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AMO Onboard as LNG Carrier *American Energy* Enters Service with Crowley in Puerto Rico Trade

In March, Crowley raised the U.S. flag on and commenced operation of the *American Energy*, the first domestic liquefied natural gas (LNG) carrier to transport U.S.-sourced natural gas to Puerto Rico. This milestone service provides Puerto Rico with increased access to the reliable supply of U.S.-produced LNG, helping address the Commonwealth's ongoing power needs.

In a multi-year agreement to transport LNG for energy company Naturgy to its LNG facility in Penuelas, Puerto Rico, Crowley's *American Energy* has a capacity of 130,400 cubic meters (34.4 million gallons) per voyage.

American Maritime Officers represents all licensed officers onboard the *American Energy*.

"AMO is proud of our role in helping to prepare this ship for service and operating it for Crowley now that the *American Energy* is underway," said AMO National President



Members of American Maritime Officers working aboard the *American Energy*, here in Port Arthur, Texas in February, included Chief Mate Boren Chambers, First Assistant Engineer Sean Sullivan, Third A.E. Jace Chouinard, Second Mate Adam Durrua, First A.E. Robert Mullarky, Captain Lane Frisbie, Captain Mike Gasior, Second A.E. Ben Richards, Chief Mate Chalmers Pierce, Chief Engineer Evan Park, Third Mate Nick Defuria, Third A.E. Chris Annino and Chief Mate Jack Tragert.

American Energy — Page 3

Disaster Averted by Outstanding Response of *Stena Immaculate* Crew



The day of March 10, 2025 began poorly, but it ended gloriously for the crew of the tanker *Stena Immaculate*. The *Immaculate* was struck while at anchor by another vessel, the *M/V Solong*. The crew of the *Immaculate* responded valiantly, professionally and bravely, said Captain Thomas M. Leaf. Our crew had nearly put the fire out — fortunately — when the other vessel attempted to back out of the side of the *Immaculate*. The fire flashed exponentially, overwhelming any further effort made by our dedicated crew. Fire mitigation rapidly turned into vessel abandonment. The crew seamlessly pivoted to leaving the vessel in an orderly fashion.

All hands ensured that all members of the *Immaculate's* complement made it to the Free Fall Lifeboat. "Leave No Person Behind!" became the rallying cry. Within 12 minutes, all persons made it into the lifeboat and were away from the vessel, he said.

Stena Immaculate — Page 2

Page 8: Executive Order Signed to Restore America's Maritime Dominance

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Stena Immaculate

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We had the presence of mind to leave the vessel's fire systems activated and running to protect the accommodation, engine room and cargo block from further damage.

"I have never sailed with a more dedicated, professional crew in my career," Captain Leaf stated. "In the 35 years that I have been sailing, I cannot praise a crew with more drive, competence, ability and unity. Every person, to a man and woman, made sure that everything and everyone was safely accounted for and attended to."

On day four after the incident off the Humber River, after extensive offshore firefighting and mitigation activity involving several agencies at the scene, two officers from the *Stena Immaculate* departed the hotel where the crew was being housed in Grimsby, England and joined a team from SMIT Salvage going onboard their ship, which remained stable at anchor in the North Sea near Hull.

"I returned to the vessel after the fires were out to stabilize the cargo and help with initial damage surveys," said Chief Mate Thor Pearson. "It is amazing how intact the vessel was despite the catastrophic rupture. All cargo lines, hydraulic systems, and inert systems were able to be quickly triaged and returned to service. I believe the constant operation of the fire pumps on deck helped to dissipate heat and prevent further loss.

"I believe the *Stena Immaculate* is a testament to modern ship safety and construction regulations and American sailors' competencies," Pearson said. "A cargo tank rupture and subsequent fire is a 'worst' case scenario for any tanker. The *Stena Immaculate's* design limited the rupture to one cargo tank, which is less than 8 percent of the ship's capacity. In my opinion, the crew's response and boundary cooling prevented explosion and loss of life. While we were actively fighting the fire on our ship, the crew of the other ship was mustering to abandon theirs. If that is not a testament to the pride and bravery of our sailors, I don't know what is."

By all accounts, the rapid and effective response of the *Stena Immaculate* crew on March 10 prevented what could have become an unmitigated disaster.

At 0930 UTC that day, the 600-foot tanker had been at anchor for at least 15 hours, loaded with 220,000 barrels of Jet-A1 fuel distributed among 16 cargo tanks, eight on each side.

At 0947, Third Mate Jeffery Griffin was on deck, standing on the number seven starboard tank while checking oxygen levels when he heard a shipmate yell: "What the [heck] is this guy doing?"

"I poked my head up and was able to see a vessel coming straight at us — straight at me and my tank," Griffin said. "All I could see was something big and blue heading toward us. I immediately knew it's not going to miss us. It was going fast. I was front and center when it allided between the seven port and six port cargo tanks. There was a great big



At right: Mariners from the *Stena Immaculate* bounced back and shared some laughs as they processed what had happened. Seen here are (clockwise, from bottom right) SIU Assistant Vice President Michael Russo, SA Ardeccia Hill, AB Reginald Macon, and Captain Thomas Leaf.

loud crunching noise. That was followed by a whole lot of fire."

The *Solong*, a 461-foot Madeira-flagged containership, was traveling at approximately 16 knots when it allided with the *Stena Immaculate*, and had been traveling on a consistent route for an extended period of time. When the *Solong* struck the *Immaculate*, it did not slow from its traveling speed nor did it apparently change course, instead spinning the anchored tanker about and causing fuel to spread on the water and partially encircle the vessels.

As the firefighting teams prepared to battle the blaze, it became known two officers were trapped on the bow.

"The ship responded as everyone would have hoped," Pearson said. "Firefighters donned their gear quickly and approached the fire knowing the goal was to get the fire in control enough to get the second and third assistant engineers from the bow and return them safely to the house. The goal of the fire teams and crew was to attempt to get as much foam and water to the fire and damaged areas as quickly as possible. Through the crew's fast response, we were able to get the outstanding crewmembers back to the safety of the house.

"Ultimately, the brave and professional response of the ship's crew led to the best possible outcome," Pearson said. "The engineering department was able to get foam, the main engine, and inert gas operational in a remarkably short timeline. The deck department and emergency response teams were able to use the tools available to minimize cargo loss and damage to the vessel. The bridge team's decision to not trip critical systems prior to abandoning kept the fire pumps, generators, and inert gas functioning after our departure. Keeping those critical systems online even after we left is what prevented this tragedy from worsening.

"The decision to abandon ship ultimately rested on the master," Pearson said. "While I was opening the deck main isolation valve to send inert gas to the cargo block, I could see the *Solong* crew mustering to abandon their vessel. At that



point, several explosions in quick succession reinvigorated the fire and the heat was getting fairly intense. I recalled the firefighters from the deck and notified the master that we should consider abandoning ship. The master agreed and gave the order for the *Stena Immaculate* to Abandon Ship. We quickly stowed fire gear and mustered successfully at the Free Fall Lifeboat."

Bosun Ion Sterie described the scene as the crew boarded the lifeboat: "When we were ready to launch the boat, the wind or maybe the position of the ship changed. All the smoke came toward the house; we could feel it on our faces. There was so much smoke we couldn't see the ship that hit us. It was scary because the fire was so close."

The lifeboat was successfully launched, then traveled from the scene of the allision, approximately a dozen miles from shore. Once away from immediate danger, the *Immaculate's* crewmembers on the lifeboat welcomed the opportunity to board other vessels to complete the journey. They worked with a local service vessel, pilots and fast rescue boats to safely split up and head to shore aboard multiple boats.

The 23-person crew of the *Immaculate* includes members of American Maritime Officers and the Seafarers International Union, as well as an officer represented by the Marine Engineers' Beneficial Association working under a pass-through agreement. They all made it safely ashore.

"I'm a little shaken but I'm ready to go back to work," Griffin said. "The fire — it happened. The abandon ship — it happened. We trained for it, we prepared for it, and everybody survived, so we obviously are doing something right."

Officers of the *Stena Immaculate* crew at the time of incident included Captain Thomas Leaf, Chief Mate Thor Pearson, Second Mate Peter Skerys, Third Mates Eric Carlson and Jeffery Griffin, Chief Engineer Dimiter Mitev, First Assistant Engineer Charles Ellsworth, Second Assistant Engineers Spencer Hamilton and Frank Harris III, and Third Assistant Engineer Steven Fonti Jr.

"I cannot recall a single maritime event, whether U.S.-flagged or other, where there has been a greater level of catastrophe without a single injury or loss of life for a vessel like ours," Captain Leaf said. "Clearly, this is a testament to the ability and professionalism of today's modern maritime crew. We made history on 10 Mar 25, for better or worse, much better than worse."

The U.S.-flagged *Stena Immaculate* was operating in the Tanker Security Program fleet under contract with AMO and the SIU through a joint venture between Crowley and Stena Bulk USA at the time of the incident.

As reported by Crowley, an assessment by the salvage team confirmed 17,515 barrels of Jet-A1 fuel were lost due to the impact and fire. The remaining cargo and bunkers were secure.

As of March 28, salvage crews were completing their assessments and preparing for cargo lightering operations, Crowley reported. Following assessments, operations commenced at sea to transfer the remaining 202,485 barrels of Jet-A1 cargo from the *Stena Immaculate* to tanker *Fure Vyl*.

Cargo lightering of the *Stena Immaculate* was completed April 8 and all remaining jet fuel was safely transferred to the *Fure Vyl*. The cargo fuel was then delivered by the tanker to its original destination.

After a final assessment by salvage experts, the *Stena Immaculate* was towed to a lay berth at the Port of Great Yarmouth, U.K. The vessel is being inspected and undergoing temporary repairs. The *Immaculate* is expected to remain there while assessments continue.

The crew of the *Solong*, managed by a German company, numbered 14. After a search and rescue operation was completed, one member of the *Solong* crew, Mark Angelo Pernia, is presumed dead. The captain of the *Solong*, Russian national Vladimir Motin, is in custody and has been charged with gross negligence manslaughter.



American Maritime Officers members aboard the *American Energy*, here at Cheniere Energy LNG Terminal in Corpus Christi in March, included Cargo Engineer Andy McDermott, Chief Mate Chalmers Pierce, Captain Lane Frisbie, Chief Mate James Chambers, First Engineer Robert Mullarky, Cheniere Energy Captain Tom Laird (AMO retired), Chief Engineer Mark Nickerson, Cargo Engineer Fred Reyes, First Engineer Sean Sullivan, Captain Michael Gasior, Second Engineer Ben Richards and Third Engineer Chris Annino. The *American Energy*, owned by Crowley, is the first domestic liquefied natural gas (LNG) carrier to transport U.S.-sourced natural gas to Puerto Rico.

American Energy

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Willie Barrere. “Our members have the recent experience and training to make this new U.S.-flag trade a reality. Our union is well-positioned to expand the presence of American mariners in LNG transportation here at home in domestic trades like this one, and in new trades as the Trump administration develops new agreements and markets for American energy.

“We’re proud to be part of this historic partnership that strengthens the energy supply for the people of Puerto Rico and the businesses of the Commonwealth that depend on it. American citizens from Puerto Rico sail as U.S. merchant mariners in Jones Act trades and work in logistics, freight and terminal operations supporting the vessels that reliably deliver cargoes from the U.S. mainland, and have for decades. We’re excited to help build on that tradition of service,” Barrere said.

The carrier, which will exclusively serve Puerto Rico in accordance with the Coast Guard Authorization Act of 1996, has a CAP 1 rating, certifying its high rating for safety, vessel condition and regulatory requirements.

“The arrival of *American Energy* marks a significant step in delivering energy reliability to Puerto Rico for the benefit of all its citizens,” said Puerto Rico Gov. Jenniffer González Colón. “The partnership between Crowley and Naturgy offers a plentiful U.S. LNG source that will greatly enhance the vitality of our island and fuel



greater opportunity for our businesses through a consistently reliable power to

thrive and prosper.”
The 900-foot-long LNG carrier



Cheniere Energy Captain Jim Wait (retired AMO) greets Fred Reyes and Mark Nickerson onboard the *American Energy*.

builds on Crowley’s greater than 70 years’ presence in Puerto Rico, where it currently operates a full-service marine terminal in San Juan for its vessels, including two LNG-fueled ships, and logistics services. Crowley also annually delivers more than 94 million gallons of small-scale LNG annually from its LNG Loading Terminal in Penuelas, as well as providing ocean delivery and land transportation using ISO tank containers.

LNG is a lower-carbon fuel which emits less greenhouse gas compared with diesel and other traditional energy sources.

“We are proud and privileged to expand U.S. LNG availability in Puerto Rico in partnership with Naturgy,” said Tom Crowley, chairman and CEO of Crowley Corporation. “LNG is an ample, reliable energy source available in the U.S. that provides a more resilient and lower-emission option as part of our nation’s energy portfolio for quickly serving the growing power needs of Puerto Rico while supporting American jobs, American energy production and U.S. national security.”



AMO Onboard for Maritime Industry Congressional Sail-In

On April 8, 2025, American Maritime Officers and American Maritime Officers Service officials and AMO members joined representatives from U.S.-flag shipping companies, American maritime labor unions, state maritime academies, the U.S. Merchant Marine Academy Alumni Foundation, and related U.S.-flag maritime associations and organizations on Capitol Hill for

the thirteenth Maritime Industry Congressional Sail-In. These individuals, representing virtually every segment of America's maritime industry, spent the day meeting with Senators, Representatives, and their staffs to discuss the importance of the U.S.-flag merchant marine to our Nation's economic, military, and homeland security. Photos are below and on page 9.



AMO National President Willie Barrere and AMO members Marissa Strawbridge and Elizabeth Mack congratulate Senator Mark Kelly (D-AZ) on his receipt of the USA Maritime Leadership Award during the Maritime Industry Congressional Sail-In.



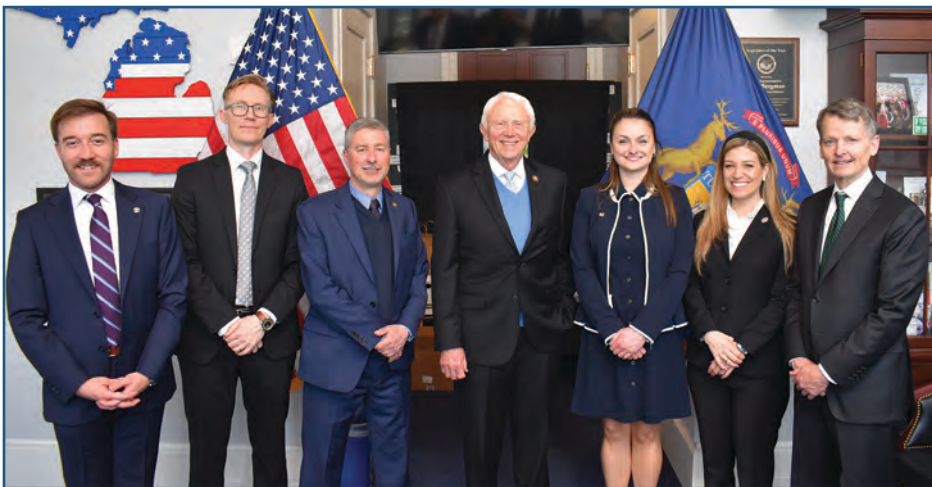
SIU member Raul Napoles, AMOS Legislative Consultant Brenda Otterson and Jade Brianna Baker (Winston & Strawn) met with Congressman Andy Harris (R-MD), Chairman of the Agriculture, Rural Development, FDA, and Related Agencies Subcommittee on Appropriations.



Meeting with Congressman Jim Baird (R-IN) were Bryant Gardner (Winston & Strawn), Matthew Conyac (SIU), Chris Barber (ARC), AMO National Vice President for Government Relations Christian Spain and Joseph Schwartzstein (USMMA).



A Sail-In group including AMO West Coast Representative Alex Butler met with Congressman John Garamendi (D-CA), who received the USA Maritime Leadership Award, as did Senator Mark Kelly.



A Sail-In group including AMO National Assistant Vice President for Government Relations Alaina Basciano met with Congressman Jack Bergman (R-MI).



A Sail-In group including AMO member Kevin Stith, Gina Rivera (Hapag Lloyd), Michael Maginnis (Northeast Chartering) and Hank Webster (Associated Federal Pilots of Louisiana) met with Congresswoman Nellie Pou (D-NJ).



AMO members and officials participating in the Sail-In included Great Lakes Representative Pete Kinsey, Katie McGillicuddy, Marissa Strawbridge, West Coast Representative Alex Butler, Elizabeth Mack, Assistant Vice President for Government Relations Alaina Basciano and National Vice President for Government Relations Christian Spain.



Participating in the Sail-In for AMO were National Deep Sea Vice President Jeff Richards and AMO member Jon Doucot. Also participating for AMO was East Coast Representative Marissa Cap.

First, a Word About the Sponsors ...

By Willie Barrere
National President

On April 30, the reintroduction of the SHIPS for America Act was announced in Washington DC. AMO was there and we were not alone. The events of the day were well attended by members and representatives of labor and industry from all aspects of the American maritime trades.

This monumental bill was first introduced last fall with bipartisan sponsorship. The original sponsors included then-Senator and now Secretary of State Marco Rubio, then-Congressman and now nominee for UN Ambassador Mike Waltz, Senator Mark Kelly, and Congressman John Garamendi. With the appointments of Rubio and Waltz to national cabinet positions, two new sponsors signed onto the legislation. Along with Senator Kelly and Congressman Garamendi, Senator Todd Young and Congressman Trent Kelly cosponsored the current version of the legislation that was just announced prior to being submitted to Congress.

Because there is a new Congress after last November's elections, the bill had to be reintroduced for the current session. Changes were made to the bill since its original introduction. Various entities were given copies of the new bill in mid-April. Since then, numerous emails and conversations were held involving various maritime unions, the United Steelworkers, and others. There has been a collective effort among the union presidents and our staffs to try to get amicable provisions that will benefit and support all in our industry as we go forward.

Cargo is key. It is a fact of life in our maritime world. Without cargo, there is no point in building commercial ships. We have all worked together with patience to help create a foundation that will go a long way toward supporting our maritime industry and our nation.

We all have to work together with persistence to support it. This is a rare opportunity in our country's history – the first since the last world war – to build up our fleet and launch an era of growth in the American maritime industry. As the first superpower to have a larger navy than a merchant marine, we have work to do and we need support from the pro-maritime America-first Trump administration. The shipbuilding executive order signed by the President is a powerful first step. The SHIPS for America Act is the legislative follow-up we need.

What we can do and what we are doing

Recruiting and more recruiting. The academies are starting to graduate for this year and we are looking forward to a large increase in applications for membership in AMO. We have new ships and more ships coming and we need the people.

Talk AMO up and see who is interested in sailing with us. Got friends looking for some jobs? Put them on notice that we will be bringing in some new work over the next few months and have excellent jobs and room for new officers.

The pass-through agreement – this temporary solution to the manning shortage has been very successful. AMO has been able to help out both MEBA and MM&P, and likewise, they are helping us out to keep our ships sailing. There have been over 100 mariners who have sailed on vessels from other unions at this point.

Upgrade your license – if you are thinking about upgrading, now is the time. If you need upgrade classes or other training, reach out to STAR Center. If the class you want on the date you want is already full, it doesn't always mean you can't get in – submit a course application on the STAR Center website. There is an actively managed wait list. Stay in touch and get what you need to take the next step in your career.

Update your credentials – all AMO members need to ensure their official documents are up to date and uploaded to the union and display as current in their

member profiles. This allows dispatchers and AMO officials to give our companies accurate information on how many qualified mariners are available and ready to sail. With a proper head count, it makes it a lot easier to tell new prospective companies seeking to sign a contract and hire AMO officers whether or not we have the ability to man their fleets.

I was recently frustrated with having to turn business away. We have sent a notice to all members to update their documents on file and are working with companies to make sure members can safely upload their files from the ship using onboard Internet.

Also, please keep up to date with dues and initiation payments.

New work opportunities

AMO has crewed up and is operating the Crowley LNG carrier *American Energy* and the ship is in service.

As was recently announced, in conjunction with Schuyler Lines, the tanker *SL Hawaii* will be operated under AMO contract for service in the Tanker Security Program. This will be the tenth tanker in the first allotment of 10 TSP vessels. We anticipate Congress will appropriate funding for 10 more ships in the TSP fleet in the near future.

Crowley, through a joint venture with ESVAGT, a European leader in maritime wind farm services, is building a U.S.-flagged Service Operations Vessel (SOV). The SOV will serve the wind farm market on the East Coast. The SOV will house offshore wind turbine technicians as well as safely transport technician crews to wind turbines for maintenance and repairs. AMO is the first officer union in the U.S. contracted to crew an offshore wind farm vessel.

We also have multiple non-disclosure agreements for more work. They cover a wide range of opportunities. We are making announcements when we can and as the process for each project develops.

An amazing crew

An update about *Stena Immaculate* – right now the salvage team and Crowley are surveying the vessel to determine the plausibility of repairing the *Immaculate*. There are a lot of factors that will contribute to this decision. Presently, Crowley and Stena are making plans to bring in a replacement vessel for the *Immaculate's* TSP slot. No matter which path is decided for the *Stena Immaculate*, it will take some time. We look forward to welcoming in the new vessel when it is ready.

Reflecting back on a few days in Grimsby, I am so appreciative of the professionalism of the officers and crew, their brave response to a terrible catastrophe, their camaraderie on display at the dinner with Crowley the last night there, and for all from the vessel making it safely home. Thank you all!

Some other topics

John Hancock recently went live as our Record Keeper for the AMO Plans retirement accounts. Their app is up and running and so far everything seems to be operating well. There is one bit of confusion – for those who have a 401(k) loan, on your statement/app, it will show "American Maritime JHTC" (and your name). This is your monthly loan payment. It used to say "Matrix" on the statement.

BMI Coordination of Benefits audit – this has essentially closed, although it is not completed. There are still a few members AMO Plans is trying to contact. The trustees were updated this week at our Executive Board and AMO Plans Trustees meetings and we will put something out once everything has been completed.

All in all, things are looking up. The ship count is up, the membership is up, and wages are up. Together, we'll keep this trend going.



Meeting with Congresswoman Emilia Strong Sykes (D-OH) during the Sail-In were AMO Great Lakes Representative Pete Kinsey, Sebastian Kelly, Brian Flynn (MEBA), Jennifer Williams and Thomas Wynn.



A Sail-In group including AMO member Marissa Strawbridge met with Senator Roger Marshall (R-KS).

Bipartisan SHIPS for America Act Reintroduced

Senators Kelly and Young, Representatives Garamendi and Kelly Launch Legislation to Boost American Shipbuilding and Maritime, Strengthen U.S. Economy and National Security

On April 30, Senator Mark Kelly (D-AZ), Senator Todd Young (R-IN), Representative John Garamendi (D-CA-8), and Representative Trent Kelly (R-MS-1) re-introduced the Shipbuilding and Harbor Infrastructure for Prosperity and Security (SHIPS) for America Act, comprehensive legislation to revitalize the U.S. shipbuilding and commercial maritime industries. Other cosponsors in the Senate include Senator Lisa Murkowski (R-AK) and Senator John Fetterman (D-PA).

There are currently 80 U.S.-flagged vessels in international commerce while China has 5,500. The SHIPS for America Act aims to close this gap and boost the U.S. Merchant Marine by establishing national oversight and consistent funding for U.S. maritime policy, making U.S.-flagged vessels commercially competitive in international commerce by cutting red tape, rebuilding the U.S. shipyard industrial base, and expanding and strengthening mariner and shipyard worker recruitment, training, and retention.

"After decades of dangerously neglecting our shipbuilding industry, we're finally doing something about it. The SHIPS for America Act is the most ambitious effort in a generation to revitalize the U.S. shipbuilding and commercial maritime industries and counter China's dominance over the oceans," said Senator Kelly, a U.S. Navy veteran and the first U.S. Merchant Marine Academy graduate to serve in Congress. "Building and staffing more U.S.-flagged ships will create good-paying American jobs, make our supply chains more resilient, lower costs, and strengthen our ability to resupply our military at times of war. We'll keep working with our colleagues in Congress, this administration, and our partners in the industry to make our country safer and competitive by passing the SHIPS for America Act."

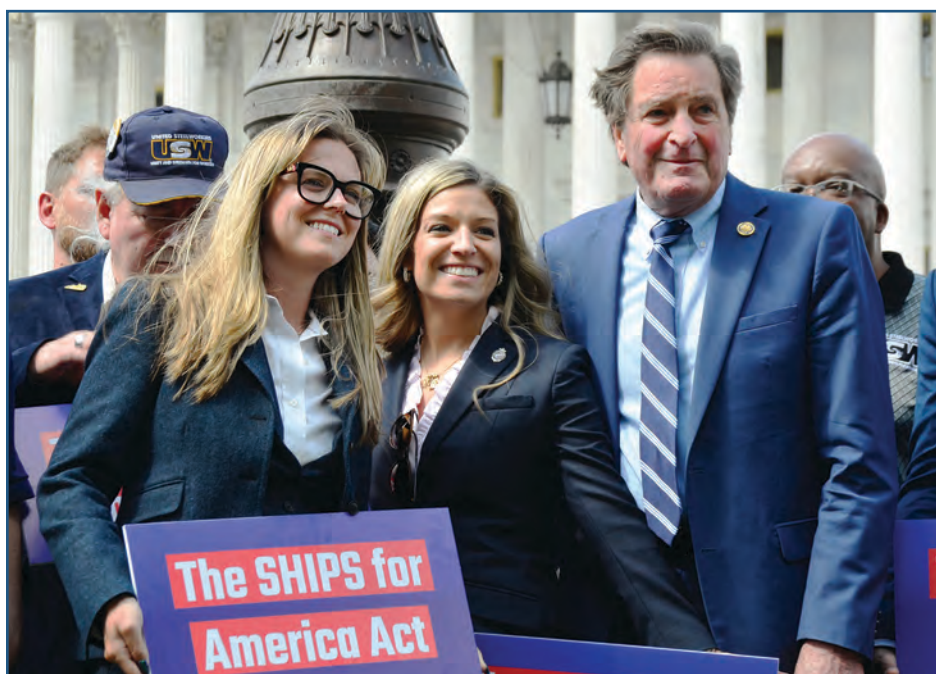
"America has been a maritime nation since our founding, and seapower was a significant contributor to our rise to being the most powerful nation on earth. Unfortunately, the bottom line now is America needs more ships. Shipbuilding is a national security priority and a stopgap against foreign threats and coercion. Our bill will revitalize the U.S. maritime industry, grow our shipbuilding capacity, rebuild America's shipyard industrial base, and support nationwide workforce development in this industry. This legislation is critical to our warfighting capabilities and keeping pace with China," said Senator Young, a U.S. Naval Academy graduate.

"Strengthening America's shipbuilding capacity and revitalizing our commercial maritime industry is critical to national security and economic resilience. Under President Trump's leadership, we're prioritizing these vital sectors. I'm proud to work alongside Senator Mark Kelly, Sen-



Texas A&M Maritime Academy Superintendent RADM Michael Fossum and AMO National President Willie Barrere joined Senator Mark Kelly (D-AZ) in celebrating the reintroduction of the SHIPS for America Act on April 30.

Below: Senator Mark Kelly (D-AZ) launches the SHIPS for America Act during an event on April 30 with Senator Todd Young (R-IN), Congressman Trent Kelly (R-MS) and Congressman John Garamendi (D-CA).



Representatives of AMO, including East Coast Representative Marissa Cap and Assistant Vice President for Government Relations Alaina Basciano, joined Rep. Garamendi and many others from U.S. labor and industry in celebrating the launch of the SHIPS for America Act.

ator Todd Young, and Congressman John Garamendi to help safeguard our maritime future," said Congressman Kelly.

"With China's growing influence in the global maritime sector, the United States can no longer afford to overlook our maritime industries. The SHIPS for America Act will give our shipyards and merchant mariners the tools they need to rebuild America's maritime industry and create good-paying American jobs," said Congressman Garamendi. "I'm proud to lead this effort alongside Senator Kelly, Senator Young, and Representative Kelly to strengthen America's national security, economic strength, and global leadership on the high seas."

"Because of our vast geography, the maritime industry is uniquely vital to Alaska, with many of our coastal communities relying on a strong U.S.-flagged fleet for everything from everyday logistics, to commercial fishing and homeland defense. I am proud to cosponsor the SHIPS Act, which advances common-sense solutions that will invest in the workforce and revitalize our nation's shipbuilding, increasing Alaska's resilience and security," said Senator Murkowski.

"When it comes to maintaining our competitive edge against China, failure is not an option. The SHIPS for America Act will help the United States compete with China's production of ships while creating new manufacturing jobs in shipyards across the nation," said Senator Fetterman. "Not only will this strengthen our national security, but it'll also grow our local economies and support working families right here in Pennsylvania. I'm proud to support this commonsense, bipartisan legislation that will help us build more ships in America and stand up to China."

In a joint statement, American Maritime Officers (AMO) National President Willie Barrere and American Maritime Officers Service (AMOS) Chairman Tony Naccarato said: "The proud seagoing men and women of AMO and their employers support the SHIPS for America Act, a landmark piece of legislation that takes a bold step toward revitalizing the U.S. maritime industry, strengthening our nation's workforce, and enhancing global competitiveness. AMO commends Senator Mark Kelly for his tireless efforts in championing this once-in-a-generation maritime policy bill, along with Senator Todd Young and Congressmen Trent Kelly and John Garamendi. The SHIPS for America Act brings to the forefront the critical role maritime plays in fortifying national security, safeguarding supply chains, and fostering economic resilience. This legislation ensures the sustainability of America's maritime heritage and secures a brighter future for generations of U.S. seafarers and others in the maritime workforce."

SL Hawaii Will Enter Tanker Security Program Fleet Under Contract with AMO

Schuyler Line is bringing the new mid-range tanker *SL Hawaii* into the U.S.-flag registry, signaling more jobs for members of American Maritime Officers.

The *SL Hawaii* will serve in international trade and be a part of the Tanker Security Program, a group of tankers that can be called on by the United States government to move fuel and refuel military assets around the world.

"Schuyler Line is excited and

humbled to bring another vessel into the U.S.-flag fleet in partnership with AMO. The *SL HAWAII* follows the *SL MIDWAY* into the fleet and strengthens the partnership between Schuyler and AMO, and further serves to support the U.S.-flag fleet and align with President Trump's goal of "Restoring America's Maritime Dominance," said Schuyler Line CEO Dion Nicely. "With support and leadership from Washington, DC and maritime labor, Military Sealift

Command (MSC), the United States Maritime Administration (MARAD), and Transportation Command (USTC), we see continued growth and opportunities for collaboration and partnership in the U.S. maritime sector."

Currently named the *M/T Largo Elegance*, the tanker will be reflagged in June and will enter into service soon after. The eight-year-old product tanker is 183 meters long and can hold approximately 50,000 tons of cargo.

There are currently 10 vessels in the Tanker Security Program, eight of which will be manned in all licensed positions by members of AMO.

"American Maritime Officers looks forward to increasing our tanker fleet with the addition of the *SL Hawaii*. As the premier tanker union in the United States, bringing in a vessel with Schuyler Line through Argent in the Tanker Security Program gives our officers an excellent option for employment and service to our country in support of our national defense strategies," said AMO National President Willie Barrere. "AMO is poised to grow our fleet and continue to improve our relationship with Schuyler/Argent."

Marissa Cap Starts as AMO East Coast Representative

Chief Engineer Marissa Cap has started work as the East Coast Representative for American Maritime Officers.

A graduate of Massachusetts Maritime Academy, Cap has sailed with AMO since 2012 — most recently in the Tanker Security Program fleet with Crowley.

As an engineer who has advanced through the ranks to the highest level, Cap sailed extensively in both domestic and international trades and knows firsthand the challenges faced by

mariners. This knowledge will be paramount in her duties visiting ships calling port on the East Coast and addressing the issues of working AMO members.

"Marissa will bring a fresh perspective to concerns raised by our members. I think the members will find her to be responsive and knowledgeable," said AMO Deep Sea Vice President Jeff Richards. "I'm looking forward to her being an integral part of the Deep Sea team to better serve the membership."

SHIPS for America

Continued from Page 6

The SHIPS for America Act would:

- Coordinate U.S. maritime policy by establishing the position of Maritime Security Advisor within the White House, who would lead an interagency Maritime Security Board tasked with making whole-of-government strategic decisions for how to implement a National Maritime Strategy. The bill also establishes a Maritime Security Trust Fund that would reinvest duties and fees paid by the maritime industry into maritime security programs and infrastructure supporting maritime commerce.

- Establish a national goal of expanding the U.S.-flag international fleet by 250 ships in 10 years by creating the Strategic Commercial Fleet Program, which would facilitate the development of a fleet of commercially operated, U.S.-flagged, American crewed, and domestically built merchant vessels that can operate competitively in international commerce.

- Enhance the competitiveness of U.S.-flagged vessels in international commerce by establishing a Rulemaking Committee on Commercial Maritime Regulations and Standards to cut through the U.S. Coast Guard's bureaucracy and red tape that limits the international competitiveness of U.S.-flagged vessels, modify duties to make cargo on U.S.-flagged vessels more competitive, requiring that government-funded cargo move aboard U.S.-flagged vessels, and requiring a portion of commercial goods imported from China to move aboard U.S.-flagged vessels starting in 2030.

- Expand the U.S. shipyard industrial base, for both military and commercial oceangoing vessels, by establishing a 25 percent investment tax credit for shipyard investments, transforming the Title XI Federal Ship Financing Program into a revolving fund, and establishing a Shipbuilding Financial Incentives program to support



AMO East Coast Representative Marissa Cap and AMO National Assistant Vice President for Government Relations Alaina Basciano congratulate Senator Mark Kelly on the reintroduction of the SHIPS for America Act.

innovative approaches to domestic ship building and ship repair.

- Accelerate U.S. leadership in next-generation ship design, manufacturing processes, and ship energy systems by establishing the U.S. Center for Maritime Innovation, and supporting regional hubs for maritime innovation across the country by establishing a Maritime Prosperity Zone program.

- Make historic investments in maritime workforce by supporting a Maritime Workforce Promotion and Recruitment Campaign, allowing mariners to retain their credentials through a newly established Merchant Marine Career Retention Program, investing in long-overdue infrastructure needs for the U.S. Merchant Marine Academy, and supporting State Maritime Academies and Centers for Excellence for Domestic Maritime Workforce Training and Education. The bill also makes long-overdue changes to streamline and modernize the U.S. Coast Guard's Merchant Mariner Credentialing system.

The legislation will be introduced in two pieces in the Senate, the SHIPS for America Act and the Building SHIPS

in America Act.

Background:

Since first introducing the SHIPS for America Act in December, the urgency to boost American shipbuilding has emerged as a priority of bipartisan consensus this year, particularly after the U.S. Trade Representative revealed its findings regarding China's shipbuilding dominance and President Trump signed a shipbuilding executive order.

Sen. Kelly earned his B.S. degree in marine engineering and nautical science from the United States Merchant Marine Academy (USMMA) and later an M.S. degree in aeronautical engineering from the United States Naval Postgraduate School. He spent 25 years in the United States Navy as a pilot and is the first ever USMMA alumnus to serve in Congress. In 2023, he was elected chair of the USMMA Board of Visitors for the 118th Congress.

The following organizations have endorsed the SHIPS for America Act:

Keystone Shipping Company, American Shipbuilding Suppliers Association,

Navy League, General Dynamics-NASSCO, American Waterway Operators, American Maritime Partnership, San Jacinto College, Oceantic Network, California State University Maritime Academy, Maine Maritime Academy, Senesco Marine, Massachusetts Maritime Academy, Great Lakes Maritime Academy, USMMA Alumni Association and Foundation, American Maritime Officers, International Organization of Masters, Mates & Pilots, Maritime Institute for Research and Industrial Development (MIRAID), International Propeller Club, Crowley, American Maritime Officers Service, The Pasha Group, Saltchuk, Tropical, Saltchuk Marine, Overseas Shipholding Group, Core Power, Govini, US Ocean, Small Shipyard Grant Coalition, The American Club, Transportation Institute, Blue Water Autonomy, American Bureau of Shipping, With Honor Action, Texas A&M Maritime Academy, National Defense Transportation Association (NDTA), American Iron and Steel Institute, Shipbuilders Council of America, Maritime Association of the Port of NY/NJ, United Steelworkers, International Association of Machinists and Aerospace Workers, Matson, American Legion, Inc., Marine Engineers' Beneficial Association (M.E.B.A.), Ocean Shipholdings, Inc, Offshore Marine Service Association (OMSA), Hanwha Philly Shipyard, Ports America, Seafarers International Union (SIU), U.S. Marine Management, AUVSI, Maritime Accelerator for Resilience, Cleveland-Cliffs Inc., Chamber of Shipping of America, National Association of Waterfront Employers (NAWE), Association for Materials Protection and Performance (AMPP), California Forever, International Federation of Professional and Technical Engineers (IFPTE), Alliance for American Manufacturing, Nucor, Steel Manufacturers Association, Blue Sky Maritime Coalition, Tote Inc., SSAB Americas, Consortium of State Maritime Academies, Fairwater Holdings LLC., Marine Machinery Association, SHIPPINGinsight, USA Maritime, New American Industrial Alliance, and Ship Operations and Marine Technical Support (SOMTS).

Executive Order: Restoring America's Maritime Dominance

The following is excerpted from an executive order signed by President Trump on April 9. The full text of the President's executive order addressing multiple aspects of the maritime industry is available on the AMO website: www.amo-union.org/eo-4-9-25.

EXECUTIVE ORDER

RESTORING AMERICA'S MARITIME DOMINANCE

By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered:

Section 1. Purpose. The commercial shipbuilding capacity and maritime workforce of the United States has been weakened by decades of Government neglect, leading to the decline of a once strong industrial base while simultaneously empowering our adversaries and eroding United States national security. Both our allies and our strategic competitors produce ships for a fraction of the cost needed in the United States. Recent data shows that the United States constructs less than one percent of commercial ships globally, while the People's Republic of China (PRC) is responsible for producing approximately half.

Rectifying these issues requires a comprehensive approach that includes securing consistent, predictable, and durable Federal funding, making United States-flagged and built vessels commercially competitive in international commerce, rebuilding America's maritime manufacturing capabilities (the Maritime Industrial Base), and expanding and strengthening the recruitment, training, and retention of the relevant workforce.

Sec. 2. Policy. It is the policy of the United States to revitalize and rebuild domestic

maritime industries and workforce to promote national security and economic prosperity.

Sec. 3. Maritime Action Plan. (a) Within 210 days of the date of this order, the Assistant to the President for National Security Affairs (APNSA), in coordination with the Secretary of State, the Secretary of Defense, the Secretary of Commerce, the Secretary of Labor, the Secretary of Transportation, the Secretary of Homeland Security, the United States Trade Representative (USTR), and the heads of executive departments and agencies the APNSA deems appropriate, shall submit a Maritime Action Plan (MAP) to the President, through the APNSA and the Director of the Office of Management and Budget (OMB Director) to achieve the policy set forth in this order.

(b) The OMB Director, in coordination with the APNSA, shall be responsible for all legislative, regulatory, and fiscal assessments related to the MAP.

(c) The MAP shall, to the extent permissible and consistent with applicable law, including the Buy American Act (41 U.S.C. 8301-8305), reflect actions taken pursuant to sections 4 through 21 of this order.

Sec. 4. Ensure the Security and Resilience of the Maritime Industrial Base. Within 180 days of the date of this order, the Secretary of Defense, in coordination with the Secretary of Commerce, the Secretary of Transportation, and the Secretary of Homeland Security, shall provide to the APNSA and the OMB Director for inclusion in the MAP an assessment of options both for the use of available authorities and resources, such as Defense Production Act Title III authorities, and for the use of private capital to the maximum extent possible to invest in and expand the Maritime Industrial Base including, but not limited to, investment and expansion of commercial and defense shipbuilding capabilities, component supply chains, ship repair and marine transportation capabilities, port infrastructure, and the adjacent workforce. The Secretary of Defense shall pursue using the Office of Strategic Capital loan program to improve the shipbuilding industrial base.

Great Lakes Shipping Season Starts Early with Opening of Poe Lock

The U.S. Army Corps of Engineers, Detroit District opened the Poe Lock, part of the Soo Locks in Sault Ste. Marie, Mich., early to all marine traffic at 8 a.m. on March 21, marking the start of the 2025 Great Lakes shipping season.

The shipping industry requested an early season opening based on the understanding that "the 2025 winter lock maintenance will be completed by this date and an early opening will not impact U.S. Army Corps operations this season," said Lake Carriers' Association President James Weakley.

"Opening the Soo Locks on March 21 will provide relief to the increased pressure that the Great Lakes Navigation System will face with the influx of foreign

vessels including the Canadian domestic fleet on March 22 when the Seaway opens," Weakley said.

"Our winter maintenance period is a critical time for us to execute strategic asset renewal investments in our aging locks," said Soo Locks Operations Manager LeighAnn Ryckeghem. "This year, a number of factors worked in our favor that allowed us to safely deliver this critical maintenance and also open to navigation traffic a few days early."

Federal regulation (33 CFR 207.440) establishes the operating season based on the feasibility of vessels operating during typical Great Lakes ice conditions.

The locks officially closed after the last vessel of the 2024 season on Jan-

uary 16, to undergo critical repairs and maintenance during the 10-week-long winter shutdown.

Maintenance crews performed a variety of critical tasks on the Poe Lock, including fabricating and replacing anchorages on gate 3, commissioning the temporary dewatering system, filling in nonoperational ship arrestor recesses on the downstream end, flushing and cleaning the hydraulic systems for the rehabilitated ship arrestor systems, navigation button rehabilitation, removing underground storage tanks and repairing the winter work bridge recesses. The Poe Lock was not dewatered this year for the scheduled maintenance.

"We worked hard to accelerate work up-front during our annual closure

to optimize the short time available for critical maintenance and repairs," Maintenance Branch Chief Nicholas Pettit said. "Due to the hard work of our crews during an extreme winter season, we've been able to accomplish all required work ahead of schedule."

During the 10-week-long winter shutdown, contractors completed the Poe Lock upstream stop log recess repairs. Kokosing Industrial Inc. of Cheboygan, Mich. was awarded the contract on September 23, 2024, for \$2.7 million. They performed a full rehabilitation and repair of the upstream stop log recesses, including removal of unsound concrete, repairs, installation of new concrete, steel corner protection and steel wall armor section.

AMO Aboard the *American Century* and *American Integrity*



Members of American Maritime Officers working aboard the *American Century* in April, here in St. Clair, Mich., included Captain Alexander Bergel and Chief Engineer Brandon DeKryger. AMO represents all licensed officers aboard the *American Century* and *American Integrity*.



AMO members working aboard the *American Integrity* in January during winter lay-up included Second Assistant Engineer Lucas Healy and Chief Engineer Sam Grieves. With them is AMO Great Lakes Representative Pete Kinsey and Great Lakes Maritime Academy Cadet Marty Wilson.

AMO Members, Applicants Train at STAR Center



American Maritime Officers members participating in Shiphandling at the Management Level in April at STAR Center with Instructor Walter Hardman (right) included Charles Zinni, Dylan Casuga and Emmanuel Zamora.



AMO members participating in MSC Anti-Terrorism Officer training with Instructor Joe Braun (right) at STAR Center in April included Nathan Free, Darron Whitton Jr., Alan Azcona, Everett M. Hatton, Stephen Brocker, Al Murray, Scott Kreger, Chris Marcani, Ryan Arnold and Shane Morton.

TECH Program Graduate Earns Third Engineer's License

Welcome aboard, James Caleb Rowe, a graduate of STAR Center's TECH Program Class 112. He passed his Third Assistant Engineer's license exam and started work onboard the USNS 1st Lt. Jack Lummus in February.

The TECH Program, a one-of-its-kind pathway that started in 2014, provides selected candidates with the opportunity to proceed on a marine engineering career path and help fill the shortage of marine engineers.

The program targets those with an interest in the Merchant Marine and mentors them during intense training onboard ship and ashore. The TECH program takes approximately two years to complete and alternates between classroom training and sea phases. Upon successful completion of the program, the individual commences career employment as a marine engineer with AMO. The application deadline for the next class is June 2.



Current Course Schedule Available on the STAR Center Website



The current STAR Center course schedule is available on the STAR Center website at the address below. The STAR Center schedule will no longer be printed in the AMO newspaper. The STAR Center course schedule is also sent by email each month to AMO-contracted vessels and to AMO members and applicants at the email address each has on file with the union.

www.star-center.com/schedule.html

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



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.

John Hancock New Record Keeper for AMO Plans

The following bulletin was distributed by AMO Plans to AMO Plans participants. This information is also being published by the union to provide the widest possible distribution. An abbreviated summary is also included below.

Abbreviated Summary:

To access your account, visit the website listed below or call John Hancock. To access accounts for the first time, you should click "Register Now" – you will need your Birth Date and Social Security Number. You will then be asked to set up a user-ID, password, security question, and add an email address for your account.

When you call in for the first time using the number below, you will first be prompted to enter your Social Security Number and asked to confirm information about yourself, such as your date of birth. The system will then walk you through the set up to establish a new user-ID and password.

- Website – www.myplan.johnhancock.com
- Phone: **833-388-6466**
- Plan ID: LU3902 (401k), LU3903 (DC), LU3905 (MPB)

American Maritime Officers Plans

Now Live with John Hancock

AMO 401(k) Plan
 AMO Money Purchase Benefit (MPB)
 AMO Defined Contribution (DC) Plan

The AMO Plans transition to your new record keeper, John Hancock, has been completed. Take the following two steps to register your account online today.

Register with John Hancock

Step 1: Tell us a little about yourself. Enter your last name, Social Security Number, and birth date. Click "Continue".

Step 2: Create your username and password. You'll also enter your email address and mobile number. Click "Create profile".

You can now use your username and password to log in to review your account, make changes, and explore financial education and tools.

Being registered allows you to:

- Go paperless or change how you want your statements and tax forms delivered
- In the future you will be able to view, download, and print your statements or customize for a specific time period
- Get email notifications when your statements and tax forms are available
- Reset your password quickly and easily
- Access and manage your account and more

From the file link below, you can download John Hancock's retirement app and use fingerprint or facial recognition for easy access to your account, as well as view a webinar demonstration and learn how to view and manage your account information.

www.amoplans.com/bulletins/Now_Live_with_John_Hancock.pdf

John Hancock's tool kit can help answer the most frequently asked questions about your retirement plan. You may view the toolkit by accessing the link on the second page of the original AMO Plans bulletin. You may also contact John Hancock at 833-388-6466 to speak to a representative.

You can also email the Plan Office at amoreirement@amoplans.com or call 800-348-6515, extension 14, Monday through Friday, 8 a.m. to 4 p.m. ET.

Custom AMO Logo-Wear Available Online for Purchase

A website through which American Maritime Officers members and applicants can purchase a wide variety of AMO logo-wear was launched in 2024. An "Apparel & More" link is available on the AMO home page (www.amo-union.org) at the top of the page in full-screen view and in the mobile menu when viewed on a phone. The apparel store can be accessed directly at:

<https://stores.crsapparel.com/AMOApparel/shop/home>

American Maritime Officers does not and cannot profit from the apparel store website. The website access and setup was free to the union. All AMO members and applicants are encouraged to have a look.

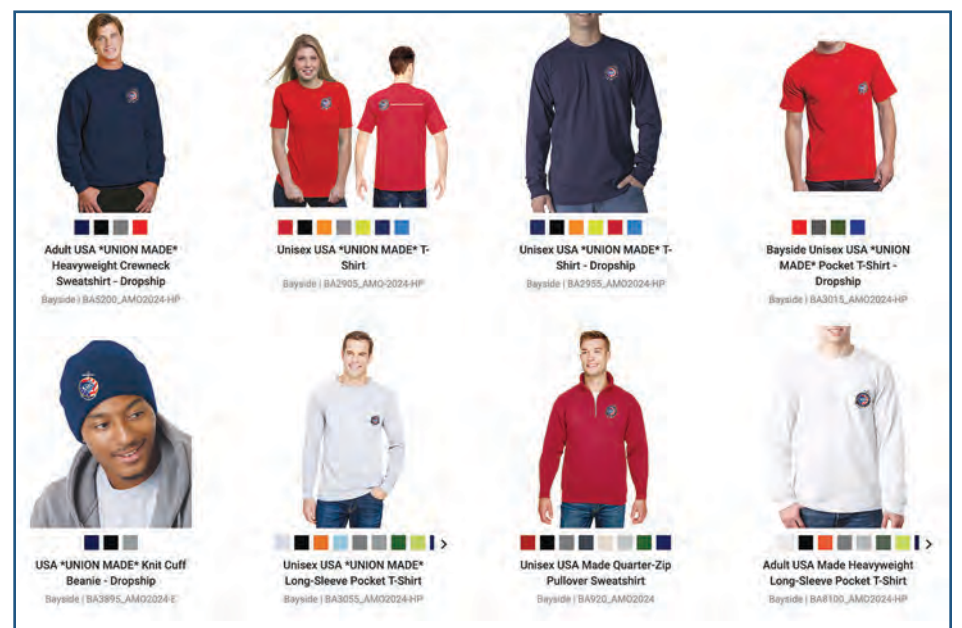


The apparel website is desktop, tablet and phone friendly. Not all items available are shown on the home page. You can click on "Products" and select "View All Products" to see a full selection of options available. Items range from work, leisure, and professional gear to luggage, hats, and travel accessories. The website will maintain many staple items, but the selection of other options may vary depending on factors such as the season.

When choosing a "decoration" (AMO logo option) for each item when applicable, a drop-down menu is provided on the individual item page. Please note that as you toggle through the options on the drop-down menu, the image will not change to reflect your selection. To view all decoration options, please scroll through the home page as each option is displayed on various items there.

As you click on each item, you will notice an Item Number/Code under the bold title name. At the end of this code you will notice a "HP" or an "E." This will signify if the decoration on that particular item is Heat Pressed or Embroidered.

Items in the "Pro Shop" category do not show any logos in the pictures. However, they will include the AMO logo and the item code will tell you the same information as above.



Please note that in most cases the prices are above retail. This is so that the company can acquire, customize, and quickly ship each item on an individual basis, thus getting to its destination faster.

Most companies require a minimum order of each item before being able to acquire and customize, leading to immense shipping delays and/or the need for multiple shipments. The "one off" method we've chosen also eliminates the need for over-ordering and paying storage fees of stocked items.

Shipping is only available within the United States. However, if you need to ship overseas, please contact Alaina Basciano, Assistant VP of Government Relations, by email: abasciano@amo-union.org. Please make the email subject line: AMO Swag Site-Overseas Shipping.

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:

May 7, June 11, July 9

FOLLOW AMO ON SOCIAL MEDIA





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memberservices@amo-union.org

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

AMO MEMBERS & APPLICANTS: UPDATE CREDENTIALS, DOCUMENTS

Secure File Upload:

<https://www.amo-union.org>

Select LOGIN/MEMBER LOGIN to access Member Portal

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E-mail: memberservices@amo-union.org

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STAR CENTER

STUDENT SERVICES/LODGING AND COURSE INFORMATION

2 West Dixie Highway

Dania Beach, FL 33004-4312

(954) 920-3222 Extension 201 / (800) 942-3220 Extension 201

register@star-center.com

Course Attendance Confirmation: (800) 942-3220 Extension 200

24 Hours: (954) 920-3222 Extension 7999

SERVICES

AMO Coast Guard Legal Aid Program

Michael Reny

Mobile: (419) 346-1485

MikeReny@BEX.NET

FAX: (419) 243-8953

AMO PLANS

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Dania Beach, FL 33004

(800) 348-6515

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

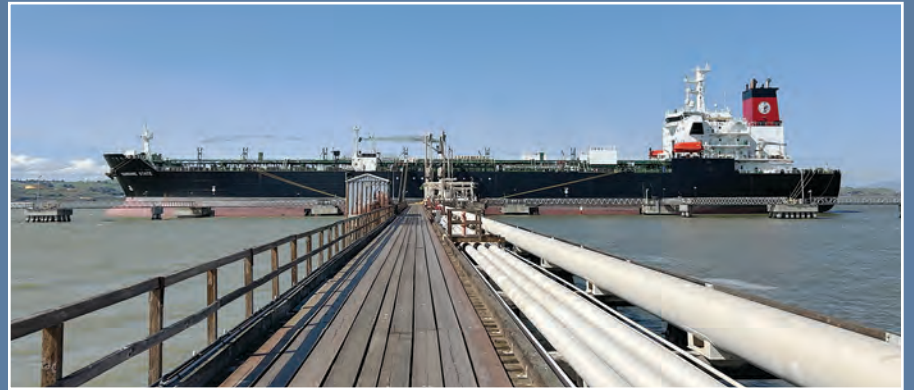
E-mail – Retirement Services: amopension@amoplans.com

FAX – Retirement Services: (954) 922-7539

FAX – Medical Plan: (954) 920-9482

FAX – Vacation Plan: (954) 926-7274

AMO Aboard Jones Act Tanker *Sunshine State*



American Maritime Officers members working aboard the tanker *Sunshine State* in March, here in Martinez, Calif., included Third Mate Lex Petter, Captain James Cunningham and Second Mate Evan Gilchrist.

Tanker Officer Training at STAR Center

The recent incident on the *Stena Immaculate* highlights the importance of high-quality specialized training for officers and seafarers who serve on tankers. At any time while onboard their vessel, these seafarers may find themselves having to deal with the most dangerous and life-threatening situations and emergencies. It is during these times they must call on the knowledge, understanding and proficiency gained in their training and practiced during drills to respond appropriately in order to protect life and the environment.

The entire *Stena Immaculate* crew performed in an exemplary manner given the extreme situation they found themselves in. Critical skills and competency in leadership, teamwork, resource management, communications, incident

command and control, tanker firefighting, engineering, abandon ship procedures, personal survival, as well as proficiency in launching and handling survival craft, were displayed and evident in the entire crew's actions and response.

Specialized training for tanker officers and crew as well as additional stringent training and assessment requirements of the OCIMF Sire 2.0 are all available to AMO members through STAR Center. AMO officers have access to all training needed to gain and reinforce these critical skill sets through STAR Center courses that meet the highest level of regulatory and industry best practices in their professional development. The requirements to be endorsed to serve on tankers (including STCW) can be found in 46 CFR Part 13 and tank vessel

manning requirements in 46 CFR Part 15.

The following courses are just a few of the regulatory required courses and programs at STAR Center that support our AMO members who serve on tank vessels with our contracted companies, as well as provide for their professional development, specialized skills and competencies:

- Tank Vessel Person in Charge (Dangerous Liquids) classroom and simulator
- Basic and Advanced Firefighting (including refresher and revalidation courses that focus on tank vessel emergency plans)
- Advanced Chemical Cargo Operations
- General and Company specific assessment programs (with a focus on technical and behavior-based competencies per Sire 2.0)

- Deck Watchkeeping Skills Standardization and Assessment
- Engine Operations Skills and Assessment

- Advanced BRM and ERM courses (Sire 2.0 compliant)
- Advanced and Emergency Shiphandling Training for Senior Deck Officers (IAW Sire 2.0)
- License upgrading programs (including Leadership and Management Skills)
- Basic Safety (including refresher and revalidation)
- Survival Craft and Fast Rescue Boat training

AMO Plans Participants can review the STAR Center scheduled course listing and register for courses with the links on **page 9** of this edition of the newspaper.

Contracted companies may reach out to STAR Center to arrange dedicated courses or programs as needed.

AMO Aboard ATB *OSG Endurance* in Jones Act Service



AMO members working aboard the articulated tug/barge *OSG Endurance* in February, here discharging cargo in Port Everglades, Fla., included Assistant Engineer Max Mattson, Captain Andrew Farnham and Chief Engineer Charlie Ganze.



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