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OFFICER

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Officers, crew of *American Pride* honored by United Seamen's Service for rescue at sea

Officers and crew members of the Jones Act tanker *American Pride* were among the U.S. seafarers honored by the United Seamen's Service (USS) with a Mariners' Plaque during the 52nd annual Admiral of the Ocean Sea ceremony in New York City on December 3.

During the 2021 Admiral of the Ocean Sea event, AOTOS Awards were presented to Secretary-Treasurer of the Seafarers International Union of North America, AFL-CIO, and Chairman of the International Transport Workers' Federation's Seafarers' Section, David Heindel; President and CEO of the Chamber of Shipping of America Kathy Metcalf; and President and CEO of Maersk Line, Limited William Woodhour. A special AOTOS Award was presented to President and Chairman of American Maritime Officers Service Anthony Naccarato.

The officers and crew of the *American Pride* were recognized for their rescue of three people from a life raft in the Gulf of Mexico. The *American Pride* is operated by Intrepid Personnel and Provisioning and American Maritime Officers represents all licensed officers aboard the tanker.

While the *American Pride* was eastbound to Tampa, Fla., on September 18, 2019, Chief Mate Brian Enos spotted a foundering boat at 5:48 p.m. The ship turned and traveled to the boat, which was sinking with the bow down and stern out of the water, the name CAPT BOB visible on the stern. The ship notified U.S. Coast Guard Sector St. Petersburg, and received



American Maritime Officers Service President/Chairman Anthony Naccarato (left) and AMO National President Paul Doell (right) congratulate AMO member Brian Enos, who was sailing as chief mate on the Jones Act tanker *American Pride* when the ship rescued three people from a life raft in the Gulf of Mexico in 2019, and who accepted the United Seamen's Service Mariners' Plaque on behalf of his shipmates during the 2021 Admiral of the Ocean Sea ceremony in New York City on December 3.

instructions to take photos and send them to the Coast Guard. As the *American Pride* approached the boat a second time, Chief Mate Enos spotted orange smoke and a parachute flare, below which a life raft was located, approximately three nautical miles southwest of the CAPT BOB.

The man-overboard signal was sounded and the *American Pride's* crew

mustered. The rescue boat was prepared for deployment and the starboard accommodation ladder was rigged as the *American Pride* made for the life raft.

At 6:42 p.m., the rescue boat — crewed by Third Mates Alexander Todd and Colin Hecklinger, and Third Assistant Engineer Mark Menton — was deployed and approached the life raft. They found two

men and one woman onboard, all in good health with no injuries observed.

U.S. Coast Guard Sector St. Petersburg was notified and dispatched a helicopter and a response boat, and asked that the life raft be retrieved. The three survivors were brought aboard the *American Pride's* rescue boat and the life raft was towed back to the ship.

At 7 p.m., the survivors boarded the *American Pride* via the starboard accommodation ladder and were provided with food, water, showers, clothing and blankets. The life raft was retrieved and brought onboard, and the rescue boat was brought up and secured. The *American Pride* remained in the area awaiting the arrival of the Coast Guard response boat to transfer the survivors.

Once on scene and alongside the ship, the response boat launched by Coast Guard Station St. Petersburg embarked the three people from the *American Pride* and transported them to Station St. Petersburg, where they were released in good condition.

"The quick and selfless actions of the *American Pride* crew saved three lives




Congratulating American Maritime Officers Service President and Chairman Anthony Naccarato on his receipt of the AOTOS Award during the 2021 Admiral of the Ocean Sea ceremony in New York City on December 3 were (from left) AMO National Executive Vice President Willie Barrere, National Deep-Sea Vice President Jeff Richards, National Secretary-Treasurer Bob Rice, National President Paul Doell, National Government Relations Vice President Christian Spain and National Inland Waters Vice President Danny Robichaux.

AOTOS — Continued on Page 3

Page 6: C.S. Dependable reflagged for Cable Security Fleet

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Department of Defense halts enforcement of Executive Order 14042 (‘Ensuring Adequate COVID Safety Protocols for Federal Contractors’) until further notice



ACQUISITION
AND SUSTAINMENT

OFFICE OF THE UNDER SECRETARY OF DEFENSE
3000 DEFENSE PENTAGON
WASHINGTON, DC 20301-3000

In reply refer to
DARS Tracking Number: 2021-O0009, Revision 2

MEMORANDUM FOR COMMANDER, UNITED STATES CYBER
COMMAND (ATTN: ACQUISITION EXECUTIVE)
COMMANDER, UNITED STATES SPECIAL OPERATIONS
COMMAND (ATTN: ACQUISITION EXECUTIVE)
COMMANDER, UNITED STATES TRANSPORTATION
COMMAND (ATTN: ACQUISITION EXECUTIVE)
DEPUTY ASSISTANT SECRETARY OF THE ARMY
(PROCUREMENT)
DEPUTY ASSISTANT SECRETARY OF THE NAVY
(PROCUREMENT)
DEPUTY ASSISTANT SECRETARY OF THE AIR FORCE
(CONTRACTING)
DEFENSE AGENCY AND DOD FIELD ACTIVITY DIRECTORS

SUBJECT: Class Deviation-Ensuring Adequate COVID-19 Safety Protocols for Federal Contractors

Effective immediately, this class deviation revises and supersedes Class Deviation 2021-O0009, Revision 1, issued on December 2, 2021. This revision to the class deviation implements the requirements of a preliminary injunction issued by the United States District Court for the Southern District of Georgia on December 7, 2021, enjoining implementation of the provisions of Executive Order (E.O.) 14042, Ensuring Adequate COVID Safety Protocols for Federal Contractors, in the United States and its territories. This revision also implements the requirements of the preliminary injunction issued by the United States Federal Court of the Eastern District of Kentucky on November 30, 2021, enjoining the implementation of E.O. 14042’s provisions in Kentucky, Ohio, and Tennessee.

Therefore, effective immediately, to ensure compliance with the preliminary injunctions, contracting officers shall not enforce the attached class deviation clause 252.223-7999, Ensuring Adequate COVID-19 Safety Protocols for Federal Contractors. Contracting officers shall not include the class deviation clause in new solicitations and shall not enforce the requirements of the clause in existing contracts, task orders, and delivery orders. In addition, contracting officers shall not include this class deviation clause in new contracts or orders and shall not amend existing contracts or orders to incorporate the class deviation clause.

Additional information is available at Safer Federal Workforce at <https://www.saferfederalworkforce.gov/contractors/> and at SAM.gov at <https://sam.gov/opp/d367ff4293a5491ca9b22db470b56024/view>.

Class Deviation 2021-O0009, Revision 2
Ensuring Adequate COVID-19 Safety Protocols for Federal Contractors

This class deviation remains in effect until further notice. Please direct any comments or questions to Defense Pricing and Contracting, Contract Policy, at osd.pentagon.ousd-a-s.mbx.asda-dp-c-contractpolicy@mail.mil.

TENAGLIA.JOHN
.M.1154945926

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TENAGLIA.JOHN.M.1154945926
Date: 2021.12.09 17:51:46
-05'00'

John M. Tenaglia
Principal Director,
Defense Pricing and Contracting

Attachment:
As stated

2

STAR Center course applications: AMO members and applicants encouraged to apply for courses as far in advance as possible

STAR Center is experiencing a significant increase in applications for many courses, but particularly those that have a renewal/recurrent requirement. Military Sealift Command (MSC) classes and two-day Basic Training/Advanced Fire Fighting Revalidation classes are usually full, or have very limited capacity, when applying within 30 to 60 days of the class start date.

Wherever possible, American Maritime Officers members and applicants are encouraged to enroll in courses as far ahead as possible. There is usually no problem when applying 60 days or more in advance of a course’s start date.

AMO members and applicants who speak with one of the STAR Center registration staff and are told that a class specific class is full are urged to submit an application for that specific class anyway, as only written applications provide the data necessary for STAR Center to add additional capacity for courses.


MONTHLY MEMBERSHIP MEETINGS

Regular monthly membership meetings for American Maritime Officers will be held on the first Wednesday of every month except in the months of January and July 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 12, February 2

Any questions regarding this process should be directed to Graeme Holman, Director, Operations, at 800-942-3220 Ext. 7172, or gholman@star-center.com, or to Jerry Pannell, Director of Training, at 800-942-3220 Ext. 7507, or jpannell@star-center.com.

Enrollment questions or applications should be directed to Student Services at 800-942-3220 Ext. 201 or register@star-center.com.




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No dues, initiation fee increases in 2022

American Maritime Officers will mark 2022 as its eighth consecutive year without an increase in membership dues or a hike in initiation fees.

The decision to hold the line on the cost of AMO membership was agreed to by consensus within the AMO National

Executive Board.

Article V Section (f) of the AMO Constitution requires the Board to determine by November 1 each year whether dues and initiation fee increases are necessary and, if so, the amount of these increases to become effective the following year on

January 1.

AMO membership dues and initiation fees are the principal sources of AMO operating revenue.

"The Executive Board's decision here is a testament to sound asset management, prudent spending and the

practical, responsible example set by deep-sea, Great Lakes and inland waters AMO members who hold fast to their modest financial obligations to our union," said AMO President Paul Doell. "Eight years with no hikes in dues and initiation fees is an unprecedented stretch in AMO."

Membership dues rates in AMO remain the lowest among the three U.S. merchant marine officers' unions.

AOTOS

Continued from Page 1

today," said Coast Guard Sector St. Petersburg Commander Capt. Matthew Thompson.

Recipient of the special AOTOS Award for 2021, Anthony Naccarato has spent more than 56 years in America's maritime industry with such carriers as Clipper, Ogden Marine, OMI, Marine Transport Lines (MTL) and, most recently, Crowley Maritime Corp., when it acquired MTL. He is also Chairman of the Executive Committee of USS and currently serves as the President and Chairman of American Maritime Officers Service.

"Being a part of the American maritime industry has been my life, and being part of United Seamen's Service, which helps people every day, is the pride and joy of everything that I do," Naccarato said during his acceptance speech. "I appreciate the opportunity to serve."

AOTOS Award recipient David Heindel, Secretary-Treasurer of the Seafarers International Union, began his career with the SIU in 1973 when he graduated from the program for entry-level mariners conducted at the union's affiliated training facility in Piney Point, Md. He primarily sailed aboard deep-sea vessels as a member of the engine department before coming ashore in 1980 to work as a patrolman in his native New Orleans.

In August 2002, he was elected Vice Chairman of the International Transport Workers' Federation's (ITF's) Seafarers' Section. Since then, he was elected as Chairman in 2010, 2014 and 2018. He helped protect mariners' rights under the International Ship and Port Facility Security Code and continues to help secure new agreements for tens of thousands of mariners



Receiving Admiral of the Ocean Sea Awards from United Seamen's Service were American Maritime Officers Service President and Chairman Anthony Naccarato, President of the Chamber of Shipping of America Kathy Metcalf, Seafarers International Union Secretary-Treasurer David Heindel, and (above right) President and CEO of Maersk Line, Limited William Woodhour, who was unable to attend in person but delivered his acceptance speech via video during the ceremony.

worldwide under the ITF's International Bargaining Forum.

During his acceptance speech, Heindel said the representation and support of seafarers is extremely important right now as they tackle the challenges caused worldwide by the COVID-19 pandemic and stringent port restrictions to limit the spread of the deadly virus.

"The seafarers deserve recognition for the many restrictions that they've had to endure over the course of the last 21 months," Heindel said. "It's been very trying for those guys working onboard the ships so seafarers deserve recognition for keeping the supply chain open."

In 1974, AOTOS Award recipient Kathy Metcalf was part of the first class at the United States Merchant Marine Academy to accept women for instruction, and she was one of eight women to graduate four years later.

Metcalf has led the Chamber of

Shipping of America (CSA) in Washington since 2015. Previously, since 1997, she was the chamber's Director of Maritime Affairs. The CSA represents U.S.-based companies that either own, operate or charter vessels engaged in the domestic and international trades and companies that maintain a commercial interest in the operation of such oceangoing vessels. Previously, Metcalf held positions with Sunoco Refining and Marketing Company; Sun Refining and Marketing Company; and worked for Sun Transport, Inc.

"The Jones Act is most important now given the ever-growing tentacles of China and other economic superpowers," Metcalf said.

AOTOS Award recipient William Woodhour has been President and CEO of Maersk Line, Limited (MLL) since 2016. MLL is an American company, headquartered in Norfolk, Va., that provides U.S.-flag transportation, ship management and maritime

technical services to the U.S. Navy's Military Sealift Command and employs American seafarers. He has spent his entire maritime career with the Maersk organization, joining the company in Madison, N.J., in 1991, working in sales and marketing for Maersk Line for 18 years. He was named Senior Vice President in North America for Maersk Inc. until moving to Copenhagen as Vice President of Maersk Line.

"We are in need of more interest from Washington. A genuine commitment to the development of a comprehensive United States maritime strategy, supporting national and economic security," Woodhour said. "I'm not talking about a naval strategy, but rather an economic strategy along the lines of the blue economy."

Proceeds from the AOTOS event benefit USS community services abroad for U.S. merchant mariners, seafarers of all nations, and U.S. government and military personnel overseas.



Seafarers International Union President Michael Sacco and AMO National President Paul Doell greet Commander of U.S. Transportation Command Gen. Jacqueline Van Ovost at the Admiral of the Ocean Sea ceremony.



AMO National President Paul Doell greets Commander of Military Sealift Command Rear Adm. Michael Wettlaufer at the Admiral of the Ocean Sea ceremony.

Obituaries

Richard Joy, who sailed inland waters with AMO, died on October 10, 2020 at age 59.

Thomas Darnell, who sailed on the Great Lakes with AMO, died on October 27, 2020 at age 75.

Wayne Parker, who sailed inland waters with AMO, died on November 6, 2020 at age 86. He was survived by Alice Parker.

Michael Patterson, who sailed deep sea with AMO, died on November 6, 2020 at age 56.

Robert Minton, who sailed on the Great Lakes with AMO, died on November 9, 2020 at age 93.

William LaParl, who sailed on the Great Lakes with AMO, died on November 9, 2020 at age 69. He was survived by Elaine LaParl.

Louis Stoeger, who sailed on the Great Lakes with AMO, died on November 10, 2020 at age 88.

Fred Warren, who sailed inland waters with AMO, died on November 11, 2020 at age 96.

Nicolaos Papazoglou, who sailed deep sea with AMO, died on November 11, 2020 at age 90.

Stephen Sullivan, who sailed deep sea with AMO, died on November 20, 2020 at age 80.

Eric Cavelier, who sailed deep sea with AMO, died on November 24, 2020 at age 77.

Jeffrey Powell, who sailed deep sea with AMO, died on November 24, 2020 at age 61. He was survived by Monica Powell.

Gary Brannon, who sailed on the Great Lakes with AMO, died on November 26, 2020 at age 69.

Russell Bubna, who sailed on the Great Lakes with AMO, died on December 1, 2020 at age 65.

Spero Moche, who sailed deep sea with AMO, died on December 4, 2020 at age 74. He was survived by Joanne Moche.

Vlad Newcomer, who sailed deep sea with AMO, died on December 16, 2020 at age 69. He was survived by Jerdjan Newcomer.

Alex King, who sailed deep sea with AMO, died on December 20, 2020 at age 83.

Earl McArthur, who sailed on the Great Lakes with AMO, died on December 20, 2020 at age 93.

Arthur Kole, who sailed on the Great Lakes with AMO, died on December 22, 2020 at age 93. He was survived by Dorothy Kole.

William Chalke, who sailed deep sea with AMO, died on December 23, 2020 at age 73.

Desmond Brannigan, who sailed deep sea with AMO, died on December 24, 2020 at age 48.

Jorgen Larsen, who sailed deep sea with AMO, died on December 25, 2020 at age 82.

Leland Hall, who sailed deep sea with AMO, died on December 26, 2020 at age 75.

Walter Bathke, who sailed on the Great Lakes with AMO, died on December 28, 2020 at age 90. He was survived by Agnes Bathke.

James Moore, who sailed on the Great Lakes with AMO, died on December 30, 2020 at age 76.

Michael Beveridge, who sailed on the Great Lakes with AMO, died on December 31, 2020 at age 65.

Kenneth Arnold, who sailed deep sea with AMO, died on January 5, 2021 at age 93.

Ross Waisanen, who sailed on the Great Lakes with AMO, died on January 6, 2021 at age 66.

Florian Lasecke, who sailed on the Great Lakes with AMO, died on January 9, 2021 at age 85.

Timothy Defreitas, who sailed inland waters with AMO, died on January 9, 2021 at age 65.

Lloyd Camus, who sailed inland waters with AMO, died on January 12, 2021 at age 75. He was survived by June Camus.

Paul Crovo, who sailed deep sea with AMO, died on January 12, 2021 at age 87.

Kevin O’Connor, who sailed deep sea with AMO, died on January 14, 2021 at age 59.

Duane Rickle, who sailed on the Great Lakes with AMO, died on January 19, 2021 at age 85. He was survived by Dolores Rickle.

Vasco Worrell, who sailed deep sea with AMO, died on January 21, 2021 at age 83. He was survived by Maria Worrell.

Reid Hoover, who sailed deep sea with AMO, died on January 24, 2021 at age 65.

Karen Myers, who sailed deep sea with AMO, died on January 28, 2021 at age 66.

Kenton Bartgis, who sailed deep sea with AMO, died on January 28, 2021 at age 64. He was survived by Patsy Bartgis.

Hugo Hietapelto, who sailed on the Great Lakes with AMO, died on January 29, 2021 at age 99.

Thomas O’Boyle, who sailed deep sea with AMO, died on January 31, 2021 at age 64. He was survived by Marilyn Bowen.

Paul Corley, who sailed deep sea with AMO, died on February 5, 2021 at age 58.

Robert Mahnke, who sailed on the Great Lakes with AMO, died on February 18, 2021 at age 73. He was survived by Lynette Mahnke.

Harold Schultz, who sailed inland waters with AMO, died on February 19, 2021 at age 80. He was survived by Gwendolyn Schultz.

Robert Brewer, who sailed deep sea with AMO, died on February 21, 2021 at age 77.

Alexander Dorman, who sailed deep sea with AMO, died on February 22, 2021 at age 93.

Donald Fisher, who sailed on the Great Lakes with AMO, died on February 27, 2021 at age 94.

Gordon Jimerson, who sailed on the Great Lakes with AMO, died on February 27, 2021 at age 82.

Robert King, who sailed deep sea with AMO, died on March 5, 2021 at age 53. He was survived by Shannon King.

Michael Savage, who sailed on the Great Lakes with AMO, died on March 8, 2021 at age 74. He was survived by Colleen Savage.

William Moulder, who sailed inland waters with AMO, died on March 9, 2021 at age 89.

Terry Pugh, who sailed on the Great Lakes with AMO, died on March 15, 2021 at age 71. He was survived by Marsha Pugh.

Michael Laituri, who sailed on the Great Lakes with AMO, died on March 18, 2021 at age 72.

Curtis Hayes, who sailed inland waters with AMO, died on March 21, 2021 at age 71. He was survived by Rosamar Hayes.

Michael Derderian, who sailed deep sea with AMO, died on March 30, 2021 at age 46.

David Tarrant, who sailed deep sea with AMO, died on April 7, 2021 at age 81.

Gregg Bostic, who sailed on the Great Lakes with AMO, died on April 10, 2021 at age 64.

James Watson, who sailed deep sea with AMO, died on April 11, 2021 at age 62.

Dimitrios Theodorou, who sailed deep sea with AMO, died on April 12, 2021 at age 92. He was survived by Maria Theodorou.

James Pazak, who sailed on the Great Lakes with AMO, died on April 14, 2021 at age 68.

Vaughn Stecker, who sailed on the Great Lakes with AMO, died on April 17, 2021 at age 85.

Lorne Warczinsky, who sailed on the Great Lakes with AMO, died on April 18, 2021 at age 77. He was survived by Marilyn Warczinsky.

Herman Custin, who sailed deep sea with AMO, died on April 18, 2021 at age 98.

Kevin Krogh, who sailed deep sea with AMO, died on April 18, 2021 at age 66. He was survived by Elaine Krogh.

Wallace Taylor, who sailed inland waters with AMO, died on April 18, 2021 at age 88.

Peter Narbone, who sailed inland waters with AMO, died on April 20, 2021 at age 63.

Richard Graham, who sailed deep sea with AMO, died on April 23, 2021 at age 81. He was survived by Patricia Graham.

James Engebretson, who sailed on the Great Lakes with AMO, died on April 27, 2021 at age 84. He was survived by Mary Engebretson.

Werner Wegener, who sailed on the Great Lakes with AMO, died on April 28, 2021 at age 88.

Roger Hein, who sailed on the Great Lakes with AMO, died on May 1, 2021 at age 82. He was survived by Sharon Hein.

Carroll Dale, who sailed deep sea with AMO, died on May 3, 2021 at age 74.

Clifford Spencer, who sailed deep sea with AMO, died on May 3, 2021 at age 69. He was survived by Yuanying Li.

Geraldine Scheske, who sailed on the Great Lakes with AMO, died on May 12, 2021 at age 80.

Michael Tombolillo, who sailed inland waters with AMO, died on May 19, 2021 at age 41.

Robert Howard, who sailed on the Great Lakes with AMO, died on May 21, 2021 at age 91.

Lloyd Haugh, who sailed deep sea with AMO, died on May 26, 2021 at age 80.

Michael Whytock, who sailed deep sea with AMO, died on May 30, 2021 at age 65. He was survived by Louisa Whytock.

Patrick Rathbun, who sailed deep sea with AMO, died on June 3, 2021 at age 63. He was survived by Melissa Rathbun.

Scotie Beezley, who sailed deep sea with AMO, died on June 5, 2021 at age 67.

Paul Champion, who sailed on the Great Lakes with AMO, died on June 5, 2021 at age 63.

Gerald Carrier, who sailed deep sea with AMO, died on June 6, 2021 at age 72. He was survived by Eleanor Carrier.

Leslie Delbos, who sailed deep sea with AMO, died on June 11, 2021 at age 77.

George Emmons, who sailed deep sea with AMO, died on June 12, 2021 at age 73. He was survived by Maureen Emmons.

Elmo Smiley, who sailed on the Great Lakes with AMO, died on June 17, 2021 at age 98. He was survived by Louise Smiley.

Willy Bahr, who sailed inland waters with AMO, died on June 17, 2021 at age 91. He was survived by Vilma Bahr.

William Benson, who sailed deep sea with AMO, died on June 26, 2021 at age 66.

Richard Bridgeo, who sailed deep sea with AMO, died on June 29, 2021 at age 97.

Joel Ansotigue, who sailed inland waters with AMO, died on June 29, 2021 at age 78. He was survived by Claudia Keldie Ansotigue.

Robert Rutledge, who sailed deep sea with AMO, died on June 29, 2021 at age 93.

Jesse Graham, who sailed deep sea with AMO, died on July 2, 2021 at age 76. He was survived by Mary Otero.

Obituaries

Herbert Schmeltz, who sailed deep sea with AMO, died on July 4, 2021 at age 85.

Donald Elderkin, who sailed deep sea with AMO, died on July 6, 2021 at age 69. He was survived by Kelley Elderkin.

Robert Lorman, who sailed inland waters with AMO, died on July 6, 2021 at age 71. He was survived by Leona Lorman.

Steven Lord, who sailed deep sea with AMO, died on July 10, 2021 at age 69. He was survived by Annette Lord.

Peter Fettig, who sailed deep sea with AMO, died on July 17, 2021 at age 66.

Edward Conroy, who sailed inland waters with AMO, died on July 24, 2021 at age 68. He was survived by Marie Conroy.

Harry Payne, who sailed deep sea with AMO, died on August 1, 2021 at age 81.

Robert Powell, who sailed inland waters with AMO, died on August 4, 2021 at age 95. He was survived by Fay Powell.

Joseph Drake, who sailed on the Great Lakes with AMO, died on August 8, 2021 at age 33. He was survived by Monica Drake.

Peter Donat, who sailed deep sea with AMO, died on August 12, 2021 at age 67.

Jerold Register, who sailed inland waters with AMO, died on August 13, 2021 at age 60. He was survived by Maria Register.

Jeffrey Hoffman, who sailed deep sea with AMO, died on August 16, 2021 at age 59. He was survived by Sandra Hoffman.

Earl Blalock, who sailed deep sea with AMO, died on August 19, 2021 at age 64.

Charles Thole, who sailed deep sea with AMO, died on August 23, 2021 at age 91.

Thomas Stinnette, who sailed deep sea with AMO, died on August 25, 2021 at age 92.

Robert Clarke, who sailed deep sea with AMO, died on August 31, 2021 at age 94.

Ezio Stefani, who sailed deep sea with AMO, died on September 4, 2021 at age 89.

Richard Orgel, who sailed inland waters with AMO, died on September 6, 2021 at age 96.

Donald Merchant, who sailed deep sea with AMO, died on September 6, 2021 at age 87. He was survived by Sally Merchant.

Craig Smith, who sailed deep sea with AMO, died on September 7, 2021 at age 66. He was survived by Theresa Smith.

Charles Ossanna, who sailed on the Great Lakes with AMO, died on September 8, 2021 at age 76. He was survived by Lisa Ossanna.

Stan Stadnicki, who sailed deep sea with AMO, died on September 14, 2021 at age 81. He was survived by Erle Stadnicki.

James Gardner, who sailed on the Great Lakes with AMO, died on September 18, 2021 at age 50. He was survived by Gina Gardner.

Wilbert Crane, who sailed on the Great Lakes with AMO, died on September 19, 2021 at age 87.

Paul Hayes, who sailed deep sea with AMO, died on September 20, 2021 at age 96.

Stephen Pacuska, who sailed deep sea with AMO, died on October 1, 2021 at age 74. He was survived by Margaret Pacuska.

Dennis Kozu, who sailed inland waters with AMO, died on October 1, 2021 at age 57.

Walter Seavoy, who sailed on the Great Lakes with AMO, died on October 11, 2021 at age 84. He was survived by Jeanne Seavoy.

Donald Draves, who sailed on the Great Lakes with AMO, died on October 14, 2021 at age 94.

Douglas Ramey, who sailed inland waters with AMO, died on October 19, 2021 at age 68. He was survived by Cheryl Ramey.

Karl Bonk, who sailed deep sea with AMO, died on October 20, 2021 at age 82.



John Hewitt was my dear friend and Union Brother. I knew John for more than 40 years. John was a graduate of Kings Point. John had a long and successful maritime career. John was a fine Marine Engineer and was well liked by his fellow Officers and Crews. John will be missed by me and the industry that he dedicated his adult life to. John died on September 24, 2021 at the age of 67. Rest in peace, John.

—Frederick Reyes

AMO 401(k) Plan Summary Annual Report for calendar year 2020

This is a summary of the annual report for AMERICAN MARITIME OFFICERS 401k PLAN, EIN 11-2978754, Plan No. 002, for period January 01, 2020 through December 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust fund. Plan expenses were \$31,371,942. These expenses included \$1,159,401 in administrative expenses, \$30,178,458 in benefits paid to participants and beneficiaries, and \$34,083 in other expenses. A total of 3,690 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$554,769,241 as of December 31, 2020, compared to \$476,641,541 as of January 01, 2020. During the plan year the plan experienced an increase in its net assets of \$78,127,700. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$109,499,642, including employer contributions of \$4,207,787, employee contributions of \$30,593,567, earnings from investments of \$73,321,690, and other income of \$1,376,598.

Your Rights To Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- an accountant's report;
- financial information;
- information on payments to service providers;
- assets held for investment;
- fiduciary information, including non-exempt transactions between the plan and parties-in-interest (that is, persons who have certain relationships with the plan);
 - transactions in excess of 5% of the plan assets;
 - information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates;

To obtain a copy of the full annual report, or any part thereof, write or call the office of AMERICAN MARITIME OFFICERS 401k PLAN at 2 WEST DIXIE HIGHWAY, DANIA BEACH, FL

33004-4312, or by telephone at (954) 920-4247. The charge to cover copying costs will be \$0.15 per page.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (AMERICAN MARITIME OFFICERS 401k PLAN, 2 WEST DIXIE HIGHWAY, DANIA BEACH, FL 33004-4312) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Paperwork Reduction Act Statement

According to the Paperwork Reduction Act of 1995 (Pub. L. 104-13)(PRA), no persons are required to respond to a collection of information unless such collection displays a valid Office of Management and Budget (OMB) control number. The Department notes that a Federal agency cannot conduct or sponsor a collection of information unless it displays a currently valid OMB control number. See 44 U.S.C. 3507. Also, notwithstanding any other provisions of law, no person shall be subject to penalty for failing to comply with a collection of information if the collection of information does not display a currently valid OMB control number. See 44 U.S.C. 3512.

The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL_PRA_PUBLIC@dol.gov and reference the OMB Control Number 1210-0040.

OMB Control Number 1210-0040 (expires 06/30/2022)

C.S. Dependable reflagged into U.S. registry for Cable Security Fleet



Photos courtesy of Captain Yann Durieux

The SubCom cable ship *Dependable* was reflagged into U.S. registry in November for service in the U.S. Cable Security Fleet. Members of American Maritime Officers working onboard the ship during the reflagging included (left to right) First Officer Doug Strassburg, Second Assistant Engineer Patrick Duffy-Miller, Third A.E. Nicholas Roros III, Second A.E. Isabelo Fernandez, Third Mate Maria Garcia, Third A.E. Michael Erickson, Second Mate Cory Durkin, Second Mate Alex Poliwoda, Third A.E. Ron Brune, (back) Chief Mate Grayson Connor, Captain Yann Durieux, (front) Chief Engineer John Evans and First A.E. Matt Pastuszak. The *Dependable* is one of two SubCom ships that will serve in the Cable Security Fleet, which is modeled after the Maritime Security Program. Like the MSP, each ship serving in the Cable Security Fleet will receive an annual stipend and funding must be appropriated annually by Congress.



U.S. Senator Gary Peters named 2021 Great Lakes Legislator of the Year

On November 18, 2021, the Great Lakes Maritime Task Force (GLMTF) recognized the tremendous work done by Michigan Democratic Senator Gary Peters for protecting and advancing the Great Lakes Navigation System.

Senator Peters has moved the needle on several extremely important projects in the Great Lakes. He continues to be instrumental in efficiently funding the construction of a new large navigational lock in Sault Ste. Marie, Michigan. Senator Peters understands the economic benefits of Great Lakes shipping and the need to make our ports competitive and reliable even during the winter season. To that end, he cosponsored the "Great Lakes Winter Commerce Act," which would make icebreaking a higher priority for the U.S. Coast Guard, and ensured \$350 million was included in the pending House Reconciliation Bill for another heavy Great Lakes icebreaker. In addition, he has worked tirelessly with the Port of Monroe to resolve import and export issues associated with U.S. Customs and Border Protection's interpretation of rules



that hampered further port development with containerized cargo.

"The Great Lakes are more than just an economic engine and ecological treasure: they are simply in our DNA as Michiganders," said Senator Peters. "It's critical we do everything in our power to protect and preserve the Great Lakes for future generations — and that's always

been my focus. I'm deeply honored to have earned this distinction and am thankful to have excellent partners like the Great Lakes Maritime Task Force that work tirelessly to improve the lives of Michiganders."

Senator Peters was a strong advocate for the passage of the Water Resources Development Act (WRDA) 2020, which ensures consistent funding from the Harbor Maintenance Trust Fund for the U.S. Army Corps of Engineers. The funding is critical to maintaining the 60 federally-maintained deep-draft ports on the Great Lakes along with navigational structures, which have suffered severe damage due to higher water levels.

The senator has made protecting the Great Lakes one of his top priorities. In late 2020, he secured a bipartisan provision that was signed into law as part of the year-end funding bill to provide the first increase in the Great Lakes Restoration Initiative (GLRI) funding since the program was established in 2010. The GLRI is critical to cleaning up the Great Lakes and protecting them for future generations.

"The Great Lakes Maritime Task Force is grateful for Senator Peters' leadership and ambition to ensure the Great Lakes remain protected and forever the pilot light of the North American economy. The Fourth Sea Coast needs relentless champions like Senator Peters," stated GLMTF President John Clemons, who serves as the Great Lakes national vice president for American Maritime Officers.

In addition, Senator Peters was able to get bipartisan legislation signed into law called the STORM Act to support local communities facing rising water levels, coastal erosion, and flooding that put homes, property and communities at risk. The bill authorizes FEMA to help states establish revolving loan funds that local governments could access to help mitigate the impacts of rising water levels, coastal erosion, and other natural disasters in a more cost-effective way. He secured an initial \$500 million for the program in the bipartisan infrastructure bill. He also announced that

GLMTF — Continued on Page 12

AMO members approve changes to membership meeting dates

The following resolution of the AMO National Executive Board to amend the AMO National Constitution was approved by a majority vote of members in attendance of the monthly membership meeting held at AMO headquarters on December 6.

WHEREAS, amendments to the AMO National Constitution were last adopted through a union-wide referendum that ended in March 2009, and

WHEREAS, the number of Constitutional ports was reduced to one, the National Headquarters, more than a decade ago.

WHEREAS, members have consistently asked that membership meetings at HQ be scheduled during the middle of the week so they may attend without sacrificing Sundays with family or meetings abutting national holidays.

NOW, THEREFORE, pursuant to its authority under Article XXV of the AMO National Constitution, the National Executive Board proposes to the AMO membership the following amendment to the AMO National Constitution:

Article XXI, Section 1 shall now read:

“The National President, or an elected official designated by the National President, or if the National President is incapacitated, an elected official designated by the National Executive Board, shall call and convene a regular monthly membership meeting on the first Wednesday of every month except in the months of January and July when the membership meeting will be held on the second Wednesday. The meeting shall be at National Headquarters. The convening officer may, in his or her sole discretion, cancel, postpone, or move the location of a membership meeting only for exigent circumstances such as hurricane or flood watches or warnings, states of emergency declared by government authorities, or damage to the National Headquarters premises. This meeting shall be commenced at 1:00 P.M. local time. In the event a quorum is not present at 1:00 P.M. local time the National President or National Officer officially in charge designated by the President shall postpone the opening of the meeting until a quorum is present, but in no event later than 1:30 P.M. local time. If a quorum is not present by 1:30 P.M., then the meeting shall be canceled, and the Order of Business shall be carried over to the next monthly membership meeting.”

New 2022 schedule of AMO membership meeting dates

Following is the revised schedule of American Maritime Officers membership meetings for 2022. The resolution amending the AMO National Constitution to change the days on which membership meetings are held was proposed to and approved by AMO members after the AMO calendar for 2022 was printed and out for distribution to AMO members, applicants and contracted vessels. The membership meeting dates printed in the 2022 AMO calendar are no longer accurate. AMO members and applicants are asked to keep the new schedule as a supplement to the 2022 AMO calendar and mark the date changes accordingly.

- | | |
|--------------------------------|---------------------------------|
| • January 12, 2022 (Wednesday) | • July 13, 2022 (Wednesday) |
| • February 2, 2022 (Wednesday) | • August 3, 2022 (Wednesday) |
| • March 2, 2022 (Wednesday) | • September 7, 2022 (Wednesday) |
| • April 6, 2022 (Wednesday) | • October 5, 2022 (Wednesday) |
| • May 4, 2022 (Wednesday) | • November 2, 2022 (Wednesday) |
| • June 1, 2022 (Wednesday) | • December 7, 2022 (Wednesday) |

AMO members approve amendments to union’s constitution

The following two amendments to the American Maritime Officers National Constitution were voted on during the monthly membership meeting held at AMO headquarters on November 8. The text of each amendment was read and discussed during the meeting by AMO National Vice President, Government Relations, Christian Spain. Both amendments had been approved by the AMO National Executive Board prior to being presented to AMO members in attendance of the November 8 meeting for a ratification vote. Each amendment was approved by a majority vote of members in attendance of the meeting.

The first amendment removes the requirement for charges and specifications to be presented at “successive” regular monthly membership meetings, recognizing that only one regular membership meeting has been scheduled per month since the removal of Toledo as an AMO constitutional port in 2011.

Article XIII, Section 2 previously read:

“(b) The charges and specifications shall be presented at successive regular monthly

membership meeting at Headquarters, signed by two (2) or more members in good standing and, if accepted by a majority vote of the attending members, the National Secretary-Treasurer shall notify the accused member immediately that charges have been preferred against the member and shall serve or cause to be served upon the accused by mail, directed to the accused’s last known address with the postage prepaid, a copy of the charges and specifications, together with a notice directing the accused to be present at a meeting of the Trial Committee. The notice shall specify the date and time of the hearing before the Trial Committee which shall take place at National Headquarters not less than 30 days from the date the notice is mailed. For good cause, the Trial Committee may extend the time at which the hearing will take place. In the event the accused does not attend the hearing, the Trial Committee may proceed in his absence.”

Article XIII, Section 2 has been amended to read:

“(b) The charges and specifications shall be presented to the membership at the next regularly scheduled monthly membership meeting at Headquarters, signed by two (2) or more members in good standing and, if accepted by a majority vote of the attending members, the National Secretary-Treasurer shall notify the accused member immediately that charges have been preferred against the member and shall serve or cause to be served upon the accused by mail, directed to the accused’s last known address with the postage prepaid, a copy of the charges and specifications, together with a notice directing the accused to be present at a meeting of the Trial Committee. The notice shall specify the date and time of the hearing before the Trial Committee, which shall take place at National Headquarters not less than 30 days from the date the notice is mailed. For good cause, the Trial Committee may extend the time at which the hearing will take place. In the event the accused does not attend the hearing, the Trial Committee may proceed in his absence.”

The second amendment provides for electronic voting and other methods of voting on union-wide referenda. This amendment does not alter the requirement for use of paper ballots and voting by mail for union-wide elections of officials. The latter requirement remains in place.

Article XV previously read, in part:

“Such submission may be to the membership at regular monthly membership meeting at Headquarters or by mail ballot referendum as the National Executive Board may determine.”

Article XV has been amended to read, in part:

“Such submission may be made to the membership at the next regularly scheduled monthly membership meeting at Headquarters or by conducting membership referenda including voting, tallying and certifying of results by an independent third-party vendor using secure internet, electronic and/or telephone balloting systems as the National Executive Board may determine.”

Thanksgiving dinner onboard the tanker *Maersk Peary*



Photo: Captain K. Michele Laycock, master on the *Maersk Peary*

The officers and crew of the *Maersk Peary* were able to gather to enjoy Thanksgiving dinner onboard while the ship was in port – members of American Maritime Officers included Chief Engineer Dimitar Mitev, First Assistant Engineer Ben White, Chief Mate Trevor Fouhey, Second A.E. Devin Cooper, Third A.E. Caleb Linder, Second Mate Jeff Turner and Third Mate Gemma Nguyen.

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

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

General Courses									
Combined Basic & Advanced Low Flash Point Fuel Operations (IGF Code/LNG Fuel) Course	5 Days	31 January	4 April	27 June					
Confined Space Entry	3 Days	12 January	4 May	11 July					
Advanced Fire Fighting	5 Days	4 April	20 June						
Advanced Fire Fighting Refresher	2 Days	31 January	21 March	27 June					
Basic Safety Training – All 4 modules must be completed within 12 months: Personal Safety Techniques (Mon./Tues. – 1.5 days), Personal Safety & Social Responsibility (Tues pm – .5 days), Elementary First Aid (Wed. – 1 day), Fire Fighting & Fire Prevention (Thurs/Fri – 2 days) – not required if Combined Basic & Adv. Fire Fighting completed within 12 months.				5 Days	31 January	21 March	27 June		
Basic Safety Training – Refresher – required for STCW renewal for those without 360 days of sea service	3 Days	2 February	23 March	29 June					
Chemical Safety – Advanced	5 Days	7 February							
ECDIS	5 Days	28 March	2 May	13 June					
Environmental Awareness (includes Oily Water Separator)	3 Days	Please Call							
Fast Rescue Boat	4 Days	4 January	7 March	11 April					
GMDSS – Requires after-hour homework	10 Days	7 February	13 June	11 July					
LNG Tankerman PIC	8 Days	16 March (ONLINE)							
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 March				
Proficiency in Survival Craft (Lifeboat)	4 Days	Please Call							
Safety Officer Course	2 Days	10 February	26 May	14 July					
Tankerman PIC DL – Classroom	5 Days	31 January	27 June						
Tankerman PIC DL – Simulator	10 Days	10 January	14 March	18 April					
Tankerman PIC DL – Accelerated Program	10 Days	Please Call							
Train the Trainer – requires after hours homework	5 Days	10 January	14 March	9 May					
Vessel Personnel with Designated Security Duties – VPDS	2 Days	Please Call							
Vessel/Company Security Officer – Includes Anti-Piracy	3 Days	7 February	6 July						
Proficiency in Survival Craft (Lifeboat) REFRESHER	1 Day	5 February	26 March	1 July					
Electronic Navigation and Watchkeeping Refresher	3 Days	5 January	4 April	23 May	25 July				
Basic Training & Advanced Fire Fighting Revalidation (Required by first credential renewal AFTER 1 January 2017) – required by those with 360 days sea service	2 Days	10, 24 January	7, 24 February	14, 17, 28, 31 March	18, 21 April	2, 5, 16, 19 May	9 June	11, 28 July	
Leadership & Management (required by ALL management level Deck and Engine officers by 1 Jan 2017)	5 Days	17 January	14 March	16 May	11 July				
Medical Courses									
Heat Stress Afloat / Hearing Conservation Afloat	1 day	Please Call							
Elementary First Aid – Prerequisite for MCP within preceding 6 months	1 day	18 January	22 February	29 March	3 May	7 June	19 July		
Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering	3 days	19 January	23 February	30 March	4 May	8 June	20 July		
Medical PIC – Please FAX MCP certificate when registering	5 days	24 January	4 April	9 May	13 June	25 July			
Urinalysis Collector Training	1 day	31 January	7 March	11 April	16 May	20 June			
Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m.	1 day	1 February	8 March	12 April	17 May	21 June			
Radar Courses									
Radar Recertification	1 day	24 January							
Electronic Navigation and Watchkeeping Refresher	3 days	5 January	4 April	25 July					
ARPA	4 days	25 January							
Radar Recertification & ARPA	5 days	24 January							
Original Radar Observer Unlimited	5 days	17 January							
Deck Courses									
Advanced Bridge Resource Management	5 days	7 February	9 May						
Advanced Shiphandling for Masters/Senior Deck Officers – (No equivalency) Must have sailed as Chief Mate Unlimited	5 days	7 March	2 May	27 June					
Advanced Shiphandling for 3rd Mates – 60 days seetime equiv. for 3rd Mates	10 days	3 January	28 February	28 March	16 May	13 June			
Advanced and Emergency Shiphandling – First Class Pilots, Great Lakes	5 days	31 January							
Basic Meteorology	5 days	14 February							
Tug Training – ASD Assist	5 days	25 April							
Dynamic Positioning – Induction (Basic)	5 days	24 January	7 March	9 May	18 July				
Dynamic Positioning – Simulator (Advanced)	5 days	10 January	18 April						
Dynamic Positioning – Revalidation	5 days	14 February	23 May						
Navigational Watchkeeping Standardization & Assessment Program	5 days	24 January	28 February	18 April	13 June				
TOAR (Towing Officer Assessment Record) – Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required	5 days	14 February							
High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)	5 days	10 January	18 April	16 May					

Deck Upgrade – STCW 2010 – Management Level (NVIC 10-14) – If sea service or training towards management level (Chief Mate/Master) upgrade started ON OR AFTER 24 March 2014 you must adhere to this new program of training. 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.

Upgrade: Shiphandling at the Management Level	10 days	17 January	7 February	14 March	18 April	2 May	6, 20 June	25 July	
Upgrade: Advanced Meteorology – Requires after-hours homework	5 days	21 February	21 March	25 April	23 May				
Advanced Stability	5 Days	10 January	21 February	14 March	2 May	27 June			
Search & Rescue	2 days	6 January							
Management of Medical Care	1/2 day	5 January	30 March	27 April	4 May	15 June	20 July		
Leadership & Management	5 Days	17 January	14 March	16 May					
Advanced Cargo – Optional for task sign-off	5 Days	24 January	14 February	4 April	27 June				
Marine Propulsion Plants – Optional for task sign-off	5 Days	24 January	14 February	16 May	6 June	11 July			
Advanced Celestial – Optional for task sign-off	5 Days	7 March	25 April	6 June	18 July				
Advanced Navigation – Optional for task sign-off	5 days	31 January	4 April	27 June	18 July				

Engineering Courses

Basic Electricity	10 days	10 January	7 March	16 May	18 July				
Diesel Crossover	4 weeks	Please Call							
Engine Room Resource Management (Simulator)	5 days	31 January	2 May						
Gas Turbine Endorsement	10 days	Please Call							
Marine High Voltage Safety Course (Simulator)	5 days	7 February	9 May	11 July					
Hydraulics / Pneumatics	5 days	21 March	6 June						
Machine Shop	10 days	14 February	6 June						
Programmable Logic Controllers (PLCs)	5 days	24 January	21 March	2 May	4 July				
Refrigeration & Air Conditioning	5 days	17 January	14 March	25 April	22 June				
Steam Endorsement	4 weeks	24 January							
Marine Controls and Instrumentation	10 days	28 March		31 May					
Welding & Metallurgy Skills & Practices – Open to eligible Chief Mates and Masters on a space available basis. Interested participants should apply online and will be confirmed 2 weeks prior to start date.			2 weeks	31 January	28 March	2 May			

Engine Upgrade – STCW 2010 – Management Level (NVIC 15-14) – If sea service or training towards management level (1A/E-Chief Eng.) upgrade started ON OR AFTER 24 March 2014, you must adhere to this new program of training. Completion of both required and optional courses listed below will include all Task Assessments required by NVIC 15-14. By completing the series, no expiration limitation will be placed on your STCW credential. 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	17 January	14 March	16 May	11 July				
ERM (E050 as amended) – REQUIRED (unless previously taken for gap closing or original license)	5 days	31 January	2 May						
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	10 January	7 March	9 May	18 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	24 January	21 March	23 May	25 July				
STCW Upgrade Task Assessment – Steam (E121 as amended) – OPTIONAL: Tasks can be signed off onboard	5 days	Please Call							
STCW Upgrade Task Assessment – Gas Turbine (E122 as amended) – OP-TIONAL: Tasks can be signed off onboard	3 days	Please Call							

MSC Training Program – The core MSC courses noted below are required for initial MSC employment. The other MSC courses are only required as assigned duties require.

CORE Basic CBR Defense – Refresher required every 5 years	1 day	21 January	11 February	3 March	12 May	16 June	21 July		
CORE Damage Control – Refresher required every 5 years	1 day	20 January	9 February	2 March	11 May	15 June	20 July		
CORE Helicopter Fire Fighting – Refresher required every 5 years	1 day	19 January	10 February	1 March	10 May	14 June	19 July		
CORE Marine Environmental Program (with CBRD) – Refresher required every 5 years	1/2 day	21 January	11 February	3 March	12 May	16 June	21 July		
MSC Readiness Refresher – Must have completed full CBRD & DC once in career	2 days	18 January	28 February	9 May	13 June	18 July			
MSC Watchstander – BASIC – Once in career, SST grads grandfathered	1 day	31 January	14 March	16 May					
MSC Watchstander – ADVANCED – Annual required for all SRF members	1 day	14, 28 January	1, 11, 25 February	11, 15 March	1, 22, 29 April	13, 17, 27 May	10, 24 June	1, 15, 22 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	2 February	16 March	18 May					
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	10, 24 January	7, 21 February	7, 28 March	18, 25 April	9, 23 May	6, 20, 27 June	11, 18 July	

Self-Study, CDs and Online Courses

Anti-Terrorism Level 1	Online
DOT Hazardous Materials Transportation Training	Online
EPA Universal Refrigerant Certification Examination	Self Study
Qualified Assessor	Online
Vessel General Permit – EPA	On Campus in conjunction with other classes

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.

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	14 March							
Upgrade: Advanced Meteorology (Deck)	3 Days	25 April							
Advanced Navigation (Deck)	3 Days	4 April	18 July						
Marine Propulsion Plant (Deck)	3 Days	14 February	16 May	11 July					
Advanced Stability (Deck) FULLY ONLINE	5 Days	21 February							
Advanced Cargo (Deck) FULLY ONLINE	5 Days	14 February	27 June						
Advanced Celestial (Deck)	4 Days	25 April	18 July						
Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE	5 Days	7 March							
Combined Basic and Advanced Low Flash Point Fuel Operations – FULLY ONLINE	5 Days	31 January							
LNG Tankerman PIC – FULLY ONLINE	8 Days	16 March							
Tankerman PIC DL – Classroom – FULLY ONLINE	5 Days	31 January							
Vessel Security Officer (VSO) – FULLY ONLINE	3 Days	7 February							
Safety Officer Seminar – FULLY ONLINE	2 Days	Please Call							
Management of Medical Care	.5 Days	5 January	30 March	27 April	4 May	15 June	20 July		

Assessments (at STAR Center) DECK and ENGINE									
Upgrade: Advanced Meteorology (Deck)	2 Days	28 February	28 March	28 April					
Advanced Navigation (Deck)	2 Days	28 February	7, 28 March	4 April	2 May	13 June			
Marine Propulsion Plant (Deck)	2 Days	24, 28 February	3, 7, 28, 31 March	4 April	2, 5, 9 May				
Advanced Stability (Deck)	2 Days	Please Call							
Advanced Cargo (Deck)	1 Day	Please Call							
Upgrade: Electrical, Electronics, & Control Engineering (Engine)	1/2 Day	Please Call							
Combined Basic and Advanced Low Flash Point Fuel Operations	1 Day	Please Call							
Advanced Celestial (Deck)	2 Days	3, 31 March	5 May	15 June					
Tankerman PIC DL – Classroom	1 Day	Please Call							

STAR Center

Simulation, Training, Assessment & Research

register@star-center.com ★ FAX: 954-920-3140

If possible, please use the secure online course application:
<https://www.star-center.com/forms/reg.mbr.live.html>

NAME: _____ DATE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

HOME PHONE: () _____ CELL PHONE: () _____

E-MAIL ADDRESS: _____

MARINER REFERENCE NUMBER: _____

UNION CARD / APPLICANT NUMBER: _____ SSN (LAST 4 NUMBERS): _____

MOST RECENT VESSEL: _____

COMPANY: _____

CURRENTLY ASSIGNED TO A VESSEL UNDER MSC OPERATIONAL CONTROL (Y/N) ? _____

DATE ASSIGNED: _____ DATE DISCHARGED: _____

CURRENT LICENSE: _____ EXPIRATION DATE: _____

Please call or e-mail to confirm your class at least two (2) weeks prior to course start date. In the event of a Waiting List, your place will be released two (2) weeks before the scheduled start date if we have not heard from you.

To confirm course registration, please call: (800) 942-3220 Ext. 201

For course attendance confirmation, please call: (800) 942-3220 Ext. 200

★ YOU MUST BE FIT FOR DUTY TO ATTEND CLASSES ★

STAR Center Use Only / Tracking Number:

STAR Center admits students of any race, color, national and ethnic origin or gender.

STAR Center “No Show” Policy for Registered and Confirmed Students: STAR Center students who are enrolled and who have been confirmed are REQUIRED to notify STAR Center at least 48 hours prior to the start date of a course when a short notice change arises such that they will no longer be able to attend by contacting Student Services by phone at (800) 342-3220 Ext. 201, (954) 920-3222 Ext. 201, or by e-mail: **register@star-center.com**. STAR Center values all our AMO Plans Participants’ time and efforts and understands issues may arise that will impact schedules and travel. However, “No Show” students impact other AMO Plans Participants who may be on a wait list and could fill the unused seat. We therefore ask that our enrolled and confirmed students respect the needs of their fellow AMO students and contact STAR Center as noted above so their seat may be filled. The circumstances of “No Show” students will be reviewed as necessary. Those who are repeat “No Show” students may have all future STAR Center enrollment applications wait-listed for the requested course(s) until all other AMO participants are accommodated.

Desired Course(s)	Preferred / Alternate Start Date
_____	_____ / _____
_____	_____ / _____
_____	_____ / _____
_____	_____ / _____

Lodging / Accompanying Guest Information

Check IN Date: _____ / _____ / _____

(Day before class starts)

Check OUT Date: _____ / _____ / _____

(Day after class concludes)

Spouse / Guest / Significant Other	Relationship	Age (if Minor Under 18)
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Students must be “fit for duty” and guests must be capable of performing “activities of daily living” without assistance. All Minors under 18 must be accompanied by an adult at all times while at STAR Center. Include ages of all Minors under 18 on list above.

[] Check if baby crib required

Lodging Remarks / Requests: _____

DIRECTORY



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Commanders of USTRANSCOM, MSC tour *USNS Benavidez*



Photos courtesy of Captain Douglas Garee, master on the *USNS Benavidez*

The Commander of U.S. Transportation Command, Gen. Jacqueline Van Ovost, was joined by the Commander of Military Sealift Command, Rear Adm. Michael Wettlaufer, for a tour of the LMSR *USNS Benavidez* on November 9. Greeting them (above left) with MSC PM5 Michael Lloyd was Captain Douglas Garee, master on the *USNS Benavidez*. Standing by to greet distinguished visitors (above right) were (left to right) AB Karleen Grenier, who recently earned her third mate's license, Chief Mate Roger Madison, OS Lynne Hazelip, Bosun John Mendez, First Assistant Engineer Jacob Barritt, Third A.E. Keith Neathery and Chief Engineer Jo-Vanii Sprauve.

USNS Benavidez Chief Engineer Jo-Vanii Sprauve (second from right) discusses engine room operations with (from left) Captain Douglas Garee, USMMI Program Manager Robert Bullen, Rear Adm. Wettlaufer, Gen. Van Ovost, and MSC PM5 Michael Lloyd.

Ocean Grand delivers former U.S. Coast Guard vessels to Ukraine amidst large-scale mobilization of Russian-aligned forces

After transiting the Dardanelles Strait in late November, the heavy-lift ship *M/V Ocean Grand* delivered two refitted former U.S. Coast Guard patrol boats to Ukraine November 23, shortly before Americans celebrated the Thanksgiving holiday and days after Ukraine expressed concern that Russia may be preparing to attack.

The delivery of the Coast Guard patrol boats to Ukraine was covered by Reuters and published in the *New York Post* and by Yahoo News. Reporting on the tense and precarious situation has been carried by major broadcast, online and print media outlets as large numbers of Russian-aligned



troops mass along Ukraine's borders.

The modified patrol boats are elements of more than \$2.5 billion in military assistance Ukraine has received from the U.S. since 2014.

American Maritime Officers represents all licensed officers aboard the *Ocean Grand*, which is operated by Crowley in the Maritime Security Program fleet.

At left: Two former U.S. Coast Guard patrol boats, *Fastov* and *Sumy*, arrived in the port of Odessa from the United States onboard the *M/V Ocean Grand* on November 23. (*New York Post*/ZUMAPRESS.com).

AMO aboard articulated tug/barge *Undaunted/Pere Marquette*



American Maritime Officers members working aboard the articulated tug/barge *Undaunted/Pere Marquette* in September, here unloading scrap metal in Burns Harbor, Indiana, included Steward Don Moss, Chief Engineer Ron Smith and First Mate Dave Jacobson.

GLMTF

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the Coast Guard's National Center of Expertise — which he envisioned, got signed into law and secured funding for — will be headquartered in Michigan at both Lake Superior State University and the Great Lakes Environmental Research Lab in Ann Arbor. The Center of Expertise will research and examine the impacts of oil spills in freshwa-

ter environments — for which there is little publicly available information on — and help develop effective responses.

"The Great Lakes have and continue to be at the heart of Senator Peters' leadership. His deckplate approach and unrelenting support have allowed the Port of Monroe to prosper while setting the course for our future as a sustainable seaport. I am humbly appreciative that the Senator's efforts are being recognized with this award, as his identity as a true champion of the Great

Lakes maritime industry is rivaled only by the admiration we have for his efforts," stated Paul LaMarre, GLMTF member and port director for Monroe, Michigan.

Finally, Senator Peters introduced the "CADETS Act" in June 2021. The bill would expand the age eligibility for the Student Incentive Payment (SIP), which provides financial assistance to cadets who attend one of the six State Maritime Academies — including The Great Lakes Maritime Academy in Traverse City,

Michigan. In return for their commitment to serve in the U.S. Navy Reserve at their time of graduation, cadets can receive up to \$32,000 in incentive payments over four years to help offset the cost of tuition, uniforms, books and living costs.

"As a former Naval Reservist, Senator Peters recognizes the importance of this program to both the cadets and our national security," noted Jim Weakley, a GLMTF vice president and co-chair of Great Lakes Maritime Academy's Board of Visitors.