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New AMO Jobs on Jones Act Tanker *Hatteras Trader*

U.S. Marine Management (USMMI) has secured a contract with Maritime Partners, LLC to operate the medium-range tanker *Hatteras Trader*, bringing new jobs for members of American Maritime Officers.

Formerly the *Seakay Valor*, the tanker is the first Jones Act vessel to be operated by USMMI for Maritime Partners.

AMO will represent all licensed officers aboard three vessels in total, although several members of Marine Engineers' Beneficial Association (MEBA) members completed their rotations before AMO officers came aboard for the next rotations. The *Hatteras Trader* began operating under contract with AMO in May.

"AMO welcomes the first Jones Act tanker to USMMI and we look forward to continued fleet expansion," said the AMO National President. "With recent attacks on the Jones Act, it's encouraging to see our

Hatteras Trader — Page 3



AMO Secures New Job Opportunities Onboard Great Lakes Maritime Academy's *TS State of Michigan*



American Maritime Officers has reached an agreement with Great Lakes Maritime Academy (GLMA) to man its training ship, *TS State of Michigan*, during summer cruises, bringing more job opportunities for AMO members.

The agreement provides accommodations paid by GLMA, AMO Medical Plan coverage, and includes both deck and engine positions. The new contract also strengthens AMO's partnership with the academy.

"AMO has always supported the valuable mission of Great Lakes Maritime Academy and this contract only enhances our presence and partnership with the school," said the AMO Great Lakes Representative. "These positions provide a valuable opportunity for AMO members to earn additional medical credit days and gain training ship experience in a relatively low-stress environment."

TS State of Michigan was formerly a U.S. Navy surveillance vessel.

Page 4: New Jobs Coming to AMO Onboard Tanker *Allied Atlantic*

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Report of the AMO Credentials Committee for the 2026 AMO Election of National Officers

REPORT OF AMO CREDENTIALS COMMITTEE JUNE 2026
AMO NATIONAL ELECTION OF OFFICERS TO NATIONAL EXECUTIVE BOARD

Pursuant to Article XI of the AMO National Constitution, the undersigned Credentials Committee was elected at the Regular Membership Meeting held on June 10, 2026. The Committee convened at 1430 on June 10, 2026.

At the meeting Brother Glenn Macario was elected Chairman by the Committee. After reviewing the letters and documents the Committee prepared a draft of the Report of the Credentials Committee at 1007 on June 11, 2026. After contact with three (3) nominees who each declined their nominations, the report was finalized on June 15, 2026.

The Committee reviewed all twenty (20) of the Nominations addressed to it. On June 12, three (3) nominees declined their nominations. The following seventeen (17) individuals nominated themselves or were nominated by others for the following positions:

A) NATIONAL HEADQUARTERS

1. Nominated for AMO National President:

Willie Barrere — Card No. 332B — QUALIFIED
John Clemons — Card No. C431 — QUALIFIED
Kevin Stith — Card No. 589S — QUALIFIED

2. Nominated for AMO National Secretary-Treasurer:

John Giles — Card No. 321G — QUALIFIED
Robert “Bob” Lee Rice, Jr. — Card No. R331 — QUALIFIED
Douglas Voss — Card No. 194V — QUALIFIED

3. Nominated for AMO National Executive Vice-President:

Carl Broekhuis — Card No. B512 — QUALIFIED
Peter Brown — Card No. B674 — QUALIFIED
Daniel Robichaux — Card No. R242 — QUALIFIED

B) DEEP SEA

4. Nominated for AMO National Vice President:

David Capozello — Card No. C460 — QUALIFIED
Jeff Richards — Card No. R264 — QUALIFIED

C) INLAND WATERS

5. Nominated for AMO National Vice President:

Joe Brown — Card No. 560B — QUALIFIED
Clifton Sawyer — Card No. S702 — QUALIFIED

D) GREAT LAKES

6. Nominated for AMO National Vice President

James Beland — Card No. B505 — QUALIFIED
Peter Kinsey — Card No. 379K — QUALIFIED
Justin Von Sprecken — Card No. 200V — QUALIFIED

E) GOVERNMENT RELATIONS

7. Nominated for AMO National Vice President

T. Christian Spain — Card No. 520S — QUALIFIED AND ELECTED

The Credentials Committee checked the membership status of all Nominees who did not decline their nominations and found them to be in order. The Committee also checked the records pertaining to the required employment time and found them to be in order. Therefore, any unopposed Nominees listed above were found QUALIFIED and/or ELECTED as noted by the Committee.

The positions, National President, National Secretary Treasurer, National Executive Vice President, National Vice Presidents Deep Sea, Inland Waters, and Great Lakes have more than one (1) Candidate for the position and an Election shall be conducted, therefore, as provided in Article XI, Sections 3, 4 and 5 of the AMO National Constitution.

National Vice President Government Relations has only one (1) Candidate for the office and an Election shall NOT be conducted, therefore, as provided in Article XI, Section 2(g).

Respectfully submitted this 15th day of June, 2026,

Glenn Macario, Card No. 440M, Chairman
Peter Maes, Card No. M700, Member
Eddibierito Marquez, Card No. M726, Member
Rohan Samuels, Card No. S545, Member
Alfred Warmbier, Card No. 371W, Member

Ballots Will Be Mailed by End of July for 2026 AMO Election

All members of American Maritime Officers, as well as all applicants for membership in AMO, will be mailed a ballot package by the independent third-party election administrator – TrueBallot, Inc. – by the end of July regardless of dues status on that date.

The ballot packages will be mailed by TrueBallot to the primary mailing address each AMO member or AMO applicant has on file with the union. As required under Article IV, Section 5 of the AMO National Constitution, AMO members and applicants are responsible for keeping their contact information, including current mailing address and email address, up to date with the union.

Each member and applicant can verify the address to which TrueBallot has mailed their ballot by sending an email (which must include full name and Mariner Reference Number) to: **duplicate2026@amo-union.org**.

If the address TrueBallot was provided by the union to mail your ballot is no longer valid, if your ballot is lost or damaged, or if you need a ballot mailed to you on a vessel, a request for a duplicate ballot (including full name and MRN) can be sent to the same email address. TrueBallot will mail a duplicate ballot package either to your current primary address or to an alternate address if so requested. Only one ballot per member may be cast.

While all AMO members and AMO applicants will be mailed a ballot package by the end of July, only ballots received by December 1 that are cast by AMO members who were AMO members in “good standing” as of November 30, 2026 will be counted in the tally. Ballots cast by AMO applicants who have not become full AMO members in good standing by November 30, 2026 will not be counted. AMO members and applicants can check their dues status on the AMO website (**www.amo-union.org**) by selecting the MEMBER LOGIN tab (LOGIN on mobile devices). A button to view your dues statement will load once you log into your account.

No publicity for candidates

So as not to give any candidate an undue advantage in the forthcoming election of AMO national officers, neither the names nor photographs of candidates, whether incumbent or not, will be published in articles in the union's newspaper, *American Maritime Officer*, or the union's online periodical, AMO Currents. In the case of news stories that involve an incumbent who is a candidate, only the candidate's title may be mentioned.



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AMO Crews Highlighted as CSA Honors Mariners, Vessels, Operating Companies for Safe Operations



Chief Engineer Dimiter Mitev accepted the Chamber of Shipping of America Top Honor Award on behalf of the officers and crew of the *Stena Immaculate*.

Crews led by members of American Maritime Officers onboard the tanker *Stena Immaculate*, cargo vessel *El Coquí* and the inland tug *Bulldog* were honored during a celebration of maritime safety achievement during the Jones F. Devlin Awards dinner hosted by the Chamber of Shipping of America (CSA) on May 4 in New Orleans.

The 58th annual event recognized 1,157 vessels with 8,075 cumulative years of accident-free operation. Seafarers and representatives from 38 companies and their subsidiaries attended the annual industry-sponsored event.

In total, 12 companies contracted with American Maritime Officers representing more than 65 vessels received awards for the crews' work to keep fellow shipmates safe. Of those vessels, a dozen had achieved more than a decade of consecutive safe operations without a reported incident.

Among the honorees were Crescent Towing; Crowley; E.N. Bisso & Son; Fairwater Tankers; Keystone Shipping; Lib-



Captain Steve Fazekas accepted the Chamber of Shipping of America Letter of Commendation on behalf of the officers and crew of the tug *Bulldog*.

erty Maritime; Ocean Shipholdings, Inc.; OSG Ship Management; Pasha Hawaii; Schuyler Line Navigation Company; TOTE Services and U.S. Marine Management, LLC (USMMI).

Special recognition was given to the crew members of the *Stena Immaculate* for their brave actions after a foreign-flagged vessel crashed into the side of the Crowley tanker as it rested



Captain Nick St. Jean accepted the Chamber of Shipping of America Citation of Merit on behalf of the officers and crew of *El Coquí*.

actions the crew took to save the lives of four stranded American sailors whose boat had capsized off the coast of the Dominican Republic in January 2025.

The tug *Bulldog*, a Crescent Towing vessel manned by AMO, was honored with a Letter of Commendation for its speedy actions to rescue two people clinging to a piling near Savannah, Ga.

CSA's awards programs are open to all companies in the industry, both CSA member companies and non-member companies. Two different awards are given at the annual Safety Awards Luncheon — the Jones F. Devlin Safety Awards for safe vessel operation, and the Ship Safety Achievement Awards.

The Chamber of Shipping of America represents companies that own, operate, or charter U.S.- and foreign-flagged oceangoing tankers, containerships, and other merchant vessels engaged in domestic and international trades along with other entities that maintain a commercial interest in the operation of such oceangoing vessels.

Hatteras Trader

From Page 1

partner companies, like USMMI along with Maritime Partners, continue to strongly support and invest in U.S. Maritime and it affirms my belief for a prosperous future for all AMO members."

The *Hatteras Trader* is a 600-foot chemical and product tanker built in 2008 and is expected to trade in and around the U.S. Gulf.

"USMMI is extremely pleased to welcome *Hatteras Trader* to our growing fleet. We appreciate AMO's support as we begin operating in the domestic trades as a Jones Act operator," said David Sloane, Senior Vice President, Labor Relations for USMMI.



AMO members working aboard the *Hatteras Trader* May included Captain Doug Scholz, Chief Mate Colin Hecklinger, Third Mates Elizabeth Kay and Evan Bove, Chief Engineer Derek Alley, First Assistant Engineer Gunter Meza and Second A.E. Tristan Richards.

New Jobs Coming to AMO on Tanker *Allied Atlantic*

American Maritime Officers (AMO) members will have additional employment opportunities following Federated Maritime's successful award of a contract with the U.S. Navy's Military Sealift Command (MSC) for charter of the medium-range tanker *Allied Atlantic*. Federated Crewing, an affiliate of Federated Maritime and a contracted company of AMO, will provide the vessel's crew, with all licensed officer positions filled by AMO members.

The *Allied Atlantic*, formerly known as *Nord Olympia*, was built in 2018 and will be reflagged into the U.S. registry later this summer before entering service under its MSC charter in September. The tanker will support U.S. government sealift operations in the Far East.

The *Allied Atlantic* is the second vessel added to the U.S.-flag fleet by Federated Maritime since 2024, with vessel management provided by Federated Maritime and crewing services provided by Federated Crewing. The first was the heavy-lift vessel *Allied Brooklyn*. All licensed officer positions aboard both vessels are filled by AMO members.

"We are honored to have been selected by Military Sealift Command to provide the *Allied Atlantic* in support of this important mission," said Peter Fortier, CEO of Federated Maritime. "This award reflects the confidence MSC has placed in our organization and our ability to deliver safe, reliable, and efficient vessel management. We are equally proud to continue our partnership with Federated Crewing and Amer-

ican Maritime Officers, whose highly skilled and professional mariners are essential to the success of every operation. Bringing another modern vessel into the U.S.-flag fleet

is good for our company, good for American mariners, and good for our nation's mari-



time readiness."

"AMO appreciates our working relationship with Federated Maritime," said the AMO National President. "We're looking forward to these new jobs for AMO members and we look forward to growing with Federated as they expand

their fleet. Congratulations on the *Allied Atlantic* award."

The addition of the *Allied Atlantic* also represents another positive step for the U.S.-flag fleet. Over the past year, AMO has advocated for increased movement of Defense Logistics Agency cargoes aboard U.S.-flag vessels under cargo preference laws. Continued growth in government cargoes carried by U.S.-flag vessels will strengthen the nation's sealift capability while creating additional employment opportunities for American merchant mariners.

Original *MV Jean Anne* Crew Member Retires



The officers and crew of the *MV Jean Anne* celebrated AMO member James Marren in Honolulu as he prepared to retire after 21 years with Pasha Hawaii. Marren, the last original crew member aboard the company's flagship, completed his final tour on the *Jean Anne's* 546th Jones Act voyage. Those onboard included Chief Engineer Paul Krause, Third Mate Marren, Captain Kaitlin O'Brien, Apprentice Engineer Allison DeFillipo, First Assistant Engineer Kodie Layman, Third A.E. Connor Geary, Chief Mate Carsten Ueckert, Second Mate John Blute, and Second A.E. Mahare Kidane.

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:

August 5, September 2* (See Below), October 7

*** The AMO monthly membership meeting originally scheduled for September 9 will now be held on Wednesday, September 2 due to scheduling conflicts. The meeting on September 2 will begin at 1 p.m. Eastern Daylight Time at AMO headquarters in Dania Beach, Fla. in the second-floor auditorium.**

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 on Capitol Hill for Maritime Industry Sail-In

American Maritime Officers and American Maritime Officers Service (AMOS) were among the maritime unions, shipping companies, shipyards, trade associations and maritime academies representing the U.S. maritime industry on Capitol Hill for the annual Congressional Sail-In on April 22.

AMO members, officials and staff joined more than 150 maritime labor and industry leaders and representatives in promoting policies and programs key to

the U.S. Merchant Marine and discussing the role of American maritime in national security, and in economic and military supply chains.

The participants were organized into 30 groups, which met throughout the day with legislators and staff in 115 Congressional offices. Among the key points delivered during the Sail-In were:

- Take action to restore operations and ensure continued processing going

forward at the National Maritime Center, where serious backlogs due to the partial government shut down continue to interfere with U.S. mariners being able to renew documents.

- Oppose extension or expansion of the administration's Jones Act waiver.
- Support full funding for the Maritime Security Program and the Tanker Security Program, as well as other key operational and cargo-related programs that support

the U.S.-flag merchant fleet.

- Support and cosponsor the SHIPS for America Act.

Ongoing direct interaction with Congress helps ensure the U.S. maritime industry maintains the strong support it has on Capitol Hill and keeps lawmakers informed of the challenges faced by American mariners and the crucial roles served by the U.S. Merchant Marine and U.S. maritime industry.



The group with AMO Chief Engineer Gabe Giguere met with Vermont Representative Becca Balint during the Sail-In.



The group including AMOS Legislative Consultant Brenda Otterson, AMO Captain Robert Lansden, AMOS Secretary/Treasurer (CEO of Pacific-Gulf Marine) Todd Johnson, and AMOS President/Chairman Anthony Naccarato met with Illinois Congressman Mike Bost.



The group with AMO members Chief Mate Marissa Strawbridge, Captain Emily Gramer and West Coast Representative Alex Butler, as with all of the Sail-In groups, had meetings in several congressional offices during the day.



The group with AMO Vice President for Government Relations Christian Spain met with California Representative John Garamendi and participated in a press conference promoting the SHIPS for America Act with Mississippi Congressman Trent Kelly and Rep. Garamendi.



The group including (from left) American Maritime Officers Service Secretary/Treasurer Todd Johnson, AMOS President/Chairman Anthony Naccarato, AMOS Legislative Consultant Brenda Otterson, Sierra Lake with American Roll-On Roll-Off Carrier, and AMO Captain Robert Lansden had meetings in several congressional offices during the Sail-In.



Among their meetings with members of Congress and congressional staff during the Sail-In, the group including AMO Assistant Vice President for Government Relations Alaina Carouge and AMO East Coast Representative Marissa Cap met with New Hampshire Congressman Chris Pappas.

U.S. Mariners and Merchant Marine Veterans Honored During National Maritime Day Ceremonies



On National Maritime Day, the officers and crew of the *Stena Immaculate* were recognized with the Gallant Ship Unit Citation by the U.S. Department of Transportation during a ceremony in Washington, D.C. Accepting the citation on behalf of the crew were American Maritime Officers members Chief Engineer Dimiter Mitev, Second Mate Peter Skerys and Chief Mate Thor Pearson, and Seafarers International Union member Bosun Ion Sterie. The Gallant Ship Award is presented by the U.S. Secretary of Transportation to any U.S.-flag or foreign ship "participating in outstanding or gallant action in a marine disaster or other emergency to save life or property at sea."



American Merchant Marine Veterans current and former national officers joined maritime leaders at the National Maritime Day ceremony at the Department of Transportation in Washington, D.C. The U.S. Maritime Administration awarded the Outstanding Achievement Medal to Captain Dru DiMattia, Captain Chris Edyvean, Captain Darin Huggins, Chief Engineer Christian Yuhass, Dennis Kelly (not in attendance), and John Pitts (posthumously). Speakers at the ceremony included Secretary of Transportation Sean Duffy, Maritime Administrator Stephen Carmel, Commander of USTRANSCOM Gen. Randall Reed, SIU President David Heindel, Mainstay Maritime CEO Greg Binion; and Great Lakes St. Lawrence Development Corporation Administrator Mike McCoshen.



Above: AMO members and officials joined industry leaders for National Maritime Day at an observance hosted by the Propeller Club, Port of Norfolk. The program featured a wreath-laying and keynote remarks by Maritime Administrator Stephen Carmel. AMO members with Carmel here included Thomas Knizewski, Max Neubelt and Keith Bradley.

At right: AMO members participating in the National Maritime Day observance in Norfolk included Max Neubelt, Contract Analyst Chris Holmes, Marissa Strawbridge and James Arno.

Presidential Message on National Maritime Day 2026

The following Presidential Message on National Maritime Day was posted on May 22 by the White House.

For over two and a half centuries, the dedicated members of the United States Merchant Marine have powered our economy, secured our commerce, and defended American interests at home and abroad. Today, we honor the brave Mariners who have borne our Nation's strength across the seas, and we recommit to restoring and expanding America's maritime dominance.

The Merchant Marine has played an indispensable role in defending and advancing American interests since the earliest days of our Republic. During the Revolutionary War, Merchant Mariners defied enemy blockades, captured British vessels, and delivered critical supplies that fueled the Continental Army's righteous pursuit of liberty. Their unwavering courage and selfless sacrifices helped secure the Independence of our young Republic, and they never wavered in standing firm for our Nation in the centuries since. In World War II, the Merchant Marine played a decisive role in transporting troops, fuel, and vital war material across perilous waters. Facing relentless enemy attacks and massive casualties, these patriots triumphantly persevered and helped ensure victory in our fight against tyranny. Whenever our Nation has been called to action — whether in war or in peace — the United

States Merchant Marine has answered with unmatched resolve, carrying the strength and prosperity of America across every ocean in the world.

Today, that mission is more vital than ever before. Merchant Mariners move the goods that stock our shelves, fuel our industries, and supply our Armed Forces around the globe. Their work strengthens our economy and supports our national security, which is why my Administration is proudly restoring America's maritime strength. Last year, I signed an Executive Order to expand our shipbuilding capacity, strengthen our maritime workforce, protect our industrial base, and ensure America's shipping capabilities can support both military operations and economic independence. As a result of these decisive actions, our Nation is securing unprecedented investments in port and maritime infrastructure, boosting American industry, driving economic growth, and protecting our national security.

Today, we pay tribute to the men and women of the United States Merchant Marine, whose steadfast service has sustained our Nation through its greatest trials and carried our prosperity to new heights. As we celebrate 250 glorious years of American Independence, we renew our commitment to strengthening our maritime power and ensuring that America is the most dominant force upon the oceans for generations to come.

Cape Island Delivers for Cobra Gold

The Ready Reserve Force ship *SS Cape Island* served in Cobra Gold 2026, delivering military equipment and cargo for onward transportation to exercise sites throughout Thailand. American Maritime Officers represents all licensed officers onboard the ship, which is operated by Ocean Duchess, Inc.

The *Cape Island* arrived in Thailand in February to offload equipment in support of Cobra Gold. Thailand marked the vessel's first point of discharge, with offloads conducted at the ports in Thung Prong and Chuk Samet, as reported by Grady Fontana, Military Sealift Command Far East. Cobra Gold 2026 is a joint, multinational military exercise held annually in Thailand and co-sponsored by the Royal Thai Armed Forces and U.S. Indo-Pacific Command.

"This ship is ideal for this kind of mission," said AMO Captain Gary Vargas, master on the *Cape Island*. "The combination of the stern ramp and vessel's crane allows us to discharge cargo quickly. A fully loaded vessel can be discharged in 24 to 36 hours."

Cape Island is a 685-foot roll-on/roll-off cargo vessel capable of carrying significant amounts of containerized and RO/RO cargo. When not serving in an activation, such as Cobra Gold, the ship is maintained in reduced operating status (ROS), a spe-



Navy photo by Grady T. Fontana

An M1126 Stryker is discharged from Military Sealift Command (MSC) chartered *Cape Island* (T-AKR 10) at the port of Chuk Samet, Sattahip, Thailand, February 19, during an offload of equipment to be used in Joint Exercise Cobra Gold 2026.

cialized crewing and maintenance posture for MSC and Maritime Administration (MARAD) vessels assigned to the U.S. Ready Reserve Force (RRF).

Ships in ROS are kept in a high state of readiness, allowing for rapid activation, while reducing operational costs during periods of inactivity.

Cape Island is part of the RRF, a subset of the MARAD's National Defense

Reserve Fleet, which provides nearly 50 percent of the U.S. government-owned surge sealift capability to support the rapid global deployment of U.S. military forces.

To support the offload operations, MSC deployed a reserve component team from expeditionary port units (EPU) across the United States, Fontana reported.

"As an expeditionary port unit, we serve as the liaison between the ship and

MSC headquarters," said Navy Reserve Lt. Cmdr. Joseph Morris, operations officer, Navy Reserve EPU Little Rock, assigned to MSC Far East. "If there are any issues with the offload or the ship, we help address them. This training opportunity also allows us to become more familiar with port operations and engage key stakeholders."

Expeditionary port units are highly mobile Navy Reserve units capable of deploying worldwide to establish port operations in locations without existing MSC or U.S. Navy infrastructure.

After the exercise, the vessel also made port calls in Okinawa and Hawaii to offload cargo and to load approximately 140 pieces of "lift of opportunity" cargo. This cargo was loaded, in part, with the vessel's crane and forklift with assistance from the ship's crew, Fontana reported.

"There were several challenges for the vessel and crew during the course of the mission," said *Cape Island* Chief Officer Keith Amberg. "We worked together to meet them. We were complimented by several different people on the condition of the vessel and the attitude of the crew."

Cobra Gold is the largest of its kind in mainland Asia and stands as a concrete example of the robust strategic relationship between Thailand, the U.S., and the many other allied and partner nations involved. Cobra Gold 2026 demonstrates a shared commitment to building interoperability and advancing common interests throughout the region, Fontana reported.



AMO members sailing onboard the *Cape Island* for Cobra Gold 2026 included Third Mate Josh Smith, Third Mate Caleb Munoz, Cargo Mate Nadir Bousseloub, Captain Gary Vargas, Chief Mate Keith Amberg and Second Mate Ben Rush.



AMO members sailing onboard the *Cape Island* for Cobra Gold 2026 included Second Assistant Engineer Tom Meaney, Third A.E. Christian Pushard, Chief Engineer Chris Baril, and First A.E. Chris Davis. With them here is Cadet Patrick Novotny.

AMO Officers Meet with Military Transportation Leaders Onboard MSP Ship MV Endurance

At right: Commanders of the 838th Transportation Battalion and the 950th Transportation Company, and members of the German Bundeswehr Logistics Center, visited the American Roll-on Roll-off Carrier ship *MV Endurance* in Bremerhaven. Captain Glenn Koshak and Third Mate Jenna Pearce joined the group for a photo on the bridge wing during the visit.



MV Endurance Chief Engineer TJ Lumb provided a briefing and tour of the engine room.



Captain Glenn Koshak and Chief Mate Christian Davis provided a briefing.

More than 50 Congressional Leaders Urge President to Let Jones Act Waiver Expire

The following letter was sent to President Donald Trump on June 30.

Dear Mr. President:

We appreciate your longstanding support and attention to the challenges facing our domestic shipping industry. We write to respectfully request that the current Jones Act waiver be allowed to expire as scheduled on August 16, 2026, and encourage you to utilize alternative policy tools to address fuel and fertilizer costs while preserving the strength of the American maritime industry.

As you outlined in your visionary Maritime Action Plan (MAP), a strong maritime industrial base is essential to the nation's economic and national security, particularly as the United States works to reinforce its global strategic position. Your acknowledgment in the MAP that less than one percent of new commercial ships are built in the United States underscores the importance of protecting durable domestic maritime policy and safeguarding against foreign encroachment in our nation's waterways.

Our nation's strongest shield against foreign exploitation of American waterways is the Jones Act, which requires vessels transporting cargo between U.S. ports to be

American-built, American-owned, American-crewed, and American-flagged. As with similar laws governing other modes of transportation, the Jones Act ensures that domestic waterborne commerce is conducted by U.S. vessels and mariners rather than by heavily subsidized foreign competitors. Over time, it has helped sustain a safe and reliable commercial fleet, supporting hundreds of thousands of well-paying American maritime jobs and moving more than 760 million tons of domestic cargo each year, including agricultural products, petroleum, steel, coal, and other essential commodities.

At the same time, the domestic maritime industry is deeply concerned about the length, scope, and possible extension of the current Jones Act waiver, which was issued in part to address increases in fuel and fertilizer prices. In practice, foreign-flagged vessels have operated under the waiver even in circumstances where U.S.-flagged vessels were available, creating understandable concern about the effect on American jobs, manufacturing, and investment. According to data from the Maritime Administration, approximately 95 percent of completed waiver voyages primarily benefit foreign maritime operators that do not pay U.S. taxes or comply with U.S. immigration laws.

In short, the Jones Act waiver has become a loophole exploited by adversarial countries to erode America's maritime dominance. For these reasons, we respectfully request that you allow the waiver to expire on August 16, 2026.

Thank you for your consideration of this matter. We stand ready to support your continued efforts to strengthen American economic and maritime dominance.

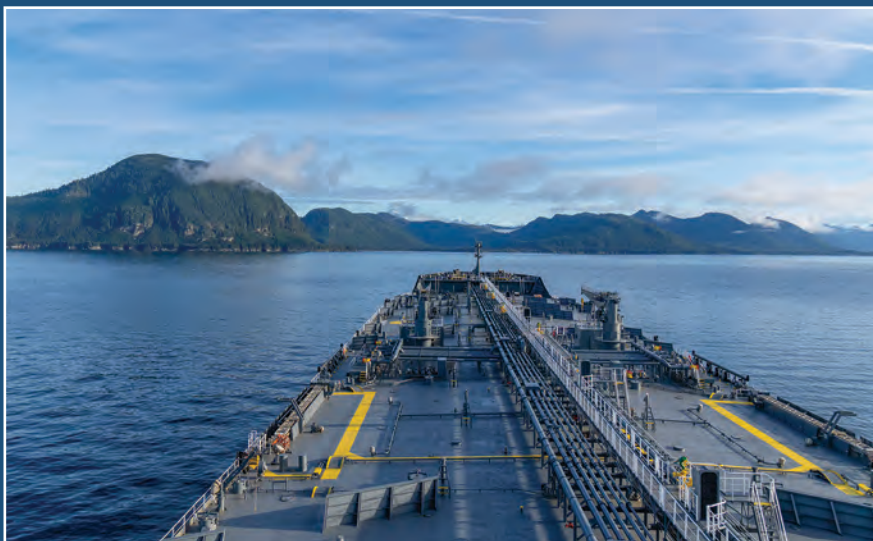
Sincerely,

James Comer, Chairman
House Oversight Committee

Mike Johnson, Speaker of the House
Steve Scalise, House Majority Leader
Sam Graves, Chairman, Committee on Transportation and Infrastructure
Charles J. "Chuck" Fleischmann, Member of Congress
Randy K. Weber, Sr., Member of Congress
Aaron Bean, Member of Congress
John H. Rutherford, Member of Congress
Robert J. Wittman, Member of Congress
Jen A. Kiggans, Member of Congress
Andy Harris, M.D., Member of Congress
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Michael V. Lawler, Member of Congress
Nick LaLota, Member of Congress

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Andrew R. Garbarino, Member of Congress
Michael Guest, Member of Congress
Clay Higgins, Member of Congress
Julia Letlow, Ph.D., Member of Congress
Mike Rogers, Member of Congress
Robert B. Aderholt, Member of Congress
Dale W. Strong, Member of Congress
David Kustoff, Member of Congress
Brett Guthrie, Member of Congress
Andy Barr, Member of Congress
Carol D. Miller, Member of Congress
Kat Cammack, Member of Congress
Mark B. Messmer, Member of Congress
Eric A. "Rick" Crawford, Member of Congress
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Darin LaHood, Member of Congress
Scott DesJarlais, M.D., Member of Congress
Thomas H. Kean, Jr., Member of Congress

AMO Aboard Fairwater Tanker *Washington* in Jones Act Service



AMO officers working aboard the Jones Act tanker *Washington* — owned and operated by Fairwater Tanker Management Inc. — as it sailed to Alaska in June included Second Mate Julian Martinez-Prado, Chief Mate Alex Black, Third Mates Kenobi Kinch and Steve Ford, and Captain Dan Goodwin.

AMO Aboard the Rotor Tug *Triton* in the E.N. Bisso & Son Port Everglades Fleet

Members of American Maritime Officers working aboard the Rotor Tug *Triton* in the E.N. Bisso & Son Port Everglades fleet in July included Captain Justin Daher, Mate Jason Sieffert, AB Brooks Gregory and Chief Engineer Todd Wild. AMO represents the crews onboard the E.N. Bisso & Son tugs operating from Port Everglades and other Florida ports.



The following article was released by the Great Lakes Maritime Task Force, a coalition of which American Maritime Officers and American Maritime Officers Service are members.

On April 22, the Great Lakes Maritime Task Force (GLMTF) recognized Indiana Senator Todd Young for his commitment to the Great Lakes Navigation System and the nation's maritime revitalization.

"Senator Young understands the importance of U.S. shipping on the Great Lakes with interconnected harbors that depend on each other and a healthy maritime highway. He has advocated for another heavy U.S. Coast Guard icebreaker on the Lakes, fully comprehending the importance to not only his steel mills in Indiana but the overall negative impacts to the nation when the critical raw materials that drive North American manufacturing are delayed or completely halted by winter ice," stated Great Lakes Maritime Task Force President Jim Weakley, president of the Lake Carriers' Association.

Senator Young has assumed a leadership role advocating for the rebuilding of U.S. maritime capabilities, including new U.S. vessels and additional American mariners. The SHIPS for America Act would provide the necessary congressional authorizations and enhance the mechanisms needed to build and crew a new fleet of commercial ships. The SHIPS Act also would establish a trust fund to support an expansion of the U.S.-flagged international fleet to 250 ships by 2035. It would make U.S.-flagged vessels commercially competitive in international commerce by cutting red tape, rebuilding the shipyard industrial base, and expanding and strengthening mariner and shipyard worker recruitment. Additionally, the SHIPS Act would help train a shipbuilding and mariner workforce, encourage domestic and foreign investment in maritime infrastructure, and provide the permitting

Senator Young Named Legislator of the Year by Great Lakes Maritime Task Force



Great Lakes Maritime Task Force President James Weakley congratulates Indiana Senator Todd Young on receiving the 2026 Legislator of the Year Award.

reform and deregulation that is essential for timely construction of new shipyards.

"There is no one more deserving of this award than Senator Young. He continues to fight for the maritime community, which is a fight for the U.S. industrial base supply chain. With his advocacy bringing Great Lakes issues to the national stage and educating others on the importance of domestic steel production, which will ultimately drive shipbuilding, we have a Senator willing to work just like his constituents to make U.S. maritime a power once again," Weakley said.

The ceremony was hosted in Senator Young's Washington, D.C. office where he was surrounded by grateful GLMTF members from shipping companies, shipboard labor unions, U.S. steel mills, and the Great Lakes Maritime Academy, which represents the future of the nation's maritime dominance.

AMO Members Ratify New Contract for *SS Badger*



AMO members working aboard the *SS Badger* in May included Junior Engineer Tyler Cornwall, Oiler Nate Poort, Junior Engineer Scott Rogers, Chief Engineer Andrew VerVelde, Chief Engineer Robert Watrous, First Assistant Engineer Gary Hanson, Second A.E. Joel Dumond and Oiler Tyler Walton. Members who sail on the vessel voted overwhelmingly to ratify a new contract for the *Badger*, operated by Lake Michigan Carferry.

U.S. Maritime Industry Salutes Congressman Carbajal

Congressman Salud Carbajal, the ranking member of the House Subcommittee on Coast Guard and Maritime Transportation, highlighted the importance of the Jones Act and the entire U.S. maritime industry in accepting the Salute to Congress Award for 2026 on May 6 in Arlington, Va.

The award is presented each year to a member of Congress for their strong support of the U.S.-flag fleet and American maritime industry by the International Propeller Club of the United States. This year, Rep. Carbajal (D-CA) took the opportunity to address the present threat to the Jones Act and discuss several crucial roles served by the domestic industry and U.S. fleet.

"The Jones Act seems to have become a scapegoat for the issue of the day. And the loudest opponents are usually the ones who have the most to gain by supplanting American ships and American workers with foreign ships and foreign workers," Rep. Carbajal said.

"But that is why I'm here — to tell you the Jones Act is here, and it's here to stay," he stated. "The Jones Act works best for the American people when we don't sideline



its most important features. That's why we're currently considering ways to prevent broad and open-ended waivers from being issued now and in the future.

"Anyone who understands business knows the importance of certainty. Certainty is our best friend," he said. "The President's recent 150-day waiver does just the opposite. I believe that Congress needs to strengthen the Jones Act and spur, rather than discourage, investment in the industry.

"Throughout my time in Congress, I have been committed to protecting the Jones Act, revitalizing the U.S.-flag fleet

and ensuring our ports remain competitive. Moving forward, I am committed to strengthening a vibrant employment base for our maritime workforce. The Jones Act, the Maritime Security Program and cargo preference laws are vital to ensure business for the U.S.-flag fleet and U.S. shipyards so they can continue to employ highly trained and qualified mariners and shipyard workers.

"Federal support programs must be protected and strengthened," he said. "If the playing field is leveled, I have no doubt that American workers can compete internationally. Through the SHIPS Act and the Maritime Action Plan, momentum exists to meaningfully grow shipyards, ports and the domestic and international fleets and associated workforces.

"There is no better time than now to enact meaningful legislation that positions the United States as a maritime powerhouse once again."

During his presentation, Rep. Carbajal pointed out all elements of the American maritime industry were represented by those in attendance.

"What you do is so vitally important for our country," he said. "Together you represent and provide employment for hundreds of thousands of mariners, shipyard workers and longshore workers. You ensure that America can reliably carry American commerce and we're not beholden to vessels owned by foreign interests. You are an integral part of our national security by providing vital sealift capacity."

He cited the list of senators and representatives who have received the award, dating back to 1985, and noted the bipartisan nature of those in Congress who support the U.S. maritime industry. "There is a reason for that. U.S. maritime issues are not Republican; they're not Democrat issues; they are bipartisan American issues," Rep. Carbajal said.

"I've been proud to champion the maritime industry, not just on behalf of the people in this room, but for everyday Americans who haven't heard of and don't know the important service you provide. Quite frankly, there is nothing more bipartisan or more American than a robust United States maritime industry."

U.S. Coast Guard: Following Partial Shutdown, Four-Month Processing Time Anticipated for Completed Applications

The following is excerpted from a bulletin posted July 21 by the U.S. Coast Guard's National Maritime Center. For National Maritime Center updates such as this one, subscribe with the QR code or view bulletins available on the NMC website (www.dco.uscg.mil/national_maritime_center).



The National Maritime Center (NMC) has made substantial progress in reducing the backlog of applications resulting from the 2026 lapse in appropriations. As a result of sustained recovery efforts and increased production capacity, the NMC is updating its published processing timeline outlined in the NMC Processing Timeline Update announcement dated June 16, 2026.

Effective immediately, complete applications are expected to be processed within four months from the date received, excluding any time waiting for mariner applicants to test or provide additional information. This improvement reflects expanded production efforts, overtime, surge processing, workflow efficiencies, and the reallocation of personnel and resources to reduce the backlog inventory accumulated during the lapse.

While application volumes remain elevated, current trends indicate continued progress toward restoring more normal processing timelines. Mariners and maritime employers should continue to plan accordingly and submit applications early to avoid potential disruptions to employment and vessel operations.

Key Information:

- Applications will continue to be processed on a first-in, first-out basis. Only applications demonstrating a clear and documented nexus to national defense will be considered for expedited processing.
- **Mariners are strongly encouraged to apply early, up to eight months before expiration, via the ASAP Tool to account for unforeseen delays. Mariner credential renewals may also be post-dated up to eight months, allowing mariners to renew early.** Paper and incomplete submissions may delay issuance.
- Mariners should verify the expiration dates on their medical certificates before submitting a renewal application. Medical certificate expiration dates may differ from MMC expiration dates, and medical certificate renewal may not yet be necessary.

Online ASAP Tool: nmc-asap.appsplatformportals.us

Mariners are encouraged to monitor the NMC website for updates regarding processing times, REC operations, and policy adjustments as operations stabilize. For ongoing updates, sign up for the NMC list server by scanning the QR code.

For questions, contact the NMC Customer Service Center via the NMC chat system on the NMC website, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Dean E. Corgey: 1952-2026

Longtime U.S. maritime advocate and Seafarers International Union Vice President Dean Edward Corgey, 73, of Houston, Texas, unexpectedly died May 29, 2026.

Born in Houston on November 6, 1952, Dean came from a family with deep waterfront and labor roots and built a life that reflected both. He met the world with energy, grit, and an appetite for action, whether on the water, in the labor movement, at the port, or out on the land he loved.

"I met Dean Corgey later in life after hearing so many positive stories, and found him to be fascinating and personable. His love and dedication to the Seafarers International Union, the industry, and music were admirable. He will be truly missed by many people," said the AMO National President.

A graduate of Milby High School, Dean began his career with the Seafarers Inter-

national Union in 1973. He sailed as a chief engineer for G&H Towing Company before coming ashore in 1979 to work in Houston as an organizer for the SIU. He later served as a patrolman, Houston port agent, assistant vice president, and ultimately vice president of the Seafarers International Union, responsible for SIU activities across the Gulf Coast Region, from Charleston, South Carolina, to Brownsville, Texas.

Dean represented thousands of working mariners and devoted his career to wages, benefits, training, safety, and the dignity of maritime labor. He also served as a vice president of the Texas AFL-CIO, secretary-treasurer of the West Gulf Ports Council of the AFL-CIO Maritime Trades Department, and on the executive board of the Harris County AFL-CIO. His work reflected a lifelong belief that working people deserved a voice, a fair chance, and institutions



strong enough to protect both.

"He was the definition of a union professional. Through hard work and determination, he rose through the ranks of the SIU to become vice president of the Gulf Coast, earning the respect of everyone who had the privilege of working alongside him," said SIU President David

Heindel, who knew Corgey for five decades. "I extend my deepest sympathies to Dean's family and loved ones. His passing is also a tremendous loss for our organization and the maritime community he served so faithfully. Dean will be remembered, and he will be deeply missed."

Dean also served Houston with distinction as a commissioner of the Port of Houston Authority. During twelve years on the Port Commission, he brought practical waterfront experience, a working mariner's perspective, and a deep respect for the people whose labor powers one of the nation's great ports. He believed Houston's success depended on strong workers, responsible industry, sound public institutions, and good-faith cooperation.

Dean was married to Angela Corgey, and theirs was a deeply loving marriage. He will be remembered as a devoted husband, father, grandfather, friend, colleague, and leader; a man of loyalty, courage, conviction, humor, useful work, and full-hearted living.

Joel C. Glanstein: 1940-2026

Joel Charles Glanstein passed away peacefully on May 31, 2026 with his loving wife of 60 years Eleanor Elovich Glanstein and his devoted daughter Stacey Markman Epstein at his bedside.

He was born May 16, 1940 in Jersey City, he graduated from Lehigh University in 1962 where his daughter Stacey also graduated, and he graduated from New York University School of Law in 1965 (LL.B) and in 1969 (LL.M in Labor Law). He enlisted in the U.S. Army Reserve in 1965 and served with a military intelligence detachment until his honorable discharge in 1971.

Throughout his career, he practiced labor law representing national and local unions, including serving as General Counsel to the American Maritime Officers for over fifty years and as labor counsel to the Lieutenants Benevolent Association of the

City of New York. He was a name partner in multiple law firms including Glanstein LLP with his son David Glanstein, also a graduate of New York University School of Law, from 2010 until his passing.

Joel was very active in many professional and community organizations including as Chair of the Labor and Employment Law Section of the New York State Bar Association, the New York Bar Foundation, the American Bar Foundation, the Board of Trustees of Central Synagogue of Rockville Centre, and on the Board of Governors of the College of Labor and Employment Lawyers consisting of preeminent attorneys in that field. Joel served as Board President of the College in 2007.

Besides his wife Eleanor and children Stacey and David, he is survived by his sisters Phyllis Liebman and Lois



In this photo are (left to right) the union's late Great Lakes Vice President Mel Pelfrey, General Counsel Joel Glanstein and President Ray McKay.

Miraglia, and by his grandson Steven Markman, whose graduation from Cornell University this past Memorial Day weekend Joel traveled to and which brought him great joy in his final days.

Joel shall be remembered as a loving husband, father, brother, and grandfather, as a talented and dedicated attorney, and as someone who always gained joy from helping others.



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U.S. Maritime Resurgence Will Spring from a Cohesive System Driven by Cargo, Critical Thought and Bold Action

For decades, the world trading system organized itself around one dominant principle: cheapness at all costs — lowest labor cost, lowest production cost, lowest transportation cost. China became extraordinarily effective at competing inside that system.

The key to renewing U.S. maritime capabilities is not to compete more efficiently inside a system designed around the competitive advantages of others.

"The answer is to alter the competitive landscape itself — to reshape the macro-system in ways that reward resilience, security, reliability, trusted logistics, industrial depth, skilled labor, energy security, integrated maritime capability, and of course a true competitive advantage — the depth and sheer size of our capital markets. That is how America wins."

Those were among the remarks of Maritime Administrator Stephen Carmel at a gathering of the Boston Marine Society on May 14. In his presentation, Carmel dissected the challenges facing the U.S. maritime industry and the efforts to rebuild it. He also set forth the requirements to reach a resurgence of American maritime and national security capabilities.

"You may have heard me say many times that we must rebuild the American maritime ecosystem as a true system — not as disconnected programs, not as isolated subsidies, not as separate debates about ports, shipyards, labor, mariners, logistics, or cargo," Carmel said. "And today, that capability is once again being recognized as central to national security."

"We are living through a moment where the world is rediscovering something previous generations understood instinctively: logistics matters. Industrial capacity matters. Sealift matters. And maritime systems underpin all of it. Because maritime power is not based on ships alone — it is about cargo," he said.

"Cargo creates trade flows. Trade flows sustain fleets. Fleets sustain shipbuilding. Shipbuilding sustains industrial capability. Industrial capability sustains strategic resilience. And all of it together sustains national power and national security," Carmel said.

"If we start with shipbuilding and work inward, we are having the wrong conversation, and we fail. If we start with cargo and work outward, we can rebuild the entire system."

We must recognize "commercial maritime capability and national security capability are not separate conversations," Carmel said. "They are the same conversation. Sustained military power depends on commercial logistics. Sealift depends on merchant mariners. Maritime resilience depends on commercial shipyards. War-time mobility depends on peacetime commercial viability."

U.S. maritime security "is not simply about naval strength," he said. "It is about whether the United States possesses a functioning maritime ecosystem capable of sustaining national power under pressure."

"That is why I believe the Maritime Action Plan is so important," Carmel said. "Not because it is a collection of isolated programs. But because, if implemented coherently as a system, it begins reconnecting cargo policy, industrial policy, workforce policy, logistics policy, shipbuilding policy, energy policy, and national security policy into one integrated strategic framework."

"That is exactly the right direction, and extensive work is already underway right now to make it happen."

Carmel touched upon revolutionary changes in maritime transportation systems and logistics, from the beginning of liner services to the more recent introduction of containerized cargo. These systemic changes brought about sweeping restructuring and expansion of maritime and intermodal transportation that reset the foundation of global trade.

"The words 'supply chain' took on a whole new meaning with trade in intermediate goods," he said. Malcolm "McLean" did not simply improve shipping. He did not invent anything. But he changed the operating system of world trade. And, in the process, the entire fabric of global society was rewoven.

"That is what real maritime revolutions look like. And it is an important lesson for us now."

Carmel drew focus on the vital impor-



tance of education, critical thought and bold action as required elements for reshaping the transportation system we have into the transportation system America needs.

"Systems do not redesign themselves," he said. "That comes from the minds of visionary people capable of understanding where the status quo fails and imagining something better. Then having the courage, as Jeremiah Thompson did, to take the risk and build it."

"When it comes to workforce development, I do not think we are yet having the right conversation. We are heavily focused on training. Education — which is a radically different concept — is not getting enough attention. But innovative, revolutionary systems change comes from critical thinkers — from people capable of seeing things others do not see and connecting dots in what others see as confused noise."

"That requires a workforce capable of critical thought," Carmel said.

"We often say we need the best-trained maritime workforce in the world. That is true. But it is not enough. Training prepares people to use today's tools. Education prepares them to design tomorrow's. Training teaches execution inside the existing system. Education teaches judgment, adaptation, integration, and innovation when the system itself must change."

"We need people capable of building the maritime system America actually needs," he said. "So, we need institutions capable of producing those visionary future leaders — people capable of challenging assumptions and the wisdom to do it with resolute courage."

"John Stuart Mill warned in 'On Liberty' that eventually societies become what they continually tell themselves they are. He warned against what he called 'collective mediocrity.' He was certainly right and we should heed his words," Carmel said.

"Because decline is not destiny. It is most certainly not our destiny. It is a

choice. History teaches us this lesson. Imagine if that defeatist attitude had prevailed at the outset of the Second World War. Imagine if America had concluded that industrial mobilization on the required scale was impossible.

"But we did not make that conclusion," he said. "Instead, the United States built the Arsenal of Democracy in record time. We did not outsource our survival. We built what we needed ourselves. In fact, much of the world outsourced survival to us because we stood up and answered the call of history."

Carmel cited harnessing advanced nuclear power for maritime propulsion as one approach to changing the transportation paradigm through employment of emerging technologies.

Development in this direction has "the potential to alter operating economics, logistics assumptions, endurance calculations, route structures, and even the architecture of maritime trade itself in the same way containerization did, and the societal consequences will be just as profound, if not more so," he said.

"That is systems thinking," he said. "Not asking whether a single ship can operate differently, but whether an entirely new maritime operating model becomes possible, then designing and executing that new model. That is how great maritime transformations occur. Not by incremental optimization inside the old system, but by creating a new one."

"Our responsibility is not merely to manage the existing system more efficiently. Our responsibility is to help build the system America needs," Carmel said. "A nation that focuses only on operating inside someone else's system risks permanent dependency."

"We need to build our own future, or we will live in a future imposed on us by those that mean to dominate us, and we will have no one to blame but ourselves," he said. "That is the great choice this moment in history, our moment, thrusts on us."

"That is the challenge before us. And I believe it is entirely within our power to meet it. We can do this, we will do this, and we will win."

AMO Aboard LNG-Powered Jones Act Trailership *Midnight Sun*

American Maritime Officers members working aboard the LNG-powered *Midnight Sun* in May included Karl Carr, Joshua Estebo, Chris Roach, Jackson Simone, Annie Hood, Michael (Mitch) Dusek, Miller Condrack, Tyler Vanderlip, Gillian Csohan, Brian O'Connell and Jon Butcher. The Jones Act trailership is operated by TOTE Maritime and provides dedicated service between Washington State and Alaska. The ship is manned in all licensed positions by AMO officers.

