also see online schedule)	2 Days	4 July	15 October	4 November					
Tankerman PIC DL – Classroom (also see online schedule)	5 Days	7 October	16 December						
Tankerman PIC DL – Simulator	10 Days	17 June	8 July	12 August	16 September	21 October	11 November		
Train the Trainer – requires after hours homework	5 Days	12 August	21 October	2 December					
Vessel/Company Security Officer – Includes Anti-Piracy (also see online schedule)	3 Days	26 June	9 Sept.						
Vessel Personnel with Designated Security Duties (VPDSD)	2 Days	12 Sept.	5 December						

### Deck Courses

Advanced Bridge Resource Management	5 Days	28 October							
Advanced Shiphandling for Masters/Senior Deck Officers – (no equivalency) must have sailed as Chief Mate Unlimited	5 Days	24 June	26 August	14 October	2 December				
Advanced Shiphandling for 3rd Mates – 60 days seetime equivalency for 3rd Mates	10 Days	3 June	15 July	9 Sept.	7 October	4 November			
Basic Meteorology	5 Days	28 October							
Dynamic Positioning – Induction (Basic)	5 Days	8 July	16 Sept.	11 November					
Dynamic Positioning – Simulator (Advanced)	5 Days	19 August	2 December						
Dynamic Positioning – REVALIDATION / REFRESHER and Competency Assessment (Please specify Revalidation or Refresher on course application)	5 Days	10 June	12 August	14 October	9 December				
ECDIS	5 Days	19 August	9 December						
Electronic Navigation and Watchkeeping (ECDIS) Refresher	3 Days	12 June	20 November						
High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)	5 Days	29 July	23 Sept.	18 November	16 December				
Navigational Watchkeeping Standardization & Assessment Program	5 Days	29 July	16 Sept.	4 November					
TOAR (Towing Officer Assessment Record) – Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required	5 Days	26 August							
Tug Training – ASD Assist	5 Days	16 Dec.							



**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	3, 17 June	15 July	12 August	30 Sept.	21 October	4 Nov.	2 Dec.	
Upgrade: Advanced Meteorology – Requires after-hours homework	5 Days	24 June	15 July	30 Sept.	4 Nov.	2 December			
Advanced Stability (also see online schedule on page 10)	5 Days	29 July	26 August	16 Sept.	28 October	9 December			
Management of Medical Care (also see online schedule on page 10)	Half-Day	5 June	31 July	13 Sept.	20 Nov.				
Leadership & Management (also see online schedule on page 10)	5 Days	24 June	8 July	16 Sept.	21 October	16 Dec.			
Advanced Cargo – Optional for task sign-off (also see online schedule on page 10)	5 Days	22 July	19 August	23 Sept.	21 October				
Marine Propulsion Plants – Optional for task sign-off	5 Days	3 June	8 July	23 Sept.	28 October				
Advanced Celestial – Optional for task sign-off	5 Days	22 July	9 Sept.	2 December					
Advanced Navigation – Optional for task sign-off	5 Days	8 July	26 August	14 October	9 December				

**Engineering Courses**

Electrical and Instrumentation Troubleshooting (Professional Development)	5 Days	22 July	2 December						
Control Systems Troubleshooting (Professional Development)	5 Days	29 July	9 December						
Diesel Endorsement (Crossover)	4 Weeks	7 October							
Engine Room Resource Management (Simulator)	5 Days	4 November							
Engine Operations Training and Assessment Program	5 Days	26 August	2 December						
Gas Turbine Endorsement	2 Weeks	11 November							
Marine High Voltage Safety Course (Simulator)	5 Days	29 July	4 November						
Hydraulics / Pneumatics (Professional Development)	5 Days	10 June	9 Sept.	16 December					
Machine Shop 1 (Professional Development)	5 Days	10 June	23 Sept.	2 December					
Machine Shop 2 (must complete Machine Shop 1)	5 Days	17 June	30 Sept.	9 December					
Programmable Logic Controllers (PLCs) (Does not include EPA Universal)	5 Days	5 August	7 October	11 November					
Refrigeration & Air Conditioning	5 Days	17 June	16 Sept.	9 December					
Steam Endorsement	4 Weeks	Please Call							
Welding 1 – Professional Development	5 Days	8 July	9 September	11 November					
Welding 2 (must complete Welding 1 prior to enrolling)	5 Days	15 July	16 Sept.	18 November					

**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	24 June	8 July	16 Sept.	21 October	16 Dec.			
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	29 July	4 November						
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	15 July	14 October	2 December					
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	22 July	28 October	9 December					

**Medical Courses**

Elementary First Aid – Prerequisite for MCP within preceding 6 months	1 Day	11 June	23 July	17 Sept.	29 October	3 December			
Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering	3 Days	12 June	24 July	18 Sept.	30 October	4 December			
Medical PIC – Please FAX MCP certificate when registering	5 Days	17 June	29 July	23 Sept.	4 November	9 December			
Urinalysis Collector Training	1 Day	24 June	5 August	30 Sept.	16 December				
Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m.	Half-Day	25 June	6 August	1 October	17 December				

**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](http://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	20 June	18 July	22 August	27 Sept.	24 October	15 Nov.	6 Dec.	
CORE Damage Control – Refresher required every 5 years	1 Day	19 June	17 July	21 August	25 Sept.	23 Oct.	14 Nov.	5 Dec.	
CORE Helicopter Fire Fighting – Refresher required every 5 years	1 Day	18 June	16 July	20 August	26 Sept.	22 Oct.	13 Nov.	4, 16 Dec.	
CORE Marine Environmental Program (with CBRD) – Refresher required every 5 years	Half-Day	20 June	18 July	22 August	27 Sept.	24 October	15 Nov.	6 Dec.	
MSC Readiness Refresher – Must have completed full CBRD & DC once in career	2 Days	17 June	15 July	19 August	3, 21 Oct.	12 Nov.	15 Dec.		
MSC ATO Level II – Required every 3 years by Master once during career (unless designated ATO)	5 Days	8 July	16 December						
MSC CBRD Officer – Required every five years and successful completion of the annual refresher/indoctrination training is a prerequisite	5 Days	5 August	18 November						
MSC Watchstander – BASIC – once in career, SST graduates are grandfathered	1 Day	15 July	16 Sept.	21 October	9 Dec.				
MSC Watchstander – ADVANCED – annual requirement for all SRF members	1 Day	7, 14, 28 June	12, 16 July	2, 9, 23, 30 August	13, 17, 27 Sept.	11, 18, 22 October	8, 22 November	6, 10 December	
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	17 July	18 September	23 October	11 December				
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	3, 10, 24 June	8, 29 July	5, 19, 26 August	9, 23, 30 September	7, 14, 28 October	4, 18 November	2 December	

### Radar Courses

Radar Recertification	1 Day	7 October	9 December						
Electronic Navigation and Watchkeeping (ECDIS) Refresher	3 Days	12 June	20 November						
ARPA	4 Days	Please Call							
Radar Recertification & ARPA	5 Days	Please Call							
Original Radar Observer Unlimited	5 Days	Please Call							

**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	8 July							
Advanced Navigation (Deck) – FULLY ONLINE	3 Days	14 October							
Marine Propulsion Plant (Deck) – FULLY ONLINE	3 Days	28 October							
Advanced Stability (Deck) FULLY ONLINE	5 Days	26 August							
Advanced Cargo (Deck) FULLY ONLINE	5 Days	19 August							
Advanced Celestial (Deck) Blended Assessment at STAR Center	4 Days	5 August							
Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE	5 Days	15 July							
Combined Basic and Advanced Low Flash Point Fuel Operations – FULLY ONLINE	5 Days	28 October							
LNG Tankerman PIC – FULLY ONLINE	8 Days	Please Call							
Tankerman PIC DL – Classroom – FULLY ONLINE	5 Days	Please Call							
Safety Officer Seminar – FULLY ONLINE	2 Days	15 October							
Management of Medical Care – FULLY ONLINE	Half-Day	20 November							

### Assessments (at STAR Center) DECK and ENGINE

Advanced Celestial (Deck)	2 Days	12 June	4 November						
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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.





# DIRECTORY

## AMO NATIONAL HEADQUARTERS

DANIA BEACH, FL 33004-4109  
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**William Barrere, National President**  
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**Mobile: (954) 295-6160 / brice@amo-union.org**

**Daniel Robichaux, National Executive Vice President**  
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**Jeff Richards, National Vice President, Deep Sea**  
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(800) 362-0513 Extension 1061 / Mobile: (954) 817-4000  
Roy Emrick, Jr., Dispatcher (remrick@amo-union.org)  
(800) 362-0513 Extension 1060 / Mobile: (954) 298-7635

**Member Services: (800) 362-0513 Extension 1050**  
**memberservices@amo-union.org**  
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**Contract Analysis: Chris Holmes**  
cholmes@amo-union.org  
contracts@amo-union.org

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**Alaina Basciano, National Assistant Vice President, Government Relations**  
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## OFFICES

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One Maritime Plaza, Third Floor  
FAX: (419) 255-2350

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(800) 362-0513 Extension 6003

**Joseph T. Brown, National Vice President, Inland Waters**  
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(800) 362-0513 Extension 6007

**Peter Kinsey, Great Lakes Representative**  
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Michelle Moffitt, Dispatcher  
mmoffitt@amo-union.org  
(800) 362-0513 Extension 6005  
Mobile: (419) 481-3470

## STAR CENTER

STUDENT SERVICES/LODGING AND COURSE INFORMATION  
2 West Dixie Highway  
Dania Beach, FL 33004-4312  
(954) 920-3222 Extension 201  
(800) 942-3220 Extension 201  
register@star-center.com  
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>**  
**Select LOGIN/MEMBER LOGIN to access Member Portal**  
Questions: (800) 362-0513 Extension 1050  
E-mail: memberservices@amo-union.org

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

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

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

## 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 Defined Contribution: extension 14

Vacation: extension 15

E-mail – Medical Plan: amomedical@amoplans.com

E-mail – Vacation Plan: amovacation@amoplans.com

E-mail – 401(k) Plan: amo401k@amoplans.com

E-mail – Retirement Services: amopension@amoplans.com

FAX – Retirement Services: (954) 922-7539

FAX – Medical Plan: (954) 920-9482

FAX – Vacation Plan: (954) 926-7274



# Broad Multi-Industry Coalition Urges Full Congressional Support, Increased Funding for U.S. Food-Aid Programs

The following letter signed by 123 labor, shipping, agricultural, port, fishing and humanitarian organizations, companies and interest groups – including American Maritime Officers and American Maritime Officers Service – was sent to the Chairman of the House Appropriations Committee’s Subcommittee on Agriculture, Congressman Andy Harris (R-MD), and Subcommittee Ranking Member Congressman Sanford Bishop (D-GA), and to the Chairman of the Senate Appropriations Committee’s Subcommittee on Agriculture, Senator Martin Heinrich (D-NM), and Subcommittee Ranking Member Senator John Hoeven (R-ND). In addition to their immense humanitarian value, food-aid programs utilizing commodities grown in America and transported by U.S. merchant vessels are vital components of strategic sealift and U.S. national security. Under U.S. cargo preference requirements, at least 50 percent of U.S. government impelled food-aid shipments must be carried by U.S.-flagged vessels. While providing vital food aid to nations in need around the world, these cargoes help keep U.S.-flagged commercial vessels in service and U.S. merchant mariners, who are needed to crew surge and reserve military sealift vessels in times of war and crisis, employed and

current on their skills and certifications.

Each year, our nation’s international food aid programs, including P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole International Food for Education within the Agriculture, Rural Development, Food and Drug Administration, and Related Agencies appropriations bill, help reach millions of vulnerable people around the world. These programs have enjoyed significant bipartisan support for 70 years. We, the undersigned organizations, respectfully request Congress continue to fully support these programs and that the fiscal year 2025 agriculture appropriations funding for these critical accounts be increased to at least \$2.4 billion.

Global food assistance is required as drought, continuing conflict, inflationary costs, and other crises persist around the world. Chronic and acute hunger have continued to rise and the U.N. World Food Programme warns that the number of people facing crisis levels of food insecurity has risen to 333 million as a result of lingering effects from the COVID-19 pandemic, ongoing conflict (including the war in Ukraine and the humanitarian crisis in Gaza) and climate-related extreme events. According to the Mid-Year Update of the Global Report

on Food Crises, there are currently at least 238 million acutely food insecure people around the world, which is a 10% increase from the 2022 figure. With hunger on the rise, now is the time for America to continue its global leadership role by showing full support for U.S. international food assistance programs.

International food aid programs not only benefit the recipients, but also U.S. economic and national security interests. Food aid, in all its forms, is made available through these programs usually bearing the U.S. flag and/or marked “from the American people.” By furthering stability in fragile countries and sparking hope in countless people who are struggling to survive, U.S. strategic interests are protected and expanded. Ultimately, these kinds of foreign assistance programs help create a firm foundation for vulnerable communities to grow and prosper, which is why many former food aid recipient countries are now among the most important U.S. trading partners.

The use of American grown commodities as food aid has been a cornerstone of U.S. foreign assistance programs for decades and U.S. food aid has continually evolved and adapted to meet changing

needs. Using a combination of U.S. commodities, cash, vouchers, and locally purchased food, the U.S. has worked to expedite hunger relief, increase resilience, and save countless lives. Through a joint public-private partnership, American farmers, millers, mariners, port workers, private voluntary organizations (PVOs), and the U.S. government have developed the strongest frontline response to urgent global food insecurity. Food aid is a tangible source of hope to those in need, and American stakeholders take great pride in their support for the world’s most vulnerable people through these programs.

While our organizations at times have policy differences, we stand united in our belief that U.S. food aid programs are among the world’s most critical foreign assistance programs, save countless lives, bolster our nation’s global security, and help millions in need around the world. We ask that you continue the lifesaving and life improving work of food aid by increasing the agriculture appropriations funding in fiscal year 2025 to at least \$2.4 billion to carry out the necessary and vital work accomplished in the P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole programs.



## AMO Aboard the S/S Badger

Members of American Maritime Officers working aboard Lake Michigan Carferry’s S/S Badger in May, here in Ludington, Mich., included Coal Passer Zach Dood, Junior Engineer Scott Rogers, First Assistant Engineer Gary Hanson, Third A.E. Nate O’Brien, Chief Engineer Andy Vervelde, Chief Engineer Kevin Diedrich, Oiler Jesse Lewis, Oiler Lavis Broughton, Junior Engineer Tyler Cornwall, Fireman Alberto Ramirez, Wiper Eric Roberts, Coal Passer Nate Poort, Oiler Tyler Walton and Oiler Jim Price.

## U.S. Coast Guard: Extension of Grace Period for Renewal of Expired Merchant Mariner Credentials Without Complete Original Exam

The following bulletin dated April 26 was released by the U.S. Coast Guard.

The Office of Merchant Mariner Credentialing (CG-MMC) Assistant Commandant for Prevention Policy (CG-5P) has published CG-MMC Policy Letter 01-24, Temporary Extension of Administrative Grace Period for Credentialing Transactions.

This policy letter will allow mariners to renew a merchant mariner credential (MMC) up to six years after its expiration without taking the complete original examination. All other credentialing requirements for renewal after expiration remain unchanged, and so in some circumstances an open book examination may be required in accordance with 46 CFR 10.227(e)(1).

Mariners who previously applied for renewal of their MMC after the one-year grace period had expired may re-apply for renewal if they are within the new, extended grace period.

A new application will be necessary, including payment of required fees, per 46 CFR 10.219.

If you have a current approval to test letter issued by the National Maritime Center (NMC) to re-instate an MMC expired beyond the one-year administrative grace period but within six years, please contact the NMC at [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil) or (888) 427-5662.

This policy letter is effective immediately and will remain in effect indefinitely. The Coast Guard will provide additional guidance concerning expiration of this policy as necessary. The policy letter is available on the Merchant Mariner Credentialing Policy Letter webpage: <https://tinyurl.com/k4z64kfs>.

Mariners and other interested parties should contact the Mariner Credentialing Program Policy Division at [MMCPolicy@uscg.mil](mailto:MMCPolicy@uscg.mil) or by phone at (202) 372-2357 with any questions or feedback.