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AMO Onboard as USMMI Shallow-Draft Tanker *Redwood Trader* Enters Service Under MSC Charter



The *Redwood Trader* was reflagged into U.S. registry in November and is owned and operated by USMMI. Built in 2018, the approximately 358-foot *Redwood Trader* is the sister ship of the *Pohang Pioneer*, USMMI's other shallow-draft tanker operating on charter to MSC. American Maritime Officers represents all licensed officers working aboard both vessels. **See Page 3**

Crew of *USNS Button* Honored by United Seamen's Service

The American Maritime Officers members working aboard the *USNS* *Sgt. William R. Button*, along with three AMO industry partners were among the honorees celebrated during the 2024 Admiral of the Ocean Sea ceremony in New York on October 25.

The AMO-led crew on the *USNS Button* was awarded a prestigious Mariners' Plaque for their heroic efforts containing a fire on the vessel that had the potential to be catastrophic but was extinguished with no injuries to the crew.

Honored by the United Seaman's Service with Admiral of the Ocean Sea Awards were President and Chief Executive Officer of the TOTE Group Tim Nolan, Executive Vice President

At right: AMO National President Willie Barrere congratulates First Assistant Engineer Caleb Navin, who accepted the United Seamen's Service Mariners' Plaque on behalf of the officers and crew of the *USNS Button*.



of the Seafarers International Union Augustin "Augie" Tellez, and Chief Executive Officer of Fairwater Daniel J. Thorogood. TOTE and Fairwater are AMO-contracted companies.

On March 28, during a successful high-speed test run of the *USNS Button* in Mobile, Alabama, AMO members First Assistant Engineer Caleb Navin and Third A.E. Matthew Kulka observed some loose and poorly fastened fuel lines that they promptly secured. The *USNS Button*, one of Military Sealift Command's Maritime Prepositioning Force (MPF) ships manned in all licensed positions by AMO, had just completed a shipyard period. Shortly thereafter, Chief Engineer Spencer Burns signaled the Third Mate on the bridge to stop the engines. Burns then transferred control from the bridge to the EOS after Navin and Kulka reported seeing a low-pressure fuel leak after

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Emphasis on Improvements for AMO Members Carries Into the New Year

By Willie Barrere
National President

As I write this, we are entering the December holiday season and the end of the year is fast approaching. I'll take this opportunity to bring you up to speed on the progress we've made in 2024. I'll also look ahead to our priorities for 2025, with emphasis on continued growth and improvement for our union.

As you know, ours is the largest union of U.S. Coast Guard licensed Merchant Marine officers sailing on unlimited tonnage and unlimited horsepower vessels. Leading it brings about many challenges and responsibilities.

While always mindful of the separation between the union and the AMO Benefit Plans, members of the Executive Board and AMO officials and staff are working together as a team with the fantastic leadership and staff at AMO Plans and STAR Center. Everyone is focused on improvements for the greatest number of members, applicants, and AMO Plans participants, given the operational realities and financial limitations of our industry and the benefit trusts. Details about developments with AMO Plans benefits are featured in a separate report on the next page.

Change takes time and we are getting there with each new step. We know not everyone agrees with everything but I trust most will understand AMO needs to grow to remain successful in our industry and to rebuild capabilities to meet the needs of the membership in terms of service and opportunity.

Contracts: Our contracts team has sustained its focus on maximizing pay increases with each negotiation, and expanded the role of member negotiating committees from each fleet. This helps achieve a better outcome at the table and makes it possible to address quality-of-life issues directly with our contracted companies.

As most know, government RFPs are much different and not subject to negotiation with a company or agency, and some of the MSC charters being awarded now were put out for competitive bids a long time ago. This Executive Board is working directly with the other officer unions to create a situation that raises the level of the labor packages each can provide to our companies to use in competitive bidding on RFPs. We're seeing improvement through cooperation and it will continue.

New companies and new vessels:

The above may not matter much if we don't have a positive outlook, and I can honestly say that AMO has a very bright future. Although we are losing the *Carter*, *Page*, *Bobo*, and *Ocean Jazz*, we have two new shipping companies contracting with AMO and expect a dozen more vessels to be introduced during the next eight months. This is in addition to the recent vessels brought into our fleet — the tenth ARC car carrier, *ARC Endeavor*, and the USMMI shallow-draft tanker, *Redwood Trader*. Our new vessels will



Meeting in November were (from left) Texas A&M Maritime Deputy Superintendent Allan Post, Cal Maritime President Mike Dumont, Maine Maritime President Craig Johnson, Mark Ruge (K&L Gates), AMO President Willie Barrere, Mass Maritime President Fran McDonald, GLMA President Jerry Achenbach, and SUNY Maritime President John Okon.

include tankers, the replacement ship for the *Magothy*, a new ESB, wind-farm vessels, VAM vessels, and others. We will make the announcements as soon as we are able.

The Constitution: Our governing document needed to be overhauled and some areas needed to be addressed this year. The Executive Board worked with our attorneys on proposed changes and they were approved by the members voting in a union-wide online referendum.

Ship store: In November, we were briefed on the progress and viewed samples of products from the new online AMO Ship Store. The initial announcement has been posted. As a union, AMO is a non-profit and does not make money from this; it just creates availability for members who want these products. The store is located online at: stores.crsapparel.com/AMOApparel.

Membership Drive: Our recruiting efforts, reduced initiation, and word of mouth have contributed to an increase of more than 250 new members and applicants since last year. We will do more to expand our fleet.

Recruiting: We have revamped our recruiting program and targeted each of the maritime academies with specific officials to develop better relationships with the students and the school staff. I anticipate American Maritime Officers will be the number one choice for students graduating next year. If you are a recent graduate and would like to represent AMO to your academy, please reach out to Kathleen Friel at kfriel@amo-union.org.

One of the challenges we have in recruiting is recovering from the 40 percent reduction in license-track students since 2015. All of the academies saw reduced license-track enrollment. I met with the state maritime academy superintendents in Washington DC in November. We are working together to increase national awareness of the maritime industry and maritime academies, and also to increase government funding to offset the extra costs added to student tuition due to the school ship training tours. While the new NSMVs bring the latest technology and vast improvements over their previous vessels, they also add hefty increases in annual costs for each school. MARAD pays for each vessel and does cover fuel and major maintenance costs, but daily operations

and dock upgrades can amount to millions per academy each year.

Membership Assistance Program:

The AMO Member Assistance Program (MAP) has issued nearly \$40,000 in assistance to members whose homes were severely damaged or flooded during the recent hurricanes. Thank you to all of our members who contribute to this self-funded program. We are not the insurance company, but we can help.

Dues increase: As recently announced, there will be a dues increase starting the first of the year in 2025. As our union expands, we will need to keep up with staffing. In the year 2000, AMO had roughly the same number of members and applicants with nearly twice the staff with which we now operate. While we are working much more efficiently, we still need to fill some positions that will help to maintain and improve service to the membership. Despite the increase from last year and this year, our highest dues rate will be \$2,000 a year for Captains and Chief Engineers. This is less than half, and in some cases 20 percent, of the other two officer unions.

ASCA: The American School Counselors' Association represents more than 43,000 guidance counselors. Their annual conference is in July of 2025 and AMO has secured over 40 booths so far to create a Mariners' Row at the conference. This will be the first major introduction of our industry as a whole to high school and middle school guidance counselors across the country. I anticipate all of the maritime academies and unions will participate, as well as shipping companies, MSC, NOAA, training facilities, shipyards, and other entities.

Social media: We'll be ramping up our online and social media efforts in 2025. Members and applicants will again receive an email in January with options to select files from your camera roll to upload photos and video directly to AMO. We lead unique lives at sea and travel the world for work and on vacation. If you've got good pictures and video to share, let's post them. AMO staff is working now to catch up with some of the pictures and stories we received from members this year and we'll be looking forward to more in 2025.

National election: As you know, there will be some changes in the national political scene in 2025. Below are a few of

the things on which we are focused.

We will have a new President and some new members of the House and Senate next year. We did not support either presidential candidate. Our focus, and the exclusive application of the AMO Voluntary Political Action Fund, is the Legislative Branch. Some members of the House and Senate who have been strong and reliable supporters of the maritime industry and American labor did not win re-election. We will need to devote time and effort and contributions to help re-elect our supporters in order to ensure our American maritime industry remains secure and stable.

I cannot stress enough how important campaign contributions are to members of the House and Senate who understand the importance of strong American maritime policy — the Jones Act, MSP, TSP, CSP, cargo preference, and Food for Peace programs. I sincerely ask each member and applicant to consider contributing to the AMO Voluntary Political Action Fund on a regular basis. These funds are used only for political donations. Our jobs at sea and the industry in which we all work are the return on the investment we make. Even \$100 each quarter will go a long way toward maintaining the programs that sustain the U.S. Merchant Marine.

Kelly-Waltz legislation: Senator Mark Kelly, a former astronaut and Kings Point graduate, and Congressman Mike Waltz, a U.S. Army Colonel and VMI graduate, will be putting forth a bill to revamp our National Maritime Policy. This extensive legislation will seek to improve our industry and covers everything from shipbuilding to crewing, as well as training and maritime academies. Congressman Waltz has been nominated to be the next National Security Advisor and has been a supporter of the U.S. maritime industry.

Our next Executive Board and AMO Plans Board of Trustees meetings are at the end of January. If you would like to be part of the process, please reach out to any Executive Board member and let them know.

The AMO team includes those of us at sea and ashore. Each member of the Executive Board has time at sea, some of us over 30 years. We know what life is like onboard and we have not forgotten. We appreciate our member mariners and all that you do. Our role is to support the membership and improve all that we are able — wages and benefits, rotations, connectivity, culture, and service. With a nationwide manning shortage and a need to grow the maritime industry, and with new opportunities emerging, we are also dedicating resources to increasing the capabilities of our union, improving our reputation, and expanding our membership.

Finally, as you read through this issue and we close out 2024, we have cause for celebration of successes. We should take pause for reflection on absent friends, fellow members, and shipmates who have made their final voyage. Those on this list remind us that life is short and we should cherish our time on board and at home.

I truly appreciate all of the hard work and sacrifices all our members and their families make this time of year. No matter where you are in the world, please be good shipmates and partners and come home safely.

Developments with AMO Benefit Plans in 2024

Medical Plan: There were some improvements and some changes, some of which have caused frustration with out-of-network dental reimbursements. If your dental provider is out of network, please submit your claims directly to the Plan Office for direct reimbursement. However, if you use a dental or vision provider that is in the Blue Dental or Blue Vision network, you will benefit from discounted services and you will only pay the provider your out-of-pocket share, and your provider will submit the claim directly. We will continue to shop around for better options for members in the dental and vision world. If you submit an out-of-network vision claim for reimbursement, please note the reimbursement check will come directly from our third-party vision benefits provider, Davis Vision. The change to the Blue Dental and Blue Vision network has to date saved hundreds of thousands of dollars while increasing utilization of the benefits.

Separately, a qualifying survey was sent out by BMI requesting our members with dependents provide verification. This audit was a “best practices” recommendation specified by the International Foundation of Employee Benefits and approved by the AMO Plans trustees (company and union). The Plans trustees have a fiduciary responsibility to ensure the Plan is only providing benefits to those who are actually eligible for the coverage. We understand dependent audits can cause inconvenience, and since this is our first, we have learned how to help reduce such inconvenience in the future. Although this is not going to be an annual requirement, the early return suggests this audit is something that may need to be done on a periodic basis. To date, we have already had some officers self-report ineligible dependents who will be removed from the Medical Plan.

Retirement: In December, retirees will get a 13th check — the first time they have received any improvement since our Defined Benefit Pension Plan was frozen in 2008.

Those who have not retired but are still owed a pension received a 10 percent increase on the value of their uncollected checks. The DC Plan, which affects all of us active members and applicants, received improvements as well. Schedule 3.1 takes effect January 1.

The Executive Board and Board of Trustees met in November and reviewed our pension plans, both the defined benefit and the defined contribution plans. We are in good shape and are continuing on a positive path.

Record keeping and reporting: Newport Group has been our AMO Plans record keeper for years. They recently announced they are getting out of the recordkeeping business for Taft Hartley retirement plans such as ours. Numerous recordkeeping companies were interviewed, and during the trustees’ meetings, we met with two of the finalists and chose our next record keeper. The details will be provided early in 2025. There will be a transition that will take place over the next few months, with completion by end of March 2025. AMO Plans will make announcements as the process advances.

College scholarships: As a reminder, AMO members who have eligible dependent children attending college can get up to \$3,000 in scholarship money per school year for each dependent child (maximum of four years). Please contact the Plan Office at 1-800-348-6515 extension 12 for details. The scholarship application is located on the AMO Plans website and is available as a link in the Medical Plan Forms section: www.amoplans.com/Content.aspx?Code=Plans%20Forms.

Willie Barrere
National President

USMMI Awarded Long-Term Charter for *Redwood Trader*

U.S. Marine Management (USMMI) was awarded a long-term charter from Military Sealift Command (MSC) for a shallow-draft tanker, bringing a new ship into U.S.-flag registry and new job opportunities for the members of American Maritime Officers.

The *Redwood Trader* was recently re-flagged and has entered performance under her charter with MSC. AMO represents all licensed officers on the tanker, which is scheduled to operate in the Far East.

“This new vessel is a testament AMO’s continued job base growth and to USMMI’s commitment to growing the U.S.-flag fleet,” said AMO National President Willie Barrere. “When USMMI was created, we knew this would be good for AMO because it allowed another OPCO to compete for small business awards. Congratulations to USMMI on the contract and fair winds to the officers and crew of *Redwood Trader*. AMO looks forward to increasing

our fleet with our USMMI partner.” USMMI Vice President/Labor Relations David Sloane noted that “USMMI is proud to add another U.S.-flagged ship

to our fleet serving U.S. national security interests. This charter continues USMMI’s longstanding relationship with the U.S. Navy supporting their requirements. We

appreciate the ongoing support from American Maritime Officers to supply our company with outstanding U.S. citizen officers.”



American Maritime Officers members working aboard the shallow-draft tanker *Redwood Trader* in November included Captain Mike Hatton, Chief Mate William McDermott, Second Mate Travis Golightly, Third Mate Joseph Nicodemus, Chief Engineer Hunter Smith, First Assistant Engineer Joseph Thurman, Second A.E. Caleb Linder and Third A.E. Alexander Macrina.

AOTOS

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a thorough inspection. The fuel ignited about 30 seconds later.

Burns, Navin, Kulka and additional First A.E. Timothy Daugherty immediately attempted to control the fire utilizing portable CO2 and dry chemical fire extinguishers, but their efforts were defeated as the fire grew in size and intensity. When the flames reached the ceiling, causing materials there to collapse, and smoke filled the area, the group decided to deploy the ship’s installed CO2 system and evacuated the space.

After the below decks were evacuated and a head count was conducted, the crew sealed the hatches and deployed the



CO2 system. It required half of the ship’s 5,000 gallon system to control the blaze. Because of the quick actions and thinking of the crew, the flames were extinguished in 15 minutes.

On October 25, Navin accepted the award on behalf of the crew from former U.S. Secretary of Transportation Elaine Chao. “The performance and professionalism of the engineers and crew who fought this fire exemplify the highest standards of the civilian mariners who sail for the U.S. Navy’s Military Sealift Command,” the award commendation read.

At left: Receiving AOTOS Awards for 2024 were Fairwater CEO Daniel Thorogood, SIU Executive Vice President Augie Tellez and TOTE Group President and CEO Tim Nolan.

American Maritime Officers Agency Fee Policy

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

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

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

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

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

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

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

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

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

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

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

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

j. An appropriate portion of overhead and administrative expenses.

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

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

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

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

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

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

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

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

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

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

8. In the absence of an exclusive statutory review procedure, each objector may challenge the legal and arithmetical bases of the calculations contained in the independent auditor report(s) by filing an appeal with the AMO Secretary-Treasurer, 601 S. Federal Highway, Dania Beach, Florida, 33004, together with notice to the President of AMO at 601 S. Federal Highway, Dania Beach, Florida 33004. Non-member challengers in bargaining units covered by the National Labor Relations Act shall also have the right to seek a determination of any issues relating to these procedures by invoking the jurisdiction of the National Labor Relations Board. If such a challenger chooses not to invoke the Board's jurisdiction, or if the

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Obituaries

Douglas Barlow, who sailed deep sea with AMO, died on October 6, 2023 at age 62. He is survived by Sanghamitra Ray.

Emmett Wattigny, who sailed deep sea with AMO, died on November 9, 2023 at age 80.

James Budnick, who sailed on the Great Lakes with AMO, died on November 11, 2023 at age 82.

Timothy Dayton, who sailed on the Great Lakes with AMO, died on November 11, 2023 at age 69. He is survived by Regina Dayton.

Henry Zakrajsek, who sailed deep sea with AMO, died on November 13, 2023 at age 89.

Michael Rogers, who sailed deep sea with AMO, died on November 14, 2023 at age 92. He is survived by Rose Rogers.

Thomas Brown, who sailed inland waters with AMO, died on November 15, 2023 at age 74.

Scott Nicholas, who sailed deep sea with AMO, died on November 19, 2023 at age 49. He is survived by Heather Nicholas.

Alvin Joseph, who sailed on the Great Lakes with AMO, died on November 20, 2023 at age 89.

Gregory Hall, who sailed deep sea with AMO, died on December 20, 2023 at age 64. He is survived by Suzanne Hall.

Robert Kuskis, who sailed deep sea with AMO, died on December 21, 2023 at age 62.

Melvin Pendleton, who sailed inland waters with AMO, died on December 25, 2023 at age 75. He is survived by Sandra Pendleton.

Douglas Strassner, who sailed deep sea with AMO, died on January 5, 2024 at age 68. He is survived by Angela Jimmerson.

Talaat Abdelmaguid, who sailed on the Great Lakes with AMO, died on January 5, 2024 at age 59. He is survived by Mona Abdelrahman.

William Rogers, who sailed on the Great Lakes with AMO, died on January 10, 2024 at age 96.

Kare Rogne, who sailed inland waters with AMO, died on February 2, 2024 at age 77. He is survived by Lydia Rogne.

Jeffrey Boufford, who sailed deep sea with AMO, died on February 5, 2024 at age 58.

Thomas Rush III, who sailed deep sea with AMO, died on February 10, 2024 at age 82.

Ivan Weisel, who sailed on the Great Lakes with AMO, died on February 11, 2024 at age 91.

John McGrath, who sailed deep sea with AMO, died on February 17, 2024 at age 72. He is survived by Winifred McGrath.

Ernest Richardson, who sailed deep sea with AMO, died on February 27, 2024 at age 86. He is survived by Deborah Richardson.

Brian Johnsen, who sailed deep sea with AMO, died on February 28, 2024 at age 76.

Phillip Avrett, who sailed inland waters with AMO, died on March 12, 2024 at age 84.

Glen Loeber, who sailed on the Great Lakes with AMO, died on March 13, 2024 at age 82. He is survived by Charlene Loeber.

James Fehrenbach, who sailed inland waters with AMO, died on March 14, 2024 at age 50. He is survived by Shemayne Fehrenbach.

Robert Judy, who sailed inland waters with AMO, died on March 17, 2024 at age 83. He is survived by Elizabeth Judy.

Edward Whilden, Sr., who sailed inland waters with AMO, died on March 18, 2024 at age 74. He is survived by Luisa Tejeda.

Marion McClurg, who sailed inland waters with AMO, died on March 30, 2024 at age 90. He is survived by Mary McClurg.

Fred Caffee, who sailed inland waters with AMO, died on March 31, 2024 at age 72.

Johnny Nilsen, Jr., who sailed inland waters with AMO, died on April 3, 2024 at age 69.

David Forrest, who sailed on the Great Lakes with AMO, died on April 5, 2024 at age 77.

Stephen Barbara, who sailed inland waters with AMO, died on April 6, 2024 at age 78.

David Grigg, who sailed on the Great Lakes with AMO, died on April 7, 2024 at age 69. He is survived by Constance Grigg.

William Catunao, who sailed deep sea with AMO, died on April 8, 2024 at age 66. He is survived by Digna Catunao.

William Reilly, who sailed on the Great Lakes with AMO, died on April 10, 2024 at age 60.

Donald Hoie, who sailed on the Great Lakes with AMO, died on April 17, 2024 at age 75.

William Stirton, who sailed on the Great Lakes with AMO, died on April 27, 2024 at age 77. He is survived by Gay Madara.

James Panter, who sailed deep sea with AMO, died on May 1, 2024 at age 61.

Christopher Fraser, who sailed deep sea with AMO, died on May 17, 2024 at age 69.

Robert Gallagher, who sailed on the Great Lakes with AMO, died on May 18, 2024 at age 72. He is survived by Judith Gallagher.

Levy O’Neal, who sailed inland waters with AMO, died on May 21, 2024 at age 93.

Eric Miller, who sailed deep sea with AMO, died on May 28, 2024 at age 47.

Michael Burke, who sailed deep sea with AMO, died on May 28, 2024 at age 84. He is survived by Sherri Burke.

Patrick Nelson, who sailed on the Great Lakes with AMO, died on May 29, 2024 at age 71. He is survived by Kaylene Nelson.

Jesse Schumpert, who sailed inland waters with AMO, died on May 30, 2024 at age 81. He is survived by Ramona Schumpert.

Richard Perkins, Jr., who sailed deep sea with AMO, died on June 5, 2024 at age 60.

Teddy Dodson, who sailed deep sea with AMO, died on June 10, 2024 at age 69. He is survived by Stephanie Jane Dodson.

Clifford Evans, who sailed deep sea with AMO, died on June 17, 2024 at age 77.

Joseph Bailey, who sailed deep sea with AMO, died on June 18, 2024 at age 70.

Andrew Jensen, who sailed on the Great Lakes with AMO, died on June 20, 2024 at age 74. He is survived by Linda Jensen.

Vahram Guzelian, who sailed deep sea with AMO, died on June 28, 2024 at age 98.

Charles Lore, who sailed deep sea with AMO, died on June 30, 2024 at age 75. He is survived by Debra Lore.

David Prouty, who sailed deep sea with AMO, died on June 30, 2024 at age 81. He is survived by Gene Prouty.

Roy Gritz, who sailed inland waters with AMO, died on June 30, 2024 at age 88.

Michael Caron, who sailed deep sea with AMO, died on July 3, 2024 at age 55. He is survived by Michelle Caron.

John Engle, who sailed deep sea with AMO, died on July 14, 2024 at age 62. He is survived by Joanna Engle.

Craig Spencer, who sailed deep sea with AMO, died on July 27, 2024 at age 68. He is survived by Ingrid Spencer.

Clarence Houle, Jr., who sailed on the Great Lakes with AMO, died on July 31, 2024 at age 77. He is survived by Jennifer Houle.

Juan Martinez, who sailed deep sea with AMO, died on August 4, 2024 at age 68. He is survived by Melba Martinez.

Robert Pugh, Jr., who sailed deep sea with AMO, died on August 10, 2024 at age 63. He is survived by Brenda Pugh.

Berry Meekins, who sailed inland waters with AMO, died on August 12, 2024 at age 92.

Ernest Hudson, who sailed inland waters with AMO, died on August 17, 2024 at age 85. He is survived by Joann Hudson.

Kent Amberson, who sailed deep sea with AMO, died on August 17, 2024 at age 92. He is survived by Eugenia Amberson.

Thomas Luisier, who sailed on the Great Lakes with AMO, died on August 17, 2024 at age 65. He is survived by Roberta Luisier.

David Keene, who sailed inland waters with AMO, died on August 19, 2024 at age 55. He is survived by Lisa Keene.

Edward Hendrix, who sailed inland waters with AMO, died on August 29, 2024 at age 69. He is survived by Mary Hendrix.

George Arsenault, who sailed deep sea with AMO, died on August 30, 2024 at age 72. He is survived by Joanne Bilancieri.

Kurt Peterson, who sailed deep sea with AMO, died on September 13, 2024 at age 62. He is survived by Rosalinda Peterson.

Stuart Barron, who sailed deep sea with AMO, died on September 13, 2024 at age 68.

Loye Antley, Jr., who sailed deep sea with AMO, died on September 14, 2024 at age 66. He is survived by Denise Antley.

Kevin Wend, who sailed on the Great Lakes with AMO, died on September 14, 2024 at age 65. He is survived by Lori Wend.

Robert Jardine, who sailed deep sea with AMO, died on September 17, 2024 at age 90.

Marshall Oatman, who sailed deep sea with AMO, died on September 19, 2024 at age 97.

Robert Tombari, who sailed inland waters with AMO, died on September 23, 2024 at age 90.

Mark Featherston, who sailed inland waters with AMO, died on September 25, 2024 at age 66. He is survived by Lisa Ayres.

Eduardo Sica, who sailed deep sea with AMO, died on September 25, 2024 at age 81. He is survived by Frances Sica.

James Woodard, who sailed on the Great Lakes with AMO, died on September 26, 2024 at age 81.

Rudolph Loizzi, who sailed deep sea with AMO, died on September 27, 2024 at age 87.

Phillip Nodurft, who sailed inland waters with AMO, died on October 10, 2024 at age 94.

Celebration of Life Scheduled January 27, 2025 for Chief Engineer Ron Parrish

American Maritime Officers members who knew or sailed with Ron Parrish are invited to attend a celebration of his life on January 27, 2025 at the 1400 Bar and Grill in Alameda, Calif. at 2 p.m. local time. For more memorial information, please contact AMO West Coast Representative Alex Butler at abutler@amo-union.org.

American Maritime Officer publishes obituaries of AMO members and retirees submitted by family members and shipmates. To send an obituary for publication, please use the email address: editorial@amo-union.org.

Last Voyage of the *USNS Bobo*



The *USNS 2nd Lt. John P. Bobo* was transferred to U.S. Maritime Administration for deep lay up on November 1. Originally placed into service with the U.S. Navy in 1985, the vessel is named after U.S. Marine Medal of Honor recipient Second Lieutenant John P. Bobo. As part of Military Sealift Command's Maritime Prepositioning Force, the *USNS Bobo* was a critical staging and transportation asset for U.S. military forces around the globe.



The final AMO crew aboard the *Bobo*, here during turnover in November in Norfolk, included Second Mate Eric Martin, First Assistant Engineer Henry Hersey, Third A.E. Trevor Richards, Second A.E. David Burkhardt, Chief Mate John Parrinello, Master George W. Hynes, and Chief Engineers Steve Gustafson and Bryan Hoffmann. American Maritime Officers has manned the *Bobo* in all licensed positions since it was commissioned.



Chief Engineer Ron Parrish: 1960-2024

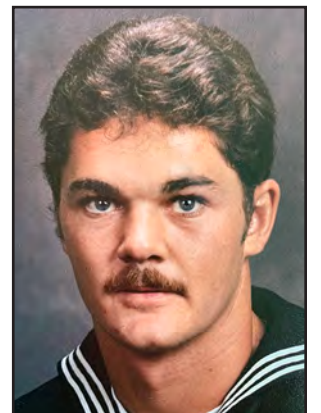
Ron Parrish, beloved son, father, grandfather, and friend, passed away on November 21, 2024, at the age of 64. Ron was born on January 27, 1960, in Fresno, California, and spent his life spreading love and kindness to those around him.

A proud veteran, Ron served in the U.S. Navy for nine years as a machinist mate and naval recruiter.

Ron spent more than 30 years in the U.S. Merchant Marine, sailing with both Seafarers International Union and American Maritime Officers. He was a highly respected Chief Engineer of the S.S. *Keystone State*. In his last tour of service in the Fall of 2024, he came out of retirement to serve as Chief Engineer one last time to deliver for our Armed Forces.

Ron went the extra mile for everyone he worked with and built a true work family with all crew members in all billets. He had a heart of gold, always willing to lend a helping hand to those in need. His faith in Jesus inspired many. His kind and gentle spirit was felt by all who knew him, and his smile and infectious laughter will never be forgotten. His selflessness and generosity touched the lives of many, and his memory will live on through the countless lives he impacted.

He will be deeply missed by his immediate and extended family and the countless friends he made through his life. His legacy of love, kindness, and compassion will continue to inspire those who knew him.



AMO Membership Dues to Increase in 2025

At a recent meeting of the AMO Executive Board at the end of October, the board agreed that it was in the best interest of the union moving forward to raise dues in 2025 at four percent. This was announced at the November 6 union membership meeting at AMO headquarters with more than 45 members in attendance. The dues increase, effective January 1, amounts to less than \$80 per year (\$20 more per quarter) and brings captains and chief engineers to a dues rate of \$2,000 per year (see table below).

While the dues increase is incremental, the Executive Board believes the added revenue will go a long way in expanding the services provided by the union to every member. We are the largest union of United States Coast Guard-licensed officers and have by far the lowest dues rates. And as our job base expands, with new companies continuously approaching AMO about manning their fleets, the services our members require must also be enhanced.

For years, the union has been understaffed while previous administrations took a bare-bones approach to member services. Penny-pinching sounds great as political rhetoric, but it does little to improve a modernizing and growing union. Some of the goals of the Executive Board going into next year include strategically adding new union staff and representatives to visit more ships and address AMO members' needs as they are onboard doing their jobs as professionally as possible. One of our biggest initiatives has been expanding our recruiting efforts to increase membership to ensure AMO members will have a relief when they need it. Enhancing our technology at the union to make it easier to upload documents, apply for jobs and communicate with your representation and other members is another dedicated area in which we plan to make strides in 2025.

These are just a few examples of how the AMO Executive Board plans on making your money work better for you — the AMO member. As we expand our membership and our fleet,

we will need to keep up — AMO is going to get bigger and better for our membership. As always, we value your feedback. Please do not hesitate to reach out to me with any questions or comments.

Have a blessed holiday season,

Captain Willie Barrere
AMO National President

New Dues Rates Starting January 1, 2025:

Captain/Chief Engineer	\$500 per quarter	\$2,000 per year
1AE/CM*	\$475	\$1,900
2AE/2M**	\$450	\$1,800
3AE/3M***	\$425	\$1,700

* Includes Electronics Officers, Electro-Technical Officers (ETOs)
** Includes Radio Officers
*** Includes Great Lakes Stewards

Furthermore, Electronics Officers, ETOs and Great Lakes Stewards who do not achieve 200 days of covered employment in a calendar year shall pay the non-sailing dues rate of \$122 per quarter or \$488 per year.

All Out-of-Network Dental Invoices and Receipts Should Be Sent Directly to AMO Plans for Reimbursement

CareFirst Will Continue to Cover Dental Services with In-Network Providers

In order to expedite reimbursement of out-of-network dental claims for members of American Maritime Officers and their families, AMO Plans has officially reverted to the claims process used prior to January 2024. All AMO Plans participants should pay out-of-network dental providers directly for service and submit claims for out-of-network dental service directly to AMO Plans. CareFirst will no longer be processing out-of-network dental reimbursements.

CareFirst will continue to provide direct coverage for AMO Plans participants for in-network dental services, as they have been since January 2024. For AMO members utilizing in-network dental providers, the transition to CareFirst has proved beneficial. Members have experienced significant cost savings and have been able to take advantage of CareFirst's negotiated discounts at the time of service. Another convenience for in-network dental service is the elimination of the process of filing reimbursement forms.

CareFirst was responsible for administering reimbursements for all out-of-network claims and many AMO members reported long delays in receiving reimbursements. Despite multiple meetings and advisory sessions between AMO Plans and CareFirst over several months, the processing of out-of-network dental claims did not improve significantly. As a result, the Medical Plan Trustees have returned to the previous process for out-of-network dental claim reimbursement.

This change is currently in effect. All participants should verify if their provider is participating (by using the link below). If you continue to utilize an out-of-network provider please follow the instructions below.

For out-of-network dental care, AMO Plans participants will need to pay the provider directly, fill out an Application for Benefits form and submit it along with the provider's

receipt or invoice for services. Additionally, proof of payment, such as a credit card receipt, should be included with the claim to ensure timely processing by AMO Plans. The invoice or receipt submitted with the Application for Benefits form must show that the invoice was paid by the AMO Plans participant.

The entire process can be completed on the AMO Plans website. The Application for Benefits form can be filled out, saved, and uploaded online, and images of receipts and invoices can also be uploaded to complete a claim. Please select the "MY BENEFITS – SECURE SITE" link on the AMO Plans website. Participants with any questions can contact the Medical Plan office at (800) 348-6515 extension 12.

While the transition to CareFirst has brought significant benefits for participants using in-network providers, the challenges faced by those seeking out-of-network care highlighted the importance of continuously assessing and adjusting plan administration. The feedback from members has been instrumental in shaping these changes, and AMO Plans is dedicated to providing quality service and support.

Some participants have reported difficulties with finding in-network dental care providers for use with CareFirst in their areas or the lack of availability of in-network dental care providers in their areas. To locate an in-network dental provider in your immediate area, or to determine if one is available, use the link below.

On the CareFirst search page, enter your city and state or zip code. When the "Select a Network" menu is presented, select "BlueDental" from the options menu. You will be asked questions about the type of care you are seeking. Should you need additional assistance locating a provider, please contact the Medical Plan office at (800) 348-6515 extension 12 (<https://member.carefirst.com/mos/#/fadsdpublic/search/home>).

NMC Will Reject Incomplete MMC Renewal Applications

The following article was released by the U.S. Coast Guard's National Maritime Center (NMC). Separately, detailed guidance from AMO Vice President of Government Relations Christian Spain for ensuring your application for Merchant Mariner Credential renewal is correctly filled out is available as a PDF on the AMO website (www.amo-union.org/mmc-application).

The National Maritime Center (NMC) began rejecting incomplete merchant mariner credential (MMC) application submissions during initial screening starting December 1, 2024. **MMC application submissions that are incomplete due to missing the following required items will be rejected:**

- A complete CG-719B on the current version of the form (<https://tinyurl.com/5a8x2u43>)
- Evidence the applicant holds or has applied for a TWIC card (www.dco.uscg.mil/nmc/twic)
- Evidence of payment of the required evaluation fee — use of pay.gov is the preferred method of fee payment (www.dco.uscg.mil/nmc/fees)
- Evidence of satisfying applicable drug testing requirements. (www.dco.uscg.mil/nmc/drug_testing)

If an application package is found to be missing any of these items during initial screening, the applicant will be e-mailed a Notice of Rejected Incomplete Application indicating what is missing. **If the original submission is rejected, the applicant will have to resubmit the entire application package and include the missing item(s). The documentation in the application submission will not be retained by the NMC or returned to the applicant.**

Guidance on how to complete an MMC application can be found on the NMC website (www.dco.uscg.mil/nmc/merchant_mariner_credential).

If submitting via regular mail or other courier service (FedEx, UPS, etc.), please retain a copy of your submission including all original documents.

Should you have any questions, please contact the NMC Customer Service Center by using the NMC online chat system, which is available via a link on the NMC website (www.dco.uscg.mil/national_maritime_center), by e-mail to IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

The complete original article from the National Maritime Center is available online (<https://tinyurl.com/mv9pumdz>).

AMO Safety and Education Plan – Simulation, Training, Assessment & Research (STAR) Center

(954) 920-3222 / (800) 942-3220 – 2 West Dixie Highway, Dania Beach, FL 33004

General Courses									
Advanced Fire Fighting	5 Days	Please Call							
Advanced Fire Fighting Refresher	2 Days	31 March							
Basic Safety Training – All 4 modules must be completed within 12 months: Personal Safety Techniques (Monday/Tuesday – 1.5 days), Personal Safety & Social Responsibility (Tuesday PM – half-day), Elementary First Aid (Wednesday – 1 day), Fire Fighting & Fire Prevention (Thursday/Friday – 2 days) – not required if Combined Basic and Advanced Fire Fighting completed within 12 months.				5 Days	Please Call				
Basic Safety Training – Refresher – required for STCW renewal for those without 360 days of sea service in 5 years	3 Days	2 April							
Basic Training and Advanced Fire Fighting Revalidation (Required for STCW renewal) – required for those with 360 days sea service in five years	2 Days	6, 27 January	10, 24 February	10, 24 March	7, 28 April	5, 19 May			
Chemical Safety – Advanced	5 Days	10 February							
Combined Basic & Advanced Low Flash Point Fuel Operations (IGF Code/LNG Fuel) Course	5 Days	3 February	10 March	21 April					
Confined Space Entry	3 Days	26 March	21 May	30 June					
Environmental Awareness (includes Oily Water Separator)	3 Days	10 February							
Fast Rescue Boat	4 Days	21 January	18 March	22 April	3 June				
GMDSS – Requires after-hour homework	10 Days	24 February							
Leadership & Management (required by ALL management level Deck and Engine officers by 1 January 2017)	5 Days	20 January	10 February	17 March	21 April	19 May			
LNG Tankerman PIC – available online	8 Days	16 July							
LNG Simulator Training – Enrollment priority in the LNG simulator course is given to qualified member candidates for employment and/or observation opportunities with AMO contracted LNG companies. In all cases successful completion of the LNG PNC classroom course is prerequisite.				5 Days	28 July				
Proficiency in Survival Craft (Lifeboat)	4 Days	27 May	15 July						
Proficiency in Survival Craft (Lifeboat) REFRESHER	1 Day	5 April							
Safety Officer Course (also see online schedule)	2 Days	9 April							
Tankerman PIC DL – Classroom (also see online schedule)	5 Days	17 February	2 June						
Tankerman PIC DL – Simulator	10 Days	20 January	17 March	12 May	16 June	21 July			
Train the Trainer – requires after hours homework	5 Days	13 January	10 March	12 May					
Vessel/Company Security Officer – Includes Anti-Piracy (also see online schedule)	3 Days	8 January	1 May	25 June					
Vessel Personnel with Designated Security Duties (VPDSD)	2 Days	Please Call							
Deck Courses									
Advanced Bridge Resource Management	5 Days	17 February	12 May						
Advanced Shiphandling for Masters/Senior Deck Officers – (no equivalency) must have sailed as Chief Mate Unlimited	5 Days	24 February	23 June						
Advanced Shiphandling for 3rd Mates – 60 days seetime equivalency for 3rd Mates	10 Days	20 January	3 March	28 April	9 June	14 July			
Basic Meteorology	5 Days	3 February							
Dynamic Positioning – Induction (Basic)	5 Days	6 January	10 March	5 May	14 July				
Dynamic Positioning – Simulator (Advanced)	5 Days	27 January	21 April						
Dynamic Positioning – REVALIDATION / REFRESHER and Competency Assessment (Please specify Revalidation or Refresher on course application)	5 Days	10 February	7 April	9 June					
ECDIS	5 Days	17 March							
Electronic Navigation and Watchkeeping (ECDIS) Refresher	3 Days	8 January	9 April	11 June					
High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)	5 Days	20 January	24 March	19 May	28 July				
Navigational Watchkeeping Standardization & Assessment Program	5 Days	27 January	24 March	19 May	14 July				
TOAR (Towing Officer Assessment Record) – Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required	5 Days	3 February							
Tug Training – ASD Assist	5 Days	21 April							

AMO Members and Applicants Are Asked to Register for Courses As Far in Advance As Possible, and To Submit a Course Application Even if the Preferred Course/Start Date Has a Wait List

AMO members and applicants are asked to submit an application for course registration as far in advance of the course’s start date as possible for all courses. Applications received less than 60 days in advance of a course’s start date are more difficult to accommodate. AMO members and applicants are also asked to submit an application for their preferred course and start date even if there is a wait list. STAR Center is sometimes able to accommodate those who are on a course wait list.



Deck Upgrade – STCW 2010 – Management Level (NVIC 10-14) – Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 10-14, providing ECDIS, GMDSS and ARPA have been previously completed. See STAR Center’s website for full details: http://www.STAR-Center.com/STCW2010-deck.upgrade.html .									
Upgrade: Shiphandling at the Management Level (includes SAR)	10 Days	6 January	10 February	3, 31 March	21 April	5 May	2, 16 June	21 July	
Upgrade: Advanced Meteorology – Requires after-hours homework	5 Days	6 January	10 February	31 March	12 May	23 June			
Advanced Stability (also see online schedule on page 10)	5 Days	13 January	24 February	10 March	5 May				
Management of Medical Care (also see online schedule on page 10)	Half-Day	26 February	7 May						
Leadership & Management (also see online schedule on page 10)	5 Days	20 January	10 February	17 March	21 April	19 May	7 July		
Advanced Cargo – Optional for task sign-off (also see online schedule on page 10)	5 Days	6 January	17 February	31 March	12 May				
Marine Propulsion Plants – Optional for task sign-off	5 Days	27 January	17 February	24 March	19 May	7 July			
Advanced Celestial – Optional for task sign-off	5 Days	3 February	21 April	21 July					
Advanced Navigation – Optional for task sign-off	5 Days	10 February	7 April	19 May	7 July				
Engineering Courses									
Electrical and Instrumentation Troubleshooting (Professional Development)	5 Days	13 January	31 March	21 July					
Control Systems Troubleshooting (Professional Development)	5 Days	20 January	19 May	28 July					
Diesel Endorsement (Crossover)	4 Weeks	3 February	21 July						
Engine Room Resource Management (Simulator)	5 Days	6 January	28 April						
Engine Operations Training and Assessment Program	5 Days	20 January	19 May						
Gas Turbine Endorsement	2 Weeks	Please Call							
Marine High Voltage Safety Course (Simulator)	5 Days	10 February	12 May						
Hydraulics / Pneumatics (Professional Development)	5 Days	17 March	2 June						
Machine Shop 1 (Professional Development)	5 Days	24 February	27 May	9 June					
Machine Shop 2 (must complete Machine Shop 1)	5 Days	3 March	16 June						
Programmable Logic Controllers (PLCs) (Does not include EPA Universal)	5 Days	27 January	5 May						
Refrigeration & Air Conditioning	5 Days	6 January	7 April	23 June					
Steam Endorsement	4 Weeks	13 January							
Welding 1 – Professional Development	5 Days	20 January	21 April	14 July					
Welding 2 (must complete Welding 1 prior to enrolling)	5 Days	27 January	28 April	21 July					
Engine Upgrade – STCW 2010 – Management Level (NVIC 15-14) – Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 15-14. See STAR Center’s website for full details: https://www.star-center.com/stcw2010-engine.upgrade.html									
Leadership & Managerial Skills (G500 as amended) – REQUIRED	5 Days	20 January	10 February	17 March	21 April	19 May	7 July		
ERM (E050 as amended) – REQUIRED (unless previously taken for gap closing or original license) Note: if your current OICEW endorsement does not have a limitation, you should not require this for upgrade.	5 Days	6 January	28 April						
Upgrade: Electrical, Electronics & Control Engineering (Management Level) (E133 as amended) (UPGRADE with tasks) Required unless previously taken for gap closing or original license	5 Days	13 January	10 March	12 May	14 July				
STCW Upgrade Task Assessment – General: This class is required by all propulsion types (Motor, Gas and Steam) Licensed engineers – OPTIONAL: Tasks can be signed off onboard	5 Days	27 January	3 March	5 May	21 July				
Medical Courses									
Elementary First Aid – Prerequisite for MCP within preceding 6 months	1 Day	7 January	25 February	18 March	14 April	6 May	10 June	22 July	
Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering	3 Days	8 January	26 February	19 March	15 April	7 May	11 June	23 July	
Medical PIC – Please FAX MCP certificate when registering	5 Days	13 January	3, 24 March	12 May	16 June	28 July			
Urinalysis Collector Training	1 Day	14 January	10 March	19 May	23 June				
Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m.	Half-Day	15 January	11 March	20 May	24 June				
Self-Study, CDs and Online Courses									
Anti-Terrorism Level 1 – Online				Qualified Assessor – Online					
DOT Hazardous Materials Transportation Training – Online				Vessel General Permit EPA – On campus in conjunction with other classes					

AMO Members and Applicants Can Register Online for STAR Center Courses

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



Military Sealift Command Training Program – The core MSC courses noted below are required for initial MSC employment. Other MSC courses listed are only required as assigned duties require.									
CORE Basic CBR Defense – Refresher required every 5 years	1 Day	16 January	14 Feb.	6 March	11 April	15 May	19 June	17 July	
CORE Damage Control – Refresher required every 5 years	1 Day	15 January	13 Feb.	5 March	9 April	14 May	18 June	16 July	
CORE Helicopter Fire Fighting – Refresher required every 5 years	1 Day	14 January	12 Feb.	4 March	10 April	13 May	17 June	15 July	
CORE Marine Environmental Program (with CBRD) – Refresher required every 5 years	Half-Day	16 January	14 Feb.	6 March	11 April	15 May	19 June	17 July	
MSC Readiness Refresher – Must have completed full CBRD & DC once in career	2 Days	13 January	3 March	12 May	16 June	14 July			
MSC ATO Level II – Required every 3 years by Master once during career (unless designated ATO)	5 Days	20 January	31 March	5 May	7 July				
MSC CBRD Officer – Required every five years and successful completion of the annual refresher/indoctrination training is a prerequisite	5 Days	3 February	17 March	28 April					
MSC Watchstander – BASIC – once in career, SST graduates are grandfathered		1 Day	27 January	3 March	21 April	14 July			
MSC Watchstander – ADVANCED – annual requirement for all SRF members	1 Day	10, 24, 28 January	7, 14, 28 February	4, 14, 28 March	11, 22 April	2, 9, 26 May	6, 13, 27 June	11, 15, 25 July	
MSC Ship Reaction Force – Required every three years for SRF members and must have Basic and a valid Advanced Watchkeeping and a valid Small Arms	3 Days	29 January	5 March	1, 23 April	14 May	16 July			
Small Arms – Initial & Sustainment (Refresher) Training – Open to members & applicants eligible for employment through AMO (w/in 1 year) or MSC on MARAD contracted vessels.	4 Days	6, 20 January	3, 10, 24 February	10, 24 March	7, 28 April	5, 19 May	2, 9, 23 June	7, 21 July	
Radar Courses									
Radar Recertification	1 Day	17 February	31 March						
Electronic Navigation and Watchkeeping (ECDIS) Refresher	3 Days	8 January	9 April	11 June					
ARPA	4 Days	18 February							
Radar Recertification & ARPA	5 Days	17 February							
Original Radar Observer Unlimited	5 Days	10 February							
ONLINE Blended Management Level Upgrade Classes (Deck and Engine) – STAR Center is offering the following courses ONLINE. WHERE SHOWN, FULLY ONLINE CLASSES INCLUDE ALL ASSESSMENTS AND TRAVEL TO STAR CENTER IS NOT REQUIRED. By USCG approval requirements, Practical Exercises and Competency Assessments for blended courses will have to be taken at STAR Center. This will be scheduled in a comprehensive 5-day session.									
Leadership and Management (Deck and Engine) – FULLY ONLINE	5 Days	17 March	7 July						
Advanced Navigation (Deck) – FULLY ONLINE	3 Days	10 February							
Marine Propulsion Plant (Deck) – FULLY ONLINE	3 Days	Please Call							
Advanced Stability (Deck) FULLY ONLINE	5 Days	24 February	28 July						
Advanced Cargo (Deck) FULLY ONLINE	5 Days	17 February	21 July						
Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE	5 Days	10 March	14 July						
Combined Basic and Advanced Low Flash Point Fuel Operations – FULLY ONLINE	5 Days	3 February	21 April						
Vessel Security Officer – FULLY ONLINE	3 Days	1 May							
Tankerman PIC DL – Classroom – FULLY ONLINE	5 Days	17 February	2 June						
LNG Tankerman PIC	8 Days	Please Call							
Safety Officer Seminar – FULLY ONLINE	2 Days	9 April							
Management of Medical Care – FULLY ONLINE	Half-Day	26 February	7 May						
Universal Refrigeration	Half-Day	Please Call							

NOTICE: AMO members planning to attend STAR Center in Dania Beach, Florida – either to prepare for license upgrading or to undergo specialty training—are asked to call the school to confirm course schedule and space availability in advance.

NOTICE OF NON-DISCRIMINATION POLICY AS TO STUDENTS: The Simulation, Training, Assessment and Research Center (STAR), established under the auspices of the American Maritime Officers Safety and Education Plan, admit students of any race, color, national and ethnic origin or sex to all the rights, privileges, programs and activities generally accorded or made available to students at the Center. It does not discriminate on the basis of race, color, national or ethnic origin or sex in administration of its educational policies, admission policies and other programs administered by the Center.

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AMO PLANS CONTACT INFORMATION

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AMO Members, Contracted Companies Recognized for Environmental Excellence

More than 80 vessels operated under contract with American Maritime Officers were among those recognized in 2024 by the Chamber of Shipping of America (CSA) with Certificates of Environmental Achievement for attaining at least two years of environmental excellence in operations, with 24 vessels achieving 10 years or more without an incident.

The awards were presented November 12 in Washington, D.C. at a dinner honoring merchant mariners and maritime industry leaders. CSA awarded Certificates of Environmental Achievement to a total of 33 companies representing 1,371 vessels, both domestic and foreign, which achieved a total of 13,718 years of operation without



American Maritime Officers members Chief Engineer Marc Dostie and Captain Scott Johnson accept an Environmental Achievement Award on behalf of Fairwater Tanker Management. With them is CSA Chairman Garrett Huffman and USCG Rear Adm. Michael H. Day.

incident. Of the 33 companies honored, 10 are contracted with AMO.

AMO-contracted companies operating vessels recognized for environmental excellence included Crescent Towing; Crowley Maritime Corporation; Intrepid Ship Management (Crowley); E.N. Bisso and Son, Inc.; Fairwater Tanker Management; Keystone Shipping Company (Key Lakes); OSG Ship Management, Inc.; Pasha Hawaii; TOTE Services; and U.S. Marine Management (USMMI).

CSA President and CEO Kathy Metcalf recognized Fairwater and USMMI as the newest members of the influential coalition of U.S.-based companies that own, operate or charter oceangoing tank, container, dry bulk vessels, roll-on/roll-off or special purpose vessels engaged in both the domestic and international trades and companies that maintain a commercial interest in the operation of such oceangoing vessels.

Rep. Debbie Dingell Named Great Lakes Legislator of the Year

On October 28, the Great Lakes Maritime Task Force (GLMTF) recognized Congresswoman Debbie Dingell (D-MI) for her support of the Great Lakes Navigation System and the American workers who ensure a resilient maritime supply chain that drives the nation's economic base. American Maritime Officers and American Maritime Officers Service are members of the task force.

"The Great Lakes are not only an important natural resource but a way of life that supports communities across our region and country, creating more than 1.5 million jobs, supplying 90 percent of our nation's fresh surface water, and generating \$62 billion in wages every year. They are critical to numerous industries, supply chains, and our economy, and support countless families' livelihoods. As a co-chair of the Congressional Great Lakes Task Force, I'm honored to be recognized by the Great Lakes Maritime Task Force and will continue to fight in Congress to protect these waters and all who depend on them," stated Rep. Dingell.

"It is an honor and privilege to pres-



ent this award to Representative Dingell. She strengthened navigational infrastructure by supporting funding to finish the critical new large navigational lock in Sault Ste. Marie, Michigan and pressing for the acquisition of a desperately needed U.S. Coast Guard heavy icebreaker for the Great Lakes," said President of the Lake Carriers' Association and Vice President of GLMTF Jim Weakley.

Rep. Dingell understands the need to attract and retain a skilled workforce like that needed at the Soo Locks — the linchpin of the Great Lakes Navigation System.

Rep. Dingell has been a strong supporter of the Jones Act, which ensures the more than 147,000 U.S. jobs tied to the Great Lakes maritime industry remain in America.

At left: Representatives of the Great Lakes Maritime Task Force present Congresswoman Debbie Dingell with the 2024 Legislator of the Year Award on the University of Michigan campus in Ann Arbor at the Aaron Friedman Marine Hydrodynamics Lab.

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:

January 8, February 5, March 5

AMO Aboard the *Perla Del Caribe*



Underway onboard the TOTE LNG-powered containership *Perla Del Caribe* bound for Puerto Rico in September were (left to right) Chief Mate Doug Voss, Third Mate Pat Nolan and Second Mate Jaime Baretty-Torres.



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