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Essential maritime programs funded by Consolidated Appropriations Act, 2024

On March 9, President Biden signed into law the Consolidated Appropriations Act, 2024, averting a partial government shut down and, among other things, providing funding through the end of fiscal year 2024 for essential U.S. maritime programs and fleets supporting both the U.S. Merchant Marine and national defense sealift operations.

The appropriations act ensures several programs that directly sustain jobs for U.S. merchant mariners, including members of American Maritime Officers, and broadly benefit the U.S. Merchant Marine and its crucial roles in strategic sealift and national defense shipping operations, are funded this year at the levels noted below.

For fiscal year 2024, the Maritime Security Program is fully funded at \$318 million. The MSP's 60 militarily-useful U.S.-flagged ships are crewed by U.S. merchant mariners and operate in international commercial trades. The ships and their corresponding privately-owned intermodal cargo systems and networks are available

to the Department of Defense for military sealift operations and in national security emergencies. The cost of the MSP amounts to a small fraction of the estimated \$65 billion or more it would cost the government to replicate the sealift capacity and the intermodal infrastructure provided to the DOD by private-sector MSP participants. Some elements of the transportation and logistics networks made available through the MSP could not be duplicated by the government at any cost.

The Cable Security Fleet of two U.S.-flagged ships is fully funded at \$10 million for this fiscal year. The Cable Security Fleet is modeled after the Maritime Security Program and will require an annual appropriation of funding by Congress. Currently, both slots in the program are occupied by cable laying and repair ships operated under AMO contract.

The Tanker Security Program is funded at \$60 million for the operation of 10 qualified U.S.-flagged tankers. Although

the fiscal year 2024 appropriation does not include funding for the legislatively-mandated expansion of the Tanker Security Program from 10 to 20 ships, the appropriations act does provide an additional \$2.5 million for each enrolled tanker for verifiable training costs and other expenses related to the billeting of qualified U.S. merchant mariners onboard ships operating in this fleet.

Like the Maritime Security Program, the funding for the Tanker Security Program needs to be appropriated each year, even though the program is fully authorized to be funded through 2035.

The appropriations act provides funding for U.S. food-aid programs through the end of the current fiscal year. Food for Peace Title II — the primary source of food-aid cargoes for U.S.-flagged vessels — is now funded at a baseline of approximately \$1.62 billion, a decrease from the previous year's funding level of \$1.75 billion.

Under U.S. cargo preference

requirements, at least 50 percent of U.S. government impelled food-aid shipments must be carried by U.S.-flagged vessels. While providing vital food aid to nations in need around the world, these cargoes help keep U.S.-flagged commercial vessels in service and U.S. merchant mariners, who are needed to man surge and reserve military sealift vessels in times of war and crisis, employed and current on their skills and certifications.

For the Maritime Guaranteed Loan (Title XI) Program, the appropriations act provides \$50,586,000 for new shipbuilding loan guarantees — approximately \$10 million more than was authorized for fiscal year 2024 for the Title XI Program, which eases access to commercial credit for the construction of merchant vessels in U.S. shipyards. Additionally, \$3 million in funding was provided for the program's administrative expenses.

Appropriations — Continued on Page 2

AMO aboard *ARC Independence* in Maritime Security Program fleet



Members of American Maritime Officers working aboard the *ARC Independence* in February, here in Beaumont, Texas, included Chief Mate Emily Gramer, Chief Engineer Ronald Heeman, First Assistant Engineer Chase Whittemore, Second A.E. Orion Milazzo and Third A.E. Justin Valencia Rodriguez. AMO represents all licensed officers on the ship, which is operated for American Roll-On Roll-Off Carrier in the Maritime Security Program fleet by TOTE Services.



Page 12: *Acadia Trader* completes Operation Deep Freeze 2024

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Participation is the key to shaping the future of our union

By Willie Barrere
National President

American Maritime Officers encompasses many things – billets onboard vessels underway and in port, offices and buildings, networks and contracts, to name just a few. Shoreside teams of dedicated officials and staff serve the professional needs of members and applicants who use these resources. Our union is, at its heart, every member of AMO and our families – all of us.

I think this is something well understood but maybe not acknowledged often enough. We all have a role to play in shaping the future of AMO. For this to be successful, the definition of what we are as an organization must be understood and it must be expanded. Our union is all of us, working together.

The AMO Executive Board and the AMO Plans Board of Trustees will hold full meetings this month. Those of us at AMO who serve on these separate boards are not new to being union officials, nor are we new to being trustees of the AMO benefit plans; yet we are looking at everything from a new perspective.

As board members of these distinct organizations, we have ideas for making improvements. We have thoughts on how to enhance contracts, services, and benefits for the membership.

The ideas we are setting out to explore are not just our own. We are bringing new ideas to the table – some supplied by sailing AMO members through direct discussion and interaction, some ideas from other sources.

Every good idea must be examined by the pros – financial and legal – to determine if it is possible to pursue, and if so, to what extent. Pension, medical, disability, maternity, physicals – all are topics of discussion we will be taking up during meetings of the joint union-employer AMO Plans Board of Trustees.

A few suggestions and potential solutions have been recommended by members, and one that comes to mind was suggested during a thoughtful conversation regarding the Medical Plan and defined benefit Pension Plan. The idea in question is already under discussion and has generated a new "outside of the box" approach to consider. Until

we know more, I'm going to be light on specifics. However, based on what we've learned so far, our research as AMO Plans trustees can now begin in earnest on a potential solution.

The member who provided this idea had a clear and solid grasp of the AMO benefit plans and contractual contributions gained over years of discussions with others. As we talked on the phone, more information was shared and learned as I was able to convey the complexities faced.

I know many members do not thoroughly understand our benefit plans and how they operate. Many of us have at times relied upon a fellow officer's knowledge and wisdom. Many ships have an officer or two much more passionate about these matters, and who may know more than most.

To that end, if you have a question or suggestion, if there is a topic of conversation on your ship that may require more input, please reach out to us.

A full directory, including the names, cell phone numbers, and email addresses of every union official and representative, is

available through the "CONTACT" link on the AMO website (www.amo-union.org) or with the "CONTACT INFO" link in the mobile menu if you are looking at the website on your phone. The same directory is also in every edition of the AMO newspaper, along with contact information for all departments at the AMO Plans. The world is all about digital and we are now working on new ways to make direct contact more convenient for sailing members.

For now, call, text, email, or stop by in person if you are taking a class at STAR Center or happen to be in the area. If there is a problem, help us to help you. We may not know all the answers but we will work on getting your situation right. The more you know and the more we know, the better educated we all become.

The phone call I mentioned earlier ended well. I think we both left with a good feeling about the possibility of a new path to explore to get a better result for many members. This is one of our main goals going forward.

The conversation is just beginning. Your participation is requested. Let's do better by working together.

Appropriations

Continued from Page 1

The appropriations act provides \$267,775,000 for maritime operations and training on the national level, with a total amount of \$184,729,000 designated specifically for the U.S. Merchant Marine Academy in the categories of operations, capital improvements and maintenance,

repair, and equipment.

The appropriations act provides \$125,788,000 for the state maritime academies, with \$22 million designated for maintenance, repair and life extension of academy training ships; \$86,588,000 for the National Security Multi-Mission Vessel Program, including reimbursement to academies for certain expenses related to maintenance and berthing of new NSMVs; \$8.8 million for training ship fuel

assistance; and a total of \$8.4 million for other state maritime academy programs and expenses.

The appropriations act also provides \$12 million to the Secretary of Transportation "to enter into a contract to complete the designs of ten sealift vessels for the National Defense Reserve Fleet." Such vessels would presumably become part of the Ready Reserve Force once delivered.

With the passage and enactment of the Consolidated Appropriations Act, 2024, six additional appropriations bills remained under negotiation at press time. These measures would include funding for the Pentagon and Homeland Security, among other things. The continuing resolution that extends funding for government operations covered by the six outstanding appropriations bills was set to expire March 22.

Tanker Security Program ship *Stena Polaris* conducts CONSOL



Photos: Military Sealift Command

The U.S. Navy's Military Sealift Command fleet replenishment oiler *USNS Kanawha* (T-AO 196) recently conducted a consolidated cargo replenishment (CONSOL) at sea with the tanker *Stena Polaris*, which is operated in the Tanker Security Program fleet by Crowley. American Maritime Officers represents all licensed officers aboard the *Stena Polaris*.



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Senator Wicker: Congress has entrusted domestic maritime commerce to American companies, ships and mariners for a simple reason – it works

WASHINGTON – U.S. Senator Roger Wicker, R-Miss., the highest-ranking Republican on the Senate Armed Services Committee, wrote a letter to the editor in the *Wall Street Journal* (WSJ) in response to a recent WSJ op-ed that criticized the Jones Act.

Senator Wicker defends the Jones Act on the basis of national security, arguing that growth in commercial shipbuilding and growth in the naval battle fleet are historically mutually reinforcing. He also noted that now is the wrong time to alter the Jones Act, given that China's shipbuilding capacity continues to increase while the margin of American naval superiority is shrinking.

Why the U.S. Maritime Industry Lags China's

Hint: It isn't the Jones Act.

March 5, 2024

Another day, another attack on the Jones Act. Colin Grabow and Scott Lincicome's "Protectionism Kills U.S. Merchant Shipping" (op-ed, Feb. 26) calls for the law's repeal.

For hundreds of years, Congress has entrusted domestic maritime commerce to American companies, ships and mariners for a simple reason: It works.

The law helps stabilize the nation's maritime industry. It facilitates some 650,000 jobs across our vast system of shipyards, ports and waterways and adds \$150 billion annually



to our economy. Ending the policy would hit the wallets of skilled American workers.

Opponents of the law value our economy and security, but their proposals risk both. We should dispense with the idea that repealing the Jones Act would save Americans money. Even if we allowed foreign vessels into our domestic sea trade, they would still sail under our wage, immigration and trade fees. These costs would get passed on to consumers.

Critics rightly recognize our diminished shipbuilding capacity, but that isn't the fault of the Jones Act. Nor would repealing it reignite freedom's forge. It would weaken our maritime workforce when we need it most.

Naval strategists have noted that American sea power creates a self-reinforcing system: Growth in commercial shipbuilding facilitates growth in the battle fleet, and vice versa.

This is not a time to stress-test this historical truth. China put 30 warships to sea last year, and it boasts the world's most merchant vessels. Meanwhile, the U.S. naval fleet shrank, and we now rank 70th in commercial shipping inventory. Repealing the Jones Act would narrow the already shrinking margin of American naval superiority.

Sen. Roger Wicker (R., Miss.)
Tupelo, Miss.



AMO aboard Jones Act tanker *Lone Star State*

Members of American Maritime Officers working aboard the Jones Act tanker *Lone Star State* in January included (in no particular order) Captain Nicholas Washabau, Chief Mate Miranda Baker, Second Mate Jeffery Gallo, Third Mate Edward Flaherty, Chief Engineer Minor Kates, First Assistant Engineer Trent Jacobsen, Second A.E. Paul Eickholt and Second A.E. Jon Jones. AMO represents all licensed officers aboard the *Lone Star State*, which is operated by Intrepid Personnel and Provisioning.



Allow America's flagship international food-aid program to feed more people

Bipartisan legislation would return Food for Peace Title II to its original intent — American grown, American delivered

The following commentary by Tony Hall and Kip Tom was published February 29 by Agri-Pulse. The original opinion piece is available online at <https://tinyurl.com/3xyjuy7>. It is republished here with permission.

The world is grappling with an unprecedented hunger crisis exacerbated by the COVID-19 pandemic, an inflation crisis, the ongoing turmoil between Russia and Ukraine, a war in Israel, and extreme weather. According to the Food and Agriculture Organization of the United Nations, of which we both served as ambassadors from 2002-2006 and 2019-2021, respectively, as many as 783 million people are facing hunger globally.

Let us be clear – this is an emergency, and we have an answer.

The American Farmers Feed the World Act, legislation introduced by Representatives Tracey Mann (R-KS), John Garamendi (D-CA), Rick Crawford (R-AR), and Jimmy Panetta (D-CA) in the U.S. House of Representatives and Senators Mike Braun (R-IN) and John Tester (D-MT) in the U.S. Senate, would renew the role of American agriculture in the fight against global

hunger to immediately feed more people without spending any new taxpayer dollars.

This is not a new concept – utilizing American-grown commodities is an efficient, effective, and vital resource in our nation's humanitarian tool kit. It dates to the 1950s when Kansas farmer Peter O'Brien voiced an idea at his county Farm Bureau meeting that America should share its food surplus with those facing famine overseas. In 1954, President Dwight D. Eisenhower made that idea a reality and signed Public Law (P.L.) 480, the Agricultural Trade Development and Assistance Act, which aimed to decrease food surpluses, create new markets for agricultural products, and deliver American commodities on American vessels to a very hungry world.

Since then, the scope of the program, now known as Food for Peace Title II, has undergone significant changes due in part to efforts to replace the delivery of American commodities with fungible assistance like cash transfers and through the procurement of commodities from America's agricultural competitors. Cash-based assistance in programs like Food for Peace

can aid our competitors, cause local price hikes, put aid at a higher risk of getting into the hands of bad actors, and deprive Americans of production, jobs, and a spirit of goodwill. This dramatic shift away from commodities in favor of cash deviates from the intent to engage American farmers, millers, shippers, and dockworkers who originally championed this bipartisan legislation 69 years ago.

Today's American Farmers Feed the World Act would preserve 50% of the Food for Peace budget for buying American commodities and shipping them overseas, prohibit market-based assistance in lieu of American commodities, and require that the U.S. Agency for International Development (USAID) be more transparent in its reporting. It would also expedite the release of American-grown commodities in times of emergency. That is why agricultural producers and more than 60 organizations up and down the supply chain support today's much-needed reforms found in the American Farmers Feed the World Act.

It's also why we're supportive. As ambassadors, we traveled to every corner

of the world. We witnessed the tragedies often associated with cash as a fungible transfer. In fact, it is the same tragedy we are witnessing in Gaza as recent humanitarian aid sent there has undoubtedly aided Hamas' and Hezbollah's maligned efforts to expand terrorist activities and end human lives.

Critics may contend that the legislation could render all long-term development programs inoperable. This is untrue. USAID oversees a multitude of international disaster assistance and development programs, including programs that aim to end extreme poverty and promote resilient, democratic societies. Many of these programs use market-based assistance, and several of the 40 bipartisan cosponsors of the American Farmers Feed the World Act champion those programs and their use of such assistance. Food for Peace, however, must not stretch its statutory authority and must remain hyper-focused on its mission to immediately provide American-grown commodities for the world's most vulnerable.

It is time to restore transparency and efficiency in America's international food aid programs. It is time we restore the emphasis on "American-grown" and "American-delivered" by returning Food for Peace Title II to its original intent. Today, in honor of O'Brien's idea of generosity, in recognition of the altruism of Food for Peace, and to meet the demands of a starving world, we urge Congress to make these policy

Food for Peace – Continued on Page 5



AMO aboard the *USNS Waters*

Members of American Maritime Officers working aboard the *USNS Waters* (T-AGS 45) in March, here in Port Canaveral, Fla., included Third Mate Rachel Willoughby, Radio Officer Derek L. Ivory, Second Mate Robert Belfield, Chief Mate Andrew Wellman, Chief Engineer Scott Phillips, Second Assistant Engineer Aaron Perry, Third A.E. Mark Farley and First A.E. Richard Cherry. AMO represents all licensed officers on-board the *USNS Waters*, which is operated for Military Sealift Command by Ocean Ships, Inc.

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, 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:

April 3, May 1



Attention dynamic positioning operators certified by the Nautical Institute: Changes to DPO renewal/revalidation requirements in effect beginning January 1, 2024

Changes to revalidation requirements – continuing professional development

From January 2024, the requirements to revalidate Dynamic Positioning Certificates will be changing.

To make sure that DP operators keep pace with the developing standards in a fast-changing industry, DPOs renewing their certificates will now be asked to demonstrate Continuing Professional Development (CPD) as well as experience.

To revalidate your Unclassed/Limited/Unlimited DP Certificate, you will need to:

- Complete the Nautical Institute Dynamic Positioning Refresher Course

Note: STAR Center will offer a five-day approved DP Revalidation/Refresher and Competency Assessment Course, which will meet the NI CPD requirement. This will include completing the NI revalidation examination. STAR Center will begin offering the DP Revalidation/Refresher and Competency Assessment Course starting in 2024. Please see STAR Center’s schedule online (www.star-center.com/schedule.html).

OR

- Be enrolled in an NI-approved Continuing Professional Development program. Note:

There are currently two online approved CPD program options:

- IMCA/NI (<https://tinyurl.com/yc2mryue>)
- Keelson Marine (<https://www.keelsonmarineassurance.com/dpcpd>)

There is an annual subscription fee of approximately \$150/year. The individual would enroll each year and be responsible for all fees including the exam. In addition to the yearly CPD program Individuals are also required to take the NI Revalidation Exam which will be arranged directly with NI online.

To make sure all applicants have enough time to meet the requirements, the NI will be introducing the changes gradually over the next five years as follows.

If you have 150 days of DP sea time/DP activities and are due to revalidate your certificate in the following years, please see requirements below:

2024 – NI DP Refresher course, **OR** NI Revalidation online exam **AND one year** of an NI-approved CPD program

2025 – NI DP Refresher course, **OR** NI Revalidation online exam **AND two years** of an NI-approved CPD program

2026 – NI DP Refresher course, **OR** NI Revalidation online exam **AND three years** of an NI-approved CPD program

2027 – NI DP Refresher course, **OR** NI Revalidation online exam **AND four years** of an NI-approved CPD program

2028 – NI DP Refresher course, **OR** NI Revalidation online exam **AND five years** of an NI-approved CPD program

If your certificate is due to expire in one of the years above, and you do not have all the requirements in place to revalidate your certificate before the expiry date, you will be granted an automatic 12-month extension to your existing certificate to complete the CPD requirements.

- If you have between 30-150 days sea time: You must complete the NI Dynamic Positioning Refresher Course
- If you have less than 30 days sea time: You must complete the NI Dynamic Positioning Revalidation Course

IMPLEMENTATION OF CPD SCHEME

Table 1: Revalidation Matrix

1 Jan 2024:

A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course on line exam and complete a minimum of one year of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.

1 Jan 2025:

A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course online exam and complete a minimum of two years of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.

1 Jan 2026:

A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course online exam and complete a minimum of three years of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.

1 Jan 2027:

A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course online exam and complete a minimum of four years of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.

1 Jan 2028:

A DPO/DPVM with 150 days DP sea time who is applying for revalidation will have to sit the NI Revalidation Course on line exam and complete a minimum of five years of the NI-approved CPD program or complete the NI DP Refresher Course. Those who do not meet all the new requirements will be given 12 months to do so, after which they can reapply for revalidation.

All information may be found on the NI Alexis (<https://tinyurl.com/3rh2tk6h>). The above information is also available on the STAR Center website (www.star-center.com/info/dp_reval_refresh.html).

Food for Peace

Continued from Page 4

priorities a goal in the upcoming farm bill reauthorization. It is time to pass the American Farmers Feed the World Act.

Tony P. Hall served as U.S. Ambassador to the United Nations Agencies for Food and Agriculture and as chief of the U.S. Mission to the UN Agencies in Rome, which includes the Food and Agriculture Organization (FAO), the World Food Program, and the International Fund for Agricultural Development, from 2002 to 2006. Hall represented Ohio’s 3rd Congressional District in the U.S. House of Representatives from 1979 to 2002, Ohio’s 6th District in the Ohio Senate from 1973 to 1979,



and Ohio’s 87th District in the Ohio House of Representatives from 1969 through 1972.

Kip E. Tom served as U.S. Ambassador to the United Nations Agencies for Food and Agriculture and as chief of the U.S. Mission to the UN Agencies in Rome from 2019 to 2021. Prior to his appointment and again today, Tom serves as chief executive officer of Indiana-based Tom Farms, which is among Indiana’s largest farming operations.

A U.S. food-aid shipment of 28,000 metric tons of American-grown soft white wheat is loaded onto the U.S.-flagged bulk carrier *Liberty Glory* in August 2023 at the Port of Longview, Wash. for delivery to the Arabian Peninsula. AMO represents all licensed officers aboard the *Liberty Glory*.

U.S. Coast Guard introduces new Merchant Mariner Credential format

The following is excerpted from a bulletin released by National Maritime Center Commanding Officer Capt. Bradley Clare on February 21.

On March 1, 2024, the U.S. Coast Guard began issuing Merchant Mariner Credentials (MMCs) in a new format. This new mariner credential will replace the legacy passport-style red book and associated endorsement labels.

The complexity and degraded reliability of the custom printers used to print the MMC books necessitated a change to the credential printing process. The new mariner credential is formatted on 8.5" x 11" waterproof and tear-resistant synthetic paper. It contains numerous security features, including micro-printing, foiling, and intricate patterns. The new credential is printed on readily available commercial



AMO National Assistant Vice President, Government Relations, Alaina Basciano recently renewed her Merchant Mariner Credential. Greeting her as she received the MMC in the new format on March 7 was National Maritime Center Commanding Officer Capt. Bradley Clare.

desktop laser jet printers and will vastly improve print services and availability. To learn more about the new MMC, please visit the National Maritime Center (NMC) website.

The new MMC document will be issued for all approved applications, to include credential endorsements, beginning March 1, 2024. You will no longer receive separate endorsement labels (i.e. stickers), but rather a new MMC document with the endorsements incorporated. The new credential will be issued on a day-forward basis, and all legacy credentials will remain valid until the indicated expiration date.

To validate a new MMC, use the Coast Guard's credential verification tool at MMLD Credential Verification. For a document search, select "MMC" as the document type and enter the document number. On the new MMC, the document number can be found on the red cover section beneath the corresponding barcode and will have the prefix "Z".

If you have any questions, contact the NMC by e-mail (IASKNMC@uscg.mil) or by calling 1-888-IASKNMC (427-5662).

- **USCG Credential Verification Tool** – <https://tinyurl.com/2m2scbyr> OR <https://homeport.uscg.mil/missions/merchant-mariners/merchant-mariner-credential-verification>
- **National Maritime Center Website** – https://www.dco.uscg.mil/national_maritime_center/
- **Sign your new credential** using a black or blue ballpoint pen as soon as it arrives. Do not use a permanent marker or gel-type pen as the ink may smear before it dries.
- **Do not laminate your new Merchant Mariner Credential.** Your MMC cannot be used as a passport, but should be protected as you would a passport.
- Your MMC is printed with security features for fraud protection and is printed on waterproof, tear-resistant synthetic paper. Do not attempt to modify the document in any way.

What to Check



Personal Information:

1. Mariner reference number, credential type code and country of origin
2. Name, address, and place of birth
3. Height, weight, and date of birth
4. Date of issuance and date of expiration
5. Citizenship
6. Sex, hair color, and eye color
7. Signature line—Your document is not valid without a signature

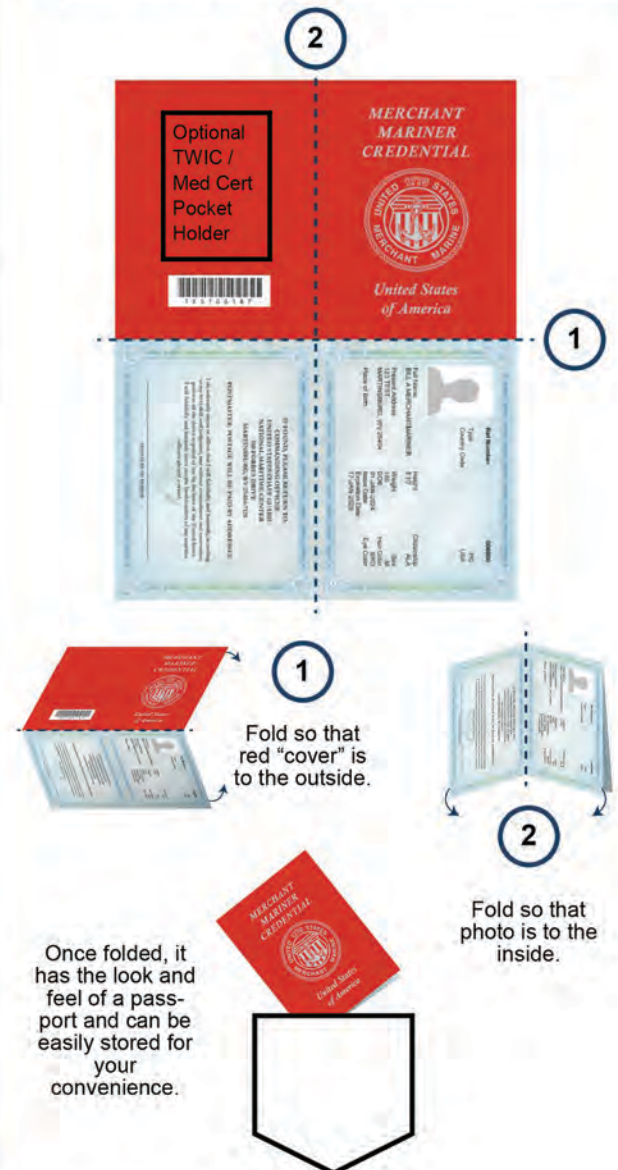
Be sure that your name is shown correctly everywhere it appears in the document.

Endorsement and Limitation Information:

1. National Header
2. National Capacity
3. National Limitations
4. STCW Header
5. STCW Capacity
6. STCW Limitations
7. Signature of Authorizing Official



Your new MMC is designed in a one-page, front & back format. It may be displayed flat or folded. Folding your MMC is *optional*. The new MMC replaces the passport-style book & associated endorsement labels. The MMC document number is found in the white box below the barcode.



Once folded, it has the look and feel of a passport and can be easily stored for your convenience.

New AMO membership drive underway with reduced initiation fee through June 30, 2024

The American Maritime Officers Membership Drive Program has been re-established in 2024 to attract new applicants for membership in AMO. The latest membership drive is now underway and will last through June 30, 2024.

The AMO initiation fee was raised on January 1, 2024 to \$6,000 pursuant to a vote by the National Executive Board, which was ratified by the membership.

However, under the terms of the Membership Drive Program for 2024, a reduced initiation fee in the amount of \$3,000 has been established.

To qualify for the reduced initiation fee, applicants must meet the following conditions:

1. The applicant will pay the reduced initiation fee of \$3,000 in full not later than June 30, 2024.

2. The applicant will provide Letters of Recommendation from at least two members of American Maritime Officers.

3. The applicant will be in Good Standing, with their dues paid through the current quarter.

AMO applicants who do not pay the reduced initiation fee in full, establish good standing with the union, and submit the two letters of recommendation prior to June 30, 2024 will be responsible for the standard initiation fee for deep-sea and Great Lakes officers at the time they applied: \$6,000.

For more information, please contact AMO National Secretary-Treasurer Bob Rice at (954) 295-6160 or via e-mail: brice@amo-union.org.

Poe Lock in Sault Ste. Marie opening early for 2024 Great Lakes shipping season

The following article was posted March 6 by the U.S. Army Corps of Engineers, Detroit District.

SAULT STE. MARIE, Mich. – The Soo Locks in Sault Ste. Marie, Michigan will open the Poe Lock to all marine traffic at 6 p.m. on March 22, marking the start of the 2024 Great Lakes shipping season.

The shipping industry requested an early season opening due the urging of major steel producers. “The St. Lawrence Seaway has announced that it will open this spring on March 22. We would like to match that early opening at the Soo,” President of the Lake Carriers’ Association James Weakley said. “We also note that the Seaway strike in 2023 and extreme wind events toward the end of the last operating season left the fleet with undelivered cargo.”

“Our winter maintenance period is a critical time for us to invest in our aging locks,” Detroit District Commander Lt. Col. Brett Boyle said. “This year, a number of

factors worked in our favor that allowed us to safely deliver this critical maintenance and also open to navigation traffic a few days early, with the St. Lawrence Seaway.”

Federal regulation (33 CFR 207.440)

establishes the operating season based on the feasibility of vessels operating during typical Great Lakes ice conditions.

The locks officially closed after the last vessel of the 2023 season on January

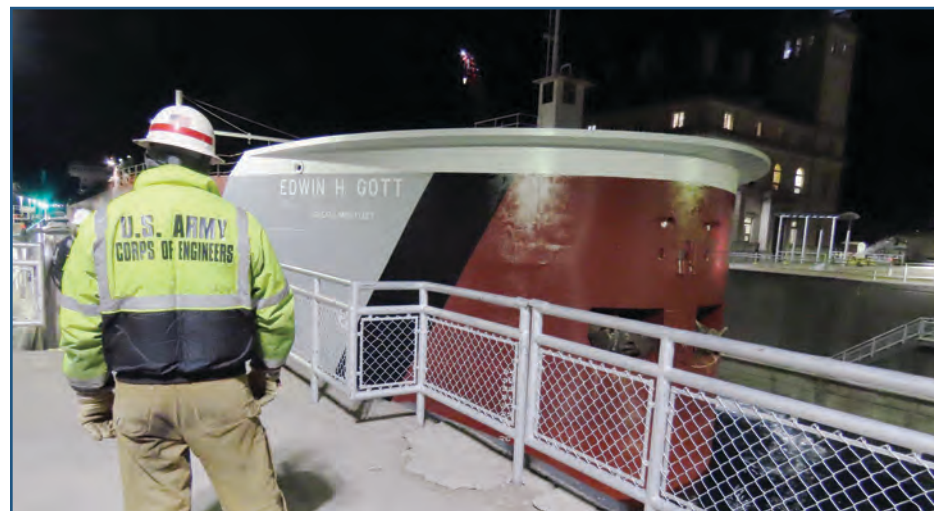


Photo: U.S. Army Corps of Engineers

At midnight on March 25, 2023, the *Edwin H. Gott* made her way into the Poe Lock, kicking off the 2023 Navigation Season at the Soo Locks in Sault Ste. Marie, Mich.

16, to undergo critical repairs and maintenance during the 10 week-long winter shutdown. Maintenance crews performed a variety of critical tasks on the Poe Lock, including structural inspections, maintenance, and installation of lifting lugs on the upstream miter gate. On the downstream miter gates, crews installed anchorage components and completed critical structural repairs. Major rehabilitation continued on the Poe Lock’s upstream and downstream ship arrestor systems.

“We worked hard to accelerate work up-front during our annual closure, with crews working extended days and hours to optimize the short time available for critical maintenance and repairs,” Maintenance Branch Chief Nicholas Pettit said. “Due to the hard work of our maintenance crews and some mild weather, we’ve been able to accomplish all required work ahead of schedule.”

“We welcome visitors into the park for the 2024 Soo Locks season opening,” Chief Park Ranger Michelle Briggs said. “The park and viewing platform will stay open until 8 p.m. to allow visitors to watch the first ship from the viewing platform.”

The MacArthur Lock, located south of the Poe, will remain closed for maintenance until April 24.

More than \$120 million spent maintaining, upgrading U.S.-flagged Great Lakes vessels during winter lay up

The following is excerpted from an article released February 14 by the Lake Carriers’ Association (LCA).

The annual process of maintaining the U.S.-flagged fleet of “Lakers” on the Great Lakes began in mid-January after the navigational locks connecting Lake Superior to the lower lakes closed for repairs. U.S. companies will invest more than \$120 million into their vessels bringing skilled labor to shipyards and repair facilities around the Great Lakes states. The state receiving the largest sum was Wisconsin with \$55 million followed by

Ohio with \$39 million, Pennsylvania at \$19 million, and \$7 million in Michigan.

“It is truly an amazing system where U.S. Lakers sail non-stop between March and January delivering as much cargo as possible before entering a two-month repair period. The work is not only vital to maintaining the U.S. fleet but also to the communities where it is performed bringing excellent paying, hardworking jobs to everyday Americans,” stated LCA President Jim Weakley.

Engineers carefully inspect each vessel and execute any needed repairs while also upgrading systems and crew

quarters. Major investments have been made to improve habitability onboard the vessels, including wireless communications. State-of-the-art electronics will be refreshed including navigational computers and propulsion control systems. Hull plating will be replaced with steel made from iron ore that was shipped by the vessels to steel mills during the season.

“As a vital part of the American economy, it is essential that vessels on the Great Lakes are well maintained to continue optimal operations and prevent disruptions during the next busy shipping season,” said John Clemons, national vice

president, Great Lakes, at American Maritime Officers. “It’s good to see Great Lakes companies investing in not only the fleet, but also the nation’s supply chain.”

Thanks to milder winter temperatures across the Great Lakes region, the work will be a little less daunting this year. The U.S.-flagged American shipping companies have the most talented mariners in the world and Great Lakes shipyards and repair facilities have the absolute best skilled workers to tackle any task to keep the vessels sailing another year.

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	15 April	12 August	28 October					
Advanced Fire Fighting Refresher	2 Days	1 April	7 October						
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	1 April	7 October						
Basic Safety Training – Refresher – required for STCW renewal for those without 360 days of sea service in 5 years	3 Days	3 April	9 October						
Basic Training and Advanced Fire Fighting Revalidation (Required for STCW renewal) – required for those with 360 days sea service in five years	2 Days	8, 22 April	6, 20 May	10, 24 June	8, 29 July	5, 26 August	12, 23, 30 September	17 October	
Chemical Safety – Advanced	5 Days	30 Sept.							
Combined Basic & Advanced Low Flash Point Fuel Operations (IGF Code/LNG Fuel) Course	5 Days	10 June	19 August	28 October					
Confined Space Entry	3 Days	8 May	1 July						
Environmental Awareness (includes Oily Water Separator)	3 Days	Please Call							
Fast Rescue Boat	4 Days	16 April	4 June	27 August	17 Sept.	15 October			
GMDSS – Requires after-hour homework	10 Days	15 July	7 October						
Leadership & Management (required by ALL management level Deck and Engine officers by 1 January 2017)	5 Days	20 May	24 June	8 July	16 Sept.	21 October			
LNG Tankerman PIC – available online	8 Days	10 July							
LNG Simulator Training – Enrollment priority in the LNG simulator course is given to qualified member candidates for employment and/or observation opportunities with AMO contracted LNG companies. In all cases successful completion of the LNG PNC classroom course is prerequisite.	5 Days	22 July							
Proficiency in Survival Craft (Lifeboat)	4 Days	28 May	30 July	30 Sept.					
Proficiency in Survival Craft (Lifeboat) REFRESHER	1 Day	6 April	12 October						
Safety Officer Course (also see online schedule)	2 Days	10 April	4 July	15 October					
Tankerman PIC DL – Classroom (also see online schedule)	5 Days	7 October							
Tankerman PIC DL – Simulator	10 Days	22 April	17 June	8 July	12 August	16 September	21 October		
Train the Trainer – requires after hours homework	5 Days	13 May	12 August	21 October					
Vessel/Company Security Officer – Includes Anti-Piracy (also see online schedule)	3 Days	24 April	26 June	9 Sept.					
Deck Courses									
Advanced Bridge Resource Management	5 Days	13 May	28 October						
Advanced Shiphandling for Masters/Senior Deck Officers – (no equivalency) must have sailed as Chief Mate Unlimited	5 Days	15 April	24 June	26 August	14 October				
Advanced Shiphandling for 3rd Mates – 60 days seetime equivalency for 3rd Mates	10 Days	29 April	3 June	15 July	9 Sept.	7 October			
Advanced and Emergency Shiphandling – First Class Pilots, Great Lakes	5 Days	Please Call							
Basic Meteorology	5 Days	28 October							
Dynamic Positioning – Induction (Basic)	5 Days	6 May	8 July	16 Sept.					
Dynamic Positioning – Simulator (Advanced)	5 Days	15 April	19 August						
Dynamic Positioning - REVALIDATION / REFRESHER and Competency Assessment (Please specify Revalidation or Refresher on course application)	5 Days	10 June	12 August	14 October					
ECDIS	5 Days	19 August							
Electronic Navigation and Watchkeeping (ECDIS) Refresher	3 Days	10 April	12 June						
High Risk and Emergency Shiphandling for Masters (Must have completed Advanced Shiphandling for Masters and sailed as Master)	5 Days	20 May	29 July	23 September					
Navigational Watchkeeping Standardization & Assessment Program	5 Days	20 May	29 July	16 Sept.					
TOAR (Towing Officer Assessment Record) – Third Mate (Unlimited or Great Lakes) or 1600T Master License required AND OICNW required	5 Days	26 August							
Tug Training – ASD Assist	5 Days	22 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	1 April	6 May	3, 17 June	15 July	12 August	30 Sept.	21 October
Upgrade: Advanced Meteorology – Requires after-hours homework	5 Days	1, 22 April	13 May	24 June	15 July	30 Sept.		
Advanced Stability (also see online schedule on page 10)	5 Days	6 May	29 July	26 August	16 Sept.	28 October		
Management of Medical Care (also see online schedule on page 10)	Half-Day	24 April	5 June	31 July	13 Sept.			
Leadership & Management (also see online schedule on page 10)	5 Days	20 May	24 June	8 July	16 Sept.	21 October		
Advanced Cargo – Optional for task sign-off (also see online schedule on page 10)	5 Days	1 April	13 May	22 July	19 August	23 September	21 October	
Marine Propulsion Plants – Optional for task sign-off	5 Days	20 May	3 June	8 July	23 Sept.	28 October		
Advanced Celestial – Optional for task sign-off	5 Days	29 April	22 July	9 Sept.				
Advanced Navigation – Optional for task sign-off	5 Days	8 April	20 May	8 July	26 August	14 October		

Engineering Courses

Electrical and Instrumentation Troubleshooting (Professional Development)	5 Days	22 April	22 July					
Control Systems Troubleshooting (Professional Development)	5 Days	29 April	29 July					
Diesel Endorsement (Crossover)	4 Weeks	7 October						
Engine Room Resource Management (Simulator)	5 Days	6 May						
Engine Operations Training and Assessment Program	5 Days	20 May	26 August					
Gas Turbine Endorsement	2 Weeks	Please Call						
Marine High Voltage Safety Course (Simulator)	5 Days	29 July						
Hydraulics / Pneumatics (Professional Development)	5 Days	10 June	9 Sept.					
Machine Shop 1 (Professional Development)	5 Days	10 June	23 Sept.					
Machine Shop 2 (must complete Machine Shop 1)	5 Days	17 June	30 Sept.					
Programmable Logic Controllers (PLCs) (Does not include EPA Universal)	5 Days	6 May	5 August	7 October				
Refrigeration & Air Conditioning	5 Days	17 June	16 Sept.					
Steam Endorsement	4 Weeks	Please Call						
Welding 1 – Professional Development	5 Days	15 April	9 Sept.					
Welding 2 (must complete Welding 1 prior to enrolling)	5 Days	22 April	16 Sept.					

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 May	24 June	8 July	16 Sept.	21 October		
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 May	29 July					
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 May	15 July	14 October				
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	29 April	22 July	28 October				

Medical Courses

Elementary First Aid – Prerequisite for MCP within preceding 6 months	1 Day	2 April	7 May	11 June	23 July	17 Sept.	29 October	
Medical Care Provider – Prerequisite for MPIC within preceding 6 months. Please fax EFA certificate when registering	3 Days	3 April	8 May	12 June	24 July	18 Sept.	30 October	
Medical PIC – Please FAX MCP certificate when registering	5 Days	8 April	13 May	17 June	29 July	23 Sept.		
Urinalysis Collector Training	1 Day	15 April	20 May	24 June	5 August	30 Sept.		
Screening Test Technician – QEDs a.m./Alco Mate 7000 p.m.	Half-Day	16 April	21 May	25 June	6 August	1 October		

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

Radar Courses

Radar Recertification	1 Day	1 April							
Electronic Navigation and Watchkeeping (ECDIS) Refresher	3 Days	10 April	12 June						
ARPA	4 Days	Please Call							
Radar Recertification & ARPA	5 Days	Please Call							
Original Radar Observer Unlimited	5 Days	Please Call							

ONLINE Blended Management Level Upgrade Classes (Deck and Engine) – STAR Center is offering the following courses ONLINE. WHERE SHOWN, FULLY ONLINE CLASSES INCLUDE ALL ASSESSMENTS AND TRAVEL TO STAR CENTER IS NOT REQUIRED. By USCG approval requirements, Practical Exercises and Competency Assessments for blended courses will have to be taken at STAR Center. This will be scheduled in a comprehensive 5-day session.

Leadership and Management (Deck and Engine) – FULLY ONLINE	5 Days	20 May	8 July						
Advanced Navigation (Deck) – FULLY ONLINE	3 Days	14 October							
Marine Propulsion Plant (Deck) – FULLY ONLINE	3 Days	28 October							
Advanced Stability (Deck) FULLY ONLINE	5 Days	26 August							
Advanced Cargo (Deck) FULLY ONLINE	5 Days	19 August							
Advanced Celestial (Deck) Blended Assessment at STAR Center	4 Days	22 April	5 August						
Upgrade: Electrical, Electronics, & Control Engineering (Engine) – FULLY ONLINE	5 Days	15 July							
Combined Basic and Advanced Low Flash Point Fuel Operations – FULLY ONLINE	5 Days	28 October							
LNG Tankerman PIC – FULLY ONLINE	8 Days	Please Call							
Tankerman PIC DL – Classroom – FULLY ONLINE	5 Days	Please Call							
Safety Officer Seminar – FULLY ONLINE	2 Days	15 October							
Management of Medical Care – FULLY ONLINE	Half-Day	24 April							

Assessments (at STAR Center) DECK and ENGINE

Advanced Celestial (Deck)	2 Days	12 June							
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NOTICE: AMO members planning to attend STAR Center in Dania Beach, Florida – either to prepare for license upgrading or to undergo specialty training—are asked to call the school to confirm course schedule and space availability in advance.

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



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STAR CENTER

STUDENT SERVICES/LODGING AND COURSE INFORMATION

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(954) 920-3222 Extension 201
(800) 942-3220 Extension 201
register@star-center.com
Course Attendance Confirmation: (800) 942-3220 Extension 200
24 Hours: (954) 920-3222 Extension 7999

SERVICES

AMO MEMBERS & APPLICANTS: UPDATE CREDENTIALS, DOCUMENTS, TRAINING RECORDS

Secure File Upload: <https://www.amo-union.org>

Select LOGIN/MEMBER LOGIN to access Member Portal

Questions: (800) 362-0513 Extension 1050

E-mail: memberservices@amo-union.org

AMO Coast Guard Legal Aid Program

Michael Reny
Mobile: (419) 346-1485
(419) 243-1105
(888) 853-4662
MikeReny@BEX.NET
FAX: (419) 243-8953

AMO PLANS

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(800) 348-6515
FAX: (954) 922-7539

MEDICAL CLINIC

2 West Dixie Highway
Dania Beach, FL 33004-4312
(954) 927-5213

AMO PLANS CONTACT INFORMATION

AMO Plans normal business hours are Monday through Friday, 8 a.m. to 4 p.m. Eastern.

Phone: (800) 348-6515

To request a connection with a specific person, dial "0" for the operator.

Medical Customer Service: extension 12

Retirement Services – Pension, 401(k), MPB, and Defined Contribution: extension 14

Vacation: extension 15

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

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

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

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

FAX – Retirement Services: (954) 922-7539

FAX – Medical Plan: (954) 920-9482

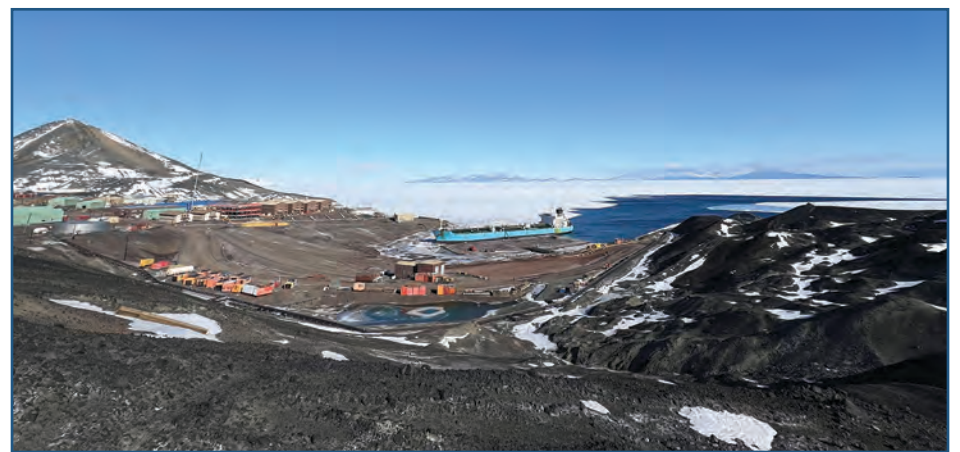
FAX – Vacation Plan: (954) 926-7274



Tanker *Acadia Trader* completes Operation Deep Freeze 2024

Below: Working aboard the *Acadia Trader* during Operation Deep Freeze 2024 included (front) Bosun Nasser Kassim, AB Hussien Mohamed, Pumpman Walden Galacgac, Steward Assistant Josue Hernandez-Cordero, Military Sealift Command Rep. Ray Lilly, (second row) AB Jerry Aquino, QMED Joshua Bonita, Steward Shadonna Jones, Captain Everett Hatton, Chief Engineer Garrett Long, AB Dale Armstrong III, Second Engineer Mary Shea, (third row) AB Nicholas Carey, Third Mate Richard Leach, Chief Mate Robert Grove, Third Mate Joseph Nicodemus, Second Engineer Seth Ulm, Second Mate Ryan Wood, Third Engineer Benjamin Basset, AB Berard Fedele and Wiper James Boatner. American Maritime Officers represents all licensed officers aboard the U.S. Marine Management tanker and the Seafarers International Union represents the unlicensed crewmembers.

The *Acadia Trader* arrived at McMurdo Station in Antarctica to deliver over 7 million gallons of a special blend of diesel fuel mixed specifically for Antarctica called AN8, 1.5 million gallons of aviation fuel, and 155 thousand gallons of gasoline – 100 percent of the fuel needed for two years at the remote outpost.



STAR Center named Center of Excellence by MARAD

The American Maritime Officers Safety and Education Plan's STAR Center was named one of 32 "Centers of Excellence" in the nation for maritime training by the U.S. Department of Transportation's Maritime Administration (MARAD).

STAR Center, located in Dania Beach, Florida, provides training for all AMO members and also offers commercial training for mariners in the industry at cost. STAR Center provides classes and instruction for AMO members at no cost.

The Paul Hall Center for Maritime Training, the primary training facility for Seafarers International Union members, was also recognized as a Center of Excellence. The complete list is available online (<https://tinyurl.com/3sz6au7u>).

The following is excerpted from an article released by MARAD:

WASHINGTON — The U.S. Department of Transportation's Maritime Administration (MARAD) announced the designation of 32 Centers of Excellence (COE) for Domestic Maritime Workforce Training and Education. The designated COEs consist of 50 maritime training locations across 17 states and Guam. The designation recognizes and promotes support to post-secondary maritime training programs that prepare students for careers in the maritime industry.

"Our country depends on a highly-skilled mariner workforce to strengthen both our economy and our national security," said U.S. Transportation Secretary Pete

Buttigieg. "The 32 Centers of Excellence we're designating today will promote training opportunities outside of traditional four-year degree programs and will bring more Americans into these great maritime careers."

Section 51706 of title 46 United States Code authorizes the Secretary of Transportation to designate a domestic maritime workforce training and education entity as a "center of excellence" if such entity, among other things, is demonstrably successful in maritime workforce training and education.

"Our Centers of Excellence designations recognize the high standards of maritime education and training provided by these organizations," said Maritime Administrator Ann Phillips. "These institutions play a critical role in providing domestic mariners with the expertise needed to best serve the maritime industry."

MARAD published a solicitation for applications in the Federal Register on July 20, 2023, for eligible and qualified training entities, under the Fiscal Year 2023 National Defense Authorization Act.

The approved entities include thirty-eight postsecondary educational institutions; one postsecondary vocational institution; four non-profit structured experiential training programs; four registered apprenticeship sponsors; three maritime training centers; and four organizations containing a combination of the above-mentioned entities.