



# The Marine Assistance Industry Journal

A Quarterly Newsletter — Volume 50- April 2023

## *Chairman's Address*



A few years ago, when I stepped to the podium for the first time, I expressed my concern for the future. I knew that many of our founding members were considering retirement, and with their departure, we would lose a significant portion of the knowledge and experience they had amassed over the years.

As the last few years have flown by, my concerns were partially realized, as the rate of departure grew with each passing season. More and more of our leaders and founders have gone on to enjoy their well-deserved retirement, and that institutional knowledge, so important to our growth, has gone with them.

However, note that I said my concerns were only 'partially' realized. As these fine individuals have moved on, they've been replaced with a new generation. Younger, and with less years at the helm, but equally dedicated, full of new ideas, and with a passion that has renewed my hope for what lies ahead of us.

Each month, we hold a one-hour Mentoring Program meeting, during which we share our collective knowledge and experiences, and trade ideas and thoughts. With attendees from all over the country, and varying time in the industry, it's clear that we're headed in the right direction. The lessons learned by those before us have been thoughtfully held and passed down, and the energy and enthusiasm by those who came after them is apparent.

Rest assured, we're in good hands, now and well into the future.

Fair winds and following seas,

*P. LeBlanc*

***C-PORT is seeking nominations for the prestigious AFRAS C-PORT Lifesaving Award.***

The Association For Rescue At Sea (AFRAS) was formed in 1976 to foster traditional maritime search and rescue values through suitable recognition of deserving personnel, and to facilitate cooperation in search and rescue. In 2010, AFRAS expressed a desire to establish a program, in cooperation with C-PORT, to annually recognize a deserving member of C-PORT that has shown exceptional skill and determination to save lives during a rescue incident in the maritime environment. AFRAS and C-PORT are proud to continue this decade long program recognizing these heroic actions of C-PORT members.

The Award is conferred on an individual or group of individuals who perform exceptional acts in attempting to save life in the maritime environment. Instances where the rescuer places their own life at risk will be given highest consideration. The Award may be given posthumously.

Nominations are to include a full description of the circumstances and events giving rise to the nomination and include such factors as:

- Location of the incident
- Prevailing weather conditions
- Skill displayed
- Determination to conduct the rescue operation
- Exceptional courage demonstrated
- Degree of risk involved

Nominations may be emailed to [tcardone@cport.us](mailto:tcardone@cport.us) or mailed directly to the C-PORT office at 4251 NE 27th Ave, Lighthouse Point, FL 33064. Nominations may be sent at any time so long as they are received no later than September 15, 2023 to allow sufficient time for the vetting of the nominations. AFRAS will present the Award at the C-PORT Awards Banquet Gala on Tuesday, November 7, 2023.

***C-PORT presents Distinguished and Meritorious Service Awards*** to members who demonstrate the professional principles that our association promotes. These marine assistance professionals go above and beyond their dedication to providing service to the boating public through extraordinary and exemplary actions. Nominations are to include a full description of the circumstances and events giving rise to the nomination and may be emailed to [tcardone@cport.us](mailto:tcardone@cport.us) or mailed directly to the C-PORT office at 4251 NE 27th Ave, Lighthouse Point, FL 33064. These award recipients will be honored at the C-PORT Awards Banquet Gala on Tuesday, November 7, 2023.

**Registration is Open!**

**37th C-PORT Conference and Membership Meeting**

**November 6 - November 8, 2023**

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**Thank You, C-PORT, for 36 Years of Preserving the legacy, and Promoting the future of the Marine Assistance Industry.**



**- The Safe/Sea Crew**

*C-PORT held a BOSAR for Commercial Assistance course* on Lake Texoma on April 4 - 6, 2023. Eight credentialed captains from TowBoatU.S. Lake Texoma and TowBoatU.S. Lake Lewisville took part in the three day training, completing the prerequisite home study prior. This course is taken directly from the USCG Boat Forces training manual and certified by NASBLA as part of their national standard of training. C-PORT applauds these professionals for their commitment to training.



# National Maritime Center

Keep 'em Safe, Keep 'em Sailing



## National Maritime Center Credentialing Delays

Due to an increase in application volume and ongoing technical difficulties with our credential production equipment, merchant mariner credential (MMC) applicants are experiencing issuance delays. **NMC credential printers remain operational but at a reduced capacity.** We are working as hard as possible to get these problems addressed. While we are unable to provide exact timeframes for completion of your MMC issuance, all efforts are being made to process applications and produce MMC's as quickly as possible. Mariners can expect to receive a status update e-mail at each stage of the application, including upon issuance of their credentials. These technical problems do not affect credential endorsements or medical certificates. For the most up to date status information, use our [online tool](#) to check your status.

NMC processes applications on a first in, first out basis and we appreciate your patience while we work to get your credential to you as soon as possible. For those mariners whose credential is '**Approved to Print**' (which can be seen using the online tool above) and when it is critical to vessel operations or an applicant's employment, please contact the NMC Customer Service Center and we will attempt to prioritize printing of your MMC.

Mariners can also request expedited mailing of their MMC or medical certificate, which includes the ability to track the package. Full instructions are available on the NMC website detailing the [expedited mailing process](#).

As a reminder it is recommended to apply at least 90 days in advance. Remember, for renewals you can apply up to 8 months early with no change between your expiration and renewal dates.

Mariners may contact our Customer Service Center via [Live Chat](#) (scan the QR code below to open the chat website) or by calling 1-888-IASKNMC (427-5662) for assistance. For a complete list of important announcements, see the NMC Announcements on the [NMC Home Page](#).

Sincerely,

/B. W. Clare/

Bradley W. Clare  
Captain, U.S. Coast Guard  
Commanding Officer



Questions? Scan the QR code to chat with us.

4/7/2023

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# National Maritime Center

Keep 'em Safe, Keep 'em Sailing



## National Maritime Center Now Accepting Electronically Signed Documents

In keeping with our goal to continuously improve our services to mariners, the National Maritime Center (NMC) will now accept electronic signatures (e-sign) on all CG-719 series forms and all supporting documentation therein for merchant mariner credentials (MMCs), medical certificates, and course approvals. Mariner applicants may e-sign applications and supporting documentation using software-generated electronic signatures (e.g., Microsoft Word, Adobe Acrobat, etc.) on the CG-719 series of forms and other supporting documentation to include, but not limited to, sea service, assessments, mariner training documentation, and qualified assessor and designated examiner requests. However, any submission missing signatures will be returned to the mariner or course provider.

Requirements to e-submit your MMC application to a regional examination center, or to [MEDAIP@uscg.mil](mailto:MEDAIP@uscg.mil) for medical certificate applications, have not changed.

[E-mailing your application and e-signing your documents](#) is the preferred method for submission. Please note: While the Coast Guard can accommodate e-mails with attachments up to 35MB in size, verify any size restrictions your e-mail provider may have prior to sending. Missing information will cause applications to be delayed or rejected.

If you have any questions, please contact the NMC Customer Service Center by e-mailing [IASKNMC@USCG.mil](mailto:IASKNMC@USCG.mil), by calling 1-888-IASKNMC (427-5662), via our online chat system (scan the QR code below to open the chat website), or by visiting the [NMC website](#).

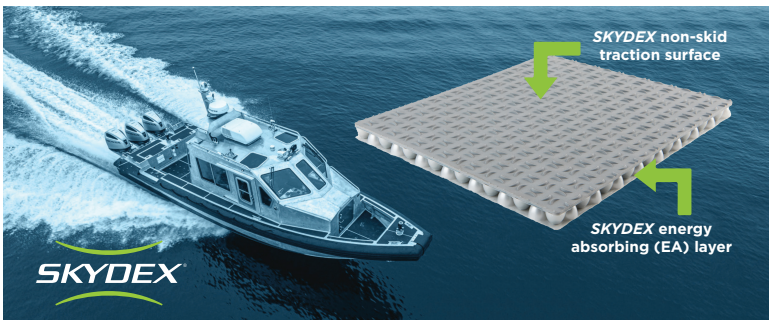
Sincerely,

/B. W. Clare/

Bradley W. Clare  
Captain, U.S. Coast Guard  
Commanding Officer

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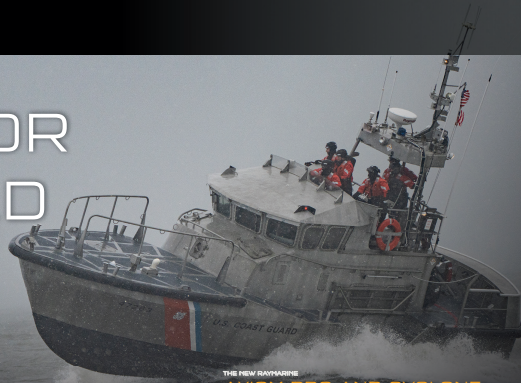
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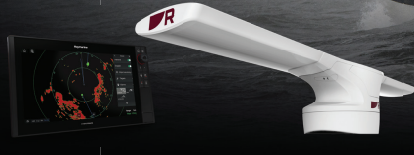


# TOOLS FOR THE BOLD



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*The Salvor in the Chef's Hat: A Recipe for Salvage Success*

I don't think bakers would make good salvors, but salvors should think like bakers.

Most of us can crank out a casserole with a can of Campbell's Cream of Chicken soup and some egg noodles all while juggling a beer, the evening news and idle chitchat. Baking is different. With baking you need to read, understand, measure, mix and heat all in the correct proportions and right order. That is, fuss up the amount of butter or baking soda and you'll have yourself a brick instead of a biscuit.

It's that sort of attention baking requires you should bring to your salvage narratives. Here are some ways to handle a few key ingredients.

**The degree of danger ingredient.** An arbitrator or judge wasn't there with you on scene making it super important you identify the dangers and explain (not in police jargon, but in plain English) how that danger(s) would evolve. Take time to analyze how a dangerous position translates into real time danger for the vessel. Always consider your audience and don't assume the danger you're talking about is understood. Try and treat the "so what" mentality that occurs when, for example, an arbitrator or judge minimizes a beach grounding as something that would damage the vessel but wouldn't cause its total loss. Cure the "so what" mentality by explaining how a grounding creates huge ground reaction/suction forces and how the vessel's topsides would collapse from hydraulic forces of the waves, etc.

**The risks you incurred ingredient.** This addition is often overlooked leaving an arbitrator or judge to wave it away. Here's the deal: the law sort of assumes salvors take risks and it's the risks that are beyond what's ordinary in your salvage business that get the attention. Sure, go ahead and mention you were navigating close inshore with the risk of a rock strike, but that's like a Bay leaf – it doesn't bring a lot of flavor. You need to up the spice by explaining how the sea conditions heightened the risk of tripping your vessel or how the sailboat's rudder was jammed-over to port making it hellish to try and work clear of the lee shore, etc.

**The labor and equipment ingredients.** Sometimes the would-be baker forgets the importance of these ingredients as balancing the flavor of the salvage award. A salvage award isn't based solely on time and materials, but you can expect an arbitrator or judge will be looking to understand something about the labor and equipment that was involved. It's for this reason that salvors should always consider performing a full and complete salvage with all the necessary personnel, equipment, initial site surveys, vessel inspections, etc. In other words, while a salvor's skillset and experience might make it comfortable attempting a quick effort, it should consider whether that quick effort leaves it vulnerable. Salvors should consider whether deploying a full effort better manages the risks and better supports the overall effort.

Speaking of cooking; we've slow roasted a savory booklet on salvage that'll satisfy all appetites. It's short, easy to read and hits the important points. Just email us ([info@saltwaterlaw.com](mailto:info@saltwaterlaw.com)) and we'll send you a baker's dozen.

This article is provided for your general information, is not legal opinion and should not be relied upon. Always seek legal counsel to understand your rights and remedies.

By John K. Fulweiler

Fulweiler llc

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Newport, RI 02840

[john@saltwaterlaw.com](mailto:john@saltwaterlaw.com)

1-800-383-MAYDAY (6293)





## UNITED STATES COAST GUARD

U.S. Department of Homeland Security

### **MARINE SAFETY ALERT**

#### ***Inspections and Compliance Directorate***

March 02, 2023  
Washington DC

Safety Alert 03-23

### **ENSURING PROPER CONFIGURATION OF DIGITAL SELECTIVE CALLING (DSC)-EQUIPPED RADIOS**

This Safety Alert is to remind marine radio users of the importance and value of properly configuring their Digital Selective Calling (DSC)-equipped Very High Frequency (VHF) radios to enable proper function during an emergency situation. When properly installed, DSC allows the mariner to simply hit the red DSC button in an emergency, resulting in the vessel's geographic coordinates and registered Maritime Mobile Service Identities (MMSI) number to be transmitted to nearby DSC enabled vessels and shore-based VHF towers.

During a marine casualty involving the loss of life aboard a commercial fishing vessel, it was found that the DSC-equipped VHF radio was not properly configured with the vessel's GPS system. While the Master was able to broadcast the vessel's position before sinking, having the DSC alert properly enabled could have provided the master more opportunity to focus on emergency operations and egress from the sinking vessel, while still continuously broadcasting an emergency signal over VHF.

The Coast Guard **strongly recommends** that vessel owners, operators, and crewmembers with DSC-equipped VHF radios:

- Obtain and properly register an MMSI number. Information to obtain/register a MMSI number can be found at <https://www.navcen.uscg.gov/maritime-mobile-service-identity>.
- Ensure that your GPS and DSC-equipped radio are interconnected. Doing so may save your life in a distress situation! All DSC-equipped radios, and most GPS receivers, have an NMEA 0183 two-wire data protocol which allows for any model of GPS to be successfully interconnected to any model of radio, regardless of manufacturer. Before interconnecting your radio & GPS, consult the owner's manuals. Additional information on how to interconnect DSC-equipped radios with GPS receivers can be found at: <https://www.navcen.uscg.gov/digital-selective-calling>
- Confirm proper operation of your radio equipment. Testing procedures for your DSC-equipped radio can be reviewed in Marine Safety Information Bulletin (MSIB) 20-20 Change 1 which can be found at: [Marine Safety Information Bulletins \(uscg.mil\)](https://www.navcen.uscg.gov/marine-safety-information-bulletins).
- DSC functionality or operations questions may be submitted to the U.S. Coast Guard Navigation Center on its Contact Us webpage: <https://www.navcen.uscg.gov/contact/contact-us>.



## STARKWEATHER & SHEPLEY

MARINE RISK SOLUTIONS

### **Owner/Operator - Maintenance & Cure**

*Linda J. Wagner, AVP & Marine Program Manager*

Would you have coverage for your medical bills and living expenses if you were injured in an accident stemming from your towing and salvage business? As an owner you are unable to sue yourself and therefore not afforded Jones Act Coverage under your vessel liability policy. Maintenance and Cure is a way to help defer some of the medical expenses incurred after an accident as well as certain living expenses.

Maintenance is defined as financial compensation for daily living expenses ( i.e. rent, mortgage, utility bills, home owners insurance, property taxes and food). Items such as internet, phone, car payments and gas are not necessary household expenses and may not be paid for. Cure affords reasonable and necessary medical, surgical, ambulance, hospital and professional nursing services.

If death results from those injuries reasonable funeral expenses are included. Maintenance & Cure is not included in all Hull Liability policies. If included there most likely is a sub-limit and coverage may only be afforded up to one year from date of accident. A better way to protect your personal assets and pay your medical expenses is to consider purchasing an individual disability policy or a business overhead expense policy.

A properly designed disability policy can protect you from loss of income in the event you are unable to work for an extended period of time due to an illness, injury or an accident. This type of policy is basically intended to replace income during that time. Some estimates state that the average employee with a long-term disability will miss 2.5 years of work. If you have this coverage in place you will still be able to receive a check every month.

If you are a business owner with a company to run, that is where an Overhead Expense policy can help. This type of policy can keep your business running while you are recovering from your disability, injury or illness. This will cover expenses such as rent, utilities, employee salaries and much more. The premiums are tax-deductible and benefits received are reported as income. Although the benefits are taxable as income, the actual business expenses are deductible.

***For further information or assistance please contact:***



**Linda J. Wagner**

Assistant Vice President, Marine Program Manager  
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**Risk Management Training Courses** are available on the C-PORT website, <https://cport.us>. The program centers on these concepts:

- Risk: “possibility of loss or injury”
- Risk Management: “The identification, analysis, assessment, control, and avoidance, minimization, or elimination of unacceptable risks.

C-PORT is committed to encouraging its member’s growth and development through education and is dedicated to providing good business practices throughout its membership. With the increase in accidents and economic pressures facing our industry, many companies have lost sight of the importance of training and proper risk management skills. Our mission is to provide our members with programs that will enable their growth and development into the future, while minimizing the impact of looming USCG regulation in response to Congressional directive and safety records.

Contact Tina Cardone at [tcardone@cport.us](mailto:tcardone@cport.us) or 954-261-2012 with any questions regarding this program. Captain and crew special pricing is available.

**Marine Assistance Company Operations Guideline**, exclusively for C-PORT company members. These guidelines promote safe operations and provide regulatory guidance. C-PORT company members may obtain access to this document at the C-PORT website, <https://cport.us> or contact Tina Cardone at [tcardone@cport.us](mailto:tcardone@cport.us) or 954-261-2012.

**Insurance Program for Marine Assistance Companies** - Administered by Starkweather & Shepley Insurance Brokerage, Inc. - Designed and underwritten by Travelers for organizations dedicated to marine assistance and towing. This Program offers an extensive portfolio of quality insurance products and services to address a wide range of marine exposures. -800-788-8225; [lwagner@starshep.com](mailto:lwagner@starshep.com).

**ACAPT- Accredited for Commercial Assistance and Professional Towing**- The ACAPT program provides best practices guidance for the marine assistance towing and salvage industry. Participants are highlighted as having taken the initiative to meet or exceed their own company qualifications against industry best practice criteria and government regulations. Visit the C-PORT website at <https://cport.us> or contact Tina Cardone at [tcardone@cport.us](mailto:tcardone@cport.us) or 954-261-2012 with any questions regarding this program.

**BOSAR for Commercial Assistance**- Created through the support of NASBLA’s BOAT program and the USCG Office of Boat Forces, is designed for the marine assistance operator, providing reinforcement of knowledge gained by virtue of their captain's license and experience. It also enhances their ability to work as a true partner with local agencies and the US Coast Guard. This course is open to any marine assistance company who wants to host the training. Instructors and course materials are provided by C-PORT. Contact Tina Cardone at [tcardone@cport.us](mailto:tcardone@cport.us) or 954-261-2012 if you have an interest in hosting a class.

**Mentor Program**, exclusively for C-PORT company members. Virtual roundtable discussions with guest speakers. Second Tuesday of the month. Information is emailed to all company members prior to the sessions. If you are a member and not receiving these emails, contact Tina Cardone at [tcardone@cport.us](mailto:tcardone@cport.us) or 954-261-2012.




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C-PORT was founded in 1985 to act as a liaison between the marine assistance industry and public agencies and organizations involved with boating safety, marine assistance, marine salvage and other marine-related operations. Its mission is to represent, promote, protect, and defend its member companies through communication, relationship development, and education. Our members are dedicated to providing prompt, professional and timely assistance to all boaters and to actively partner and cooperate with local law enforcement and U.S. Coast Guard. They are professionals, dedicated to the growth and development of their respective businesses and committed to furthering the advancement of our waterways and the boating community. For more information, contact C-PORT at (954) 261-2012 or visit <https://cport.us>.

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C-PORT is a 501(c)(6) organization.