



# The Marine Assistance Industry Journal

A Quarterly Newsletter

Volume XXXV- January 2019

## *Chairman's Address*



As I type this address for the first time, I can't help but reflect back on the 18-year-old kid who entered this industry over twenty years ago. This started as a great way to get a tan and earn college tuition money, and it's shocking to think that so many years have passed since that first tow. If anyone runs into our founding Chairman, they'll have to ask him if he saw this coming when he hired me.

First, thanks to all of you who joined us in Orlando this past November for the Annual Conference. C-PORT has received a lot of feedback in the last few years regarding what people want to see at our conferences and I'm happy to report that this has been one of the best reviewed and received conferences in recent memory. If you weren't there, you missed out.

I recently saw a sign in front of a local store that said "Don't bring your 2018 problems into 2019". It seemed silly at first, but then I thought back on our accomplishments over the last year and grinned in agreement.

As 2017 came to a close and 2018 began, our industry was facing a number of issues that all had the potential to do us harm. C-PORT, with the support of many members, spent weeks in Tallahassee, representing our interests in our fight against the Florida Salvor's Bill. In addition, our temporary reprieve from Vessel Discharge under the Clean Water Act was about to come to an end, Local 911 centers continued to circumvent the Coast Guard when answering distress calls in the maritime domain, and many other issues continued to present themselves.

Happily, as we ring in 2019, not one of these issues poses an immediate threat. The sponsors of the Salvor's Bill in both the Florida House and Senate were defeated in the November elections, we have been granted our Vessel Discharge waiver, and the Coast Guard has been mandated to develop a system by which 911 calls in the maritime domain reach them (thus strengthening adherence to the Maritime SAR Assistance Policy).

These victories didn't come without a cost in time, effort, and money, and I want to thank all of our members and partners who provided all three. What we have learned is that we are stronger as a collective group than as individual companies, and we thank you for your voices and support.

Fair winds and following seas,

Phil LeBlanc  
C-PORT Chairman

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**2019 - Minimum random drug testing rate set at 50 percent**

-from Maritime Commons

The Coast Guard announced in the Federal Register that the calendar year 2019 minimum random drug testing rate is set at 50 percent of covered crewmembers. This rate is effective January 1, 2019 through December 31, 2019.

The Coast Guard has increased the minimum random drug testing rate for 2019 as a result of Drug and Alcohol Management Information System (MIS) data for the most recent reporting year indicating that the positive rate is greater than one percent. 46 CFR part 16.230(f)(2) requires the Commandant to set the minimum random drug testing rate at 50 percent when the positivity rate for drug use is greater than one percent.

The Coast Guard requires marine employers to establish random drug testing programs for covered crewmembers in accordance with 46 CFR 16.230. Every marine employer is required by 46 CFR 16.500 to collect and maintain a record of drug testing data for each calendar year, and submit this data by March 15 of the following year to the Coast Guard in an annual MIS report.

Each year, the Coast Guard will publish a notice reporting the results of random drug testing for the previous calendar year’s MIS data and the minimum annual percentage rate for random drug testing for the next calendar year. The purpose of setting a minimum random drug testing rate is to promote maritime safety by establishing an effective deterrent to drug misuse within the maritime workforce. Intoxicated operations pose a serious threat to life, property and the environment in the maritime commons. As such, the minimum random drug testing rate is intended to deter and detect illegal drug misuse in the maritime industry.

**Merchant mariner credentials and TWIC enrollment**

-from Maritime Commons

The National Maritime Center posted a bulletin to its website to provide mariners with important information about Transportation Worker Identification Credential enrollment.

Mariners applying for a Merchant Mariner Credential (MMC) must list their occupation as merchant mariner on their TWIC applications. The Coast Guard relies on data provided by the Transportation Security Administration when evaluating MMC applications.

Personal data supplied to TSA must match what is provided to the Coast Guard on the MMC application. If a TWIC applicant does not list his or her occupation as merchant mariner, the Coast Guard cannot reconcile the data provided by the TSA. In such cases, mariners may be asked to work with TSA to update information, which could result in MMC application issuance delays.

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### ***C-PORT Elects 2019 Board of Directors***



Jake Dunfee, Rescue Marine/TowBoatU.S. Port Clinton, was elected to the 2019 C-PORT board of directors during the membership meeting held in November 2018 at the C-PORT Conference and Membership Meeting. Dunfee began his career in the towing and salvage industry in 1992, when he was hired by one of the C-PORT founders, Neil Shrock. Shrock hired Dunfee to be a deckhand and dispatcher at Boater's Emergency Service in Marblehead, OH. Growing up boating on Lake Erie, Dunfee said it was gratifying and exciting to have a job helping boaters in distress during high school and college summer breaks. After graduating from college, Dunfee had the opportunity to purchase Boater's Emergency Service in 2001. In 2005, he purchased two additional local towing firms creating Rescue Marine as a TowBoatU.S. towing company.

In the past twenty-six years, Dunfee has seen many exciting changes and many threats to the marine assistance towing and salvage industry. "This industry has faced great challenges with potentially grave consequences," commented Dunfee. "Thankfully C-PORT addressed these challenges and allowed for the birth and unimaginable growth of the towing and salvage industry. I am honored to serve on the C-PORT board of directors representing the industry in which I take a great deal of pride."

In announcing the 2019 C-PORT board of directors, Tina Cardone, executive director remarked, "These are talented, visionary people. The mission of our association is well served by this group of industry leaders." Serving on the board are:

Robert Butler, Big Bay Marine/TowBoatU.S. San Diego  
 John Donaldson, Sentinel Marine Services/Sea Tow Sebastian  
 Jake Dunfee, Rescue Marine/TowBoatU.S. Port Clinton  
 Jon Gridley, Lake Tow Inc./Sea Tow Clarks Hill Lake  
 Terry Hill, Potomac Marine Inc./TowBoatU.S. Potomac  
 Phil LeBlanc, Safe Sea/TowBoatU.S. Narragansett Bay  
 Anthony Noury, Hawser LLC/Sea Tow Charleston  
 Richard Paul, Marine Towing & Salvage of SWFL/TowBoatU.S. Cape Coral  
 Dale Plummer, Baltimore Marine Recovery/TowBoatU.S. Baltimore  
 Harold "Smitty" Smith, Miller's Towing & Salvage/TowBoatU.S. Sandy Hook  
 John Ward, Aquanaut Towing & Salvage/Sea Tow Pensacola-Destin.

Appointed to the executive board for 2019 were Phil LeBlanc, Safe Sea/TowBoatU.S. Narragansett Bay, chairman; John Donaldson, Sentinel Marine Services/Sea Tow Sebastian, vice-chairman; Jon Gridley, Lake Tow Inc./Sea Tow Clarks Hill Lake, treasurer; and Harold "Smitty" Smith, Miller's Towing & Salvage/TowBoatU.S. Sandy Hook, secretary.

### ***C-PORT Membership Anniversary Celebration***

Celebrating 30 years of C-PORT Membership:

Larry Acheson- Offshore Marine Towing/TowBoatU.S. Ft Lauderdale  
 Trish Aydelotte- Marine Services & Assist/ TowBoatU.S. Anacortes  
 Eric Guerrein- Lakeshore Towing Services/ TowBoatU.S. Lakeshore  
 Greg Hall- Maryland Coast Towing/ TowBoatU.S. Ocean City *(Greg passed away shortly before the conference. His dedication to the industry was steadfast. He will be missed.)*

Celebrating 25 years of membership:

Roberto Benitez- Blue Water Marine Services/TowBoatU.S. South Dade  
 Leslie Soland- A-1 Marine Services

*continued...*



*C-PORT Membership Anniversary Celebration- continued*

Celebrating 20 years of membership:

- Ken Cavanaugh- Sea Tow Western LI Sound
- Dave and Phil Delano- Yachting Specialties/ TowBoatU.S. San Francisco Bay & Delta
- Nathan Lins and Jordan Lake- Cat Tow/ TowBoatU.S. Catalina
- Jeffrey Pidcock- Damark Marine Towing/ TowBoatU.S. Detroit

Celebrating 15 years of membership:

- Jared Frank- JD's Towing & Salvage/ TowBoatU.S. Marathon
- Jim Givens- Island Marine Towing & Salvage/ Sea Tow Savannah
- Glen Miller/Smitty Smith- Miller's Towing & Salvage/ TowBoatU.S. Sandy Hook
- Scott Stebleton- Orion Towing Salvage and Marine Services/ TowBoatU.S. Daytona
- Shonda Stebleton- Atlas Towing Salvage and Marine Services/ TowBoatU.S. NE Florida

Celebrating 10 years of membership:

- Brook Bridges and Matt Wild- WB Towing/ TowBoatU.S. Wrightsville Beach
- Jon Gridley- Lake Tow/ Sea Tow Clarks Hill Lake
- Steven Holm- 321 Marine Towing/ TowBoatU.S. Port Canaveral
- Jim and Sara Moore- Bay Marine Salvage & Services/ TowBoatU.S Port Austin
- Alan Wentworth- J & G Marine Services/ Sea Tow US Virgin Islands

C-PORT thanks all of its members for their support!





As a business owner, there are many ways you can manage risk. Hiring qualified employees and maintaining a safe work environment are two critical components. Another way to protect your business is to purchase insurance.

It is also important that you manage and understand the contracts you enter into, either as a subcontractor or when hiring a subcontractor.

Here are some basic requirements to remember:

- Use written contracts to clearly set and manage expectations. Depending on just a verbal agreement can lead to misunderstandings, and possibly even legal battles. A written contract doesn't need to be complicated to clearly lay out the duties and responsibilities of everyone involved.
- Additional Insured status may be required. When entering into a contract, a common requirement is that subcontractors name the contractor as additional insured under their Commercial General Liability insurance policy. You may be able to obtain a "blanket" additional insured endorsement that would provide this coverage when it is required by a written contract. If your policy does not provide this, any additional insureds need to be added before work begins. Your insurance agent can advise you regarding the proper way to provide additional insured status.
- Providing certificates of insurance is standard. Most contractors will require that a certificate of insurance be provided before work begins, and your contract will likely indicate minimum coverage amounts that are required. It is important that your agent is advised of the requirements of the contract in order to make sure your coverage is sufficient. Inadequate coverage that does not meet contract requirements can result in breach of contract and delay in payment for work.
- Best business practice. Have your insurance agent review the insurance and indemnification provisions of any contracts prior to signing. Your agent can confirm if your policies meet the requirements of the contract, or arrange to make any necessary changes. Signing contracts without having your agent review the insurance requirements could lead to negative consequences.

As a benefit of your C-PORT Membership, Starkweather & Shepley will provide a free consultation and review of your current insurance program to ensure completeness of coverage.

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**The Frank LoBiondo Coast Guard Authorization Act of 2018**, became Public Law 115-282 on December 4, 2018. It contains a number of successes for C-PORT members.

**Vessel Incidental Discharge Act, Title IX:** After a decade of working with legislators, small commercial vessels have received an exemption from compliance for incidental discharge permitting. This permitting scheme would have caused nuisance reporting for our industry, caused confusion when crossing state boundaries, and unnecessary expense. The fight for us began in Senator Bill Nelson’s (FL) office with his unwavering support. Over the years, Senator Marco Rubio’s office joined us and we gained momentum with the Senate Commerce Committee staff. Industry vessels were used in the EPA study, and proved our vessels did not create the pollutants being measured. We joined a coalition of other small commercial vessel associations and used our collective voice to guarantee an exemption for our industry. Senator Roger Wicker’s (MS) office worked very closely with us trying to find resolution.

This past year was contentious as our moratorium on compliance ended, legislators flipped their votes on the floor, and sponsors refused to take up another moratorium. Our champions provided guidance and assurance that our industry would not be forgotten during the bill compromise.

These are the critical segments of the bill for our industry:

Small vessel or fishing vessel—The term 'small vessel or fishing vessel' means a vessel that is—

(1) Definitions—In this subsection:

(Y) **Small vessel** or fishing vessel—The term 'small vessel or fishing vessel' means a vessel that is—

(i) **less than 79 feet in length**; or

(ii) a fishing vessel, fish processing vessel, or fish tender vessel (as those terms are defined in section 2101 of title 46, United States Code), regardless of the length of the vessel.

(2) Applicability

(B) **Exclusion**—This subsection does not apply to any discharge incidental to the normal operation of a vessel (i) from—

(III) **a small vessel** or fishing vessel, except that this subsection shall apply to any discharge of ballast water from a small vessel or fishing vessel;

There are considerations for vessels with ballast water. If your vessel has ballast water and is under 79', you may have compliance considerations. Please contact C-PORT with your questions.

**Public Safety Answering Points and Maritime Search and Rescue Coordination, Title VIII Section 808:** During our research in preventing public agency interference with our work, US Coast Guard’s maritime field preemption became a focus. Legislators understood the issue as we explained the failure of the 911 dispatch system to properly handle a maritime case. C-PORT contended that US Coast Guard and using MSAP guidance was essential to correcting this sometimes life threatening problem. We joined with NASBLA and NENA (National Emergency Number Association) and created 911 dispatch training for maritime cases that direct dispatch to use MSAP or transfer the call to USCG for prosecution. We knew we needed a Congressional act to give the process teeth. Rep. Lee Zeldin (NY) championed the cause and was joined by Rep. Joe Courtney (CT) and Rep. Elizabeth Esty (CT).

We will have more work to do on this project, but this is a remarkable start:

(1) the Secretary of the department in which the Coast Guard is operating acting through the Commandant of the Coast Guard shall review Coast Guard policies and procedures for public safety answering points and search-and-rescue coordination with State and local law enforcement entities in order to—

(A) further minimize the possibility of maritime 911 calls being improperly routed; and

(B) assure the Coast Guard is able to effectively carry out the Coast Guard’s maritime search and rescue mission; and

(2) the Commandant shall—

(A) formulate a national maritime public safety answering points policy



*The Frank LoBiondo Coast Guard Authorization Act of 2018, continued.*

**RADAR refresher training, Title VIII Section 829:** C-PORT has been working closely with TSAC on the issue of RADAR Observer Endorsements. We commented on the Federal Register that this endorsement was onerous and unnecessary for the safe operation of our vessels. We went on to state that our vessels are exempt from carrying RADAR, yet our operators who choose to carry RADAR are penalized by this lengthy, expensive course that has nothing to do with the equipment found on our vessels. This Congressional action is essential as we continue to work with our Coast Guard regulatory partners in developing guidance to show proficiency for this piece of equipment.

The act states:

Not later than 60 days after the date of enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall prescribe a final rule eliminating the requirement that a mariner actively using the mariner’s credential complete an approved refresher or recertification course to maintain a radar observer endorsement. This rulemaking shall be exempt from chapters 5 and 6 of title 5, United States Code, and Executive Orders 12866 and 13563.

This does not exempt anyone from the initial requirement of a RADAR Observer Endorsement. It removes the refresher course requirement provided the mariner is actively using their credential. C-PORT views this as a safety management system requirement. Initial training as well as refresher training is properly placed in operational management. We will continue to work with TSAC and other industry stakeholders to see this in regulatory form as opposed to mandated courses that have no relevance to the equipment in use.

**C-PORT Announces New Operational Risk Management Course-**

During the November 2018 Conference and Membership Meeting, C-PORT was honored to offer GAR 2.0 by US Coast Guard as our new operational risk management core training. LT Derek Wallin, Commanding Officer, USCG Station Fort Lauderdale, presented GAR 2.0 during the Sunday afternoon session. At the conclusion of the course, Phil LeBlanc and John Donaldson lead a case study discussion applying the principles of GAR 2.0. The instructional model was well received by the membership in the audience and will be available online soon.

This risk management course acts as the refresher for anyone who has taken the Risk Management Core Course 2016 and prior. We encourage everyone who was not at the conference to take this course and share it with your captains and crew. The course will be an online video of the conference presentation with a short exam to check for understanding.

**32nd C-PORT Conference and Membership Meeting Notes-**

Our US Coast Guard partners took part in an open discussion with our members during the C-PORT Conference in November. CAPT Chris Keane, Chief, Office of Shore Forces; CDR Aurora Fleming, Chief, Policy Division, Office of Search and Rescue, Mr. Jeff Wheeler, Deputy Chief, Office of Boat Forces, and LT Derek Wallin, Commanding Officer, USCG Station Fort Lauderdale, responded to members’ questions during an open forum session. All took notes and C-PORT will be meeting at CGHQ next week to discuss, plan, and solidify actions for this year.



Rebecca Garcia-Malone, Assistant Director, Vessel Services T&T Salvage spoke to the group on how OPA-90 regulations may create partnership opportunities for our industries. A legal perspective on Jones Act and other coverages was offered by Andrew Craven and Marcus Mahfood, Partners, The Chartwell Law Offices. Opportunities for questions continued throughout the day.

**“Miracles come in moments. Be ready and willing.” - Dr. Wayne Dyer**

The industry took a moment and honored a gentleman who was ready and willing to save a life. Mr. Hunter Roop took the initiative and saved the life of C-PORT treasurer, Jon Gridley. On March 27, 2018, Jon Gridley, in snorkel, dove under a dock to retrieve a set of keys. Visibility was zero and he got disoriented. All went dark. Thankfully, Hunter Roop saw the floating, lifeless fin and jumped into action. With the help of a few friends, Hunter pulled Jon from the water and immediately began lifesaving CPR, cracking ribs, but as Jon now laughs, “he didn’t have to kiss me”. Hunter Roop was recognized by Jon Gridley and his peers during a special awards ceremony at the 32nd C-PORT Conference Banquet and Gala. The honor read:

Miracles Come in Moments  
 Hunter Roop  
 For Extraordinary Initiative and Heroic Actions  
 In Saving a Human Life  
 On March 27, 2018



**C-PORT Presents Distinguished and Meritorious Service Awards**

CDR Aurora Fleming, Office of Search and Rescue, USCG, presented attending C-PORT members the C-PORT Distinguished and Meritorious Service Awards during the Conference Awards Luncheon.



The C-PORT Distinguished Service Award was presented to Captain John Colucci, TowBoatU.S. Palm Beach. Chris Shaffner, owner, accepted the award on Colucci’s behalf:

Conditions at Jupiter Inlet were severe on March 4, 2018. The inlet was considered impassable with waves breaking across the full width of the shallow inlet. The outgoing tide and opposing wind caused a dangerous situation. Seas conditions were 12-14’ swells and an east wind at 25 knots.

A boater hailed US Coast Guard on channel 16 reporting a vessel in distress just inside the south jetty Jupiter Inlet. The vessel had 9 people onboard and some were beginning to abandon ship and try to swim to the jetty. The vessel had deployed 2 anchors but neither

were effective in the strong current and heavy swell.

Captain John Colucci of TowBoatU.S. Palm Beach overheard the call, responding immediately, and was on scene within 3 minutes. The inlet conditions made it unsafe to turn the towboat around, so Colucci had to clear the inlet, turn his boat, and reenter the inlet with a towline ready to pass to the disabled vessel. Tequesta PD stood by just outside the inlet in case either boat capsized.

The vessel’s anchor had caught the rocks holding the vessel dangerously close to the jetty and breaking waves. When Colucci passed them the towline, the crew cut the anchor lines and the vessel was safely towed to the dock. All occupants refused medical service and once fueled, the boat made its way under its own power back to their home dock.

Captain John Colucci’s calm demeanor, knowledge of the inlet, skill, training, and experience, enabled him to rescue the passengers and the vessel before it hit the jetty and capsized. He inevitably saved lives that day.

*Continued...*

**C-PORT Presents Distinguished and Meritorious Service Awards, continued.**



The C-PORT Distinguished Service Award was presented to Captain Wade Duckworth and Deckhand Joseph White, TowBoatU.S. San Francisco Bay & Delta. Accepting on their behalf was owner, Phil Delano.

After completing a tow nearby at approximately 1915 on April 5, 2018 TowBoatUS San Francisco Bay & Delta’s deckhand, Joseph White, in the fading daylight spotted an elderly woman in the water holding on to an anchored floating home.

Captain Wade Duckworth approached the scene and realized she was struggling and in trouble. The houseboat railing had failed and she was in 58 degree water.

Duckworth put White on the bow of their towboat and maneuvered inbetween the floating home and the broken railing and pulled her into their response vessel. Quickly, they placed a warm hat and coat on her and began talking to her as she was incoherent but breathing.

Duckworth called USCG Station Golden Gate to arrange for emergency services to meet them at the dock. Less than ten minutes later, they reached the dock. EMS arrived on scene shortly after and transported her in the ambulance.

Captain Wade Duckworth and Deckhand Joseph White’s training, situational awareness, and expert boat handling enabled them to rescue this woman. Their actions saved a life that day.



The C-PORT Meritorious Service Award was presented to Captain Hayden Wiley, TowBoatU.S. Tampa Bay. Accepting for Wiley was James Freeman, operations manager.

On July 28, 2018, Captain Hayden Wiley of TowBoatU.S. Tampa Bay received a call from dispatch for a vessel with engine failure in the middle of Tampa Bay near Apollo Beach. The boater did not have coordinates but thought he was near Marker 3C. He reported he was trying to anchor his vessel in the rough water with a storm pressing on him. Wiley responded to the general location given. As he got closer, the boater called him and said that a female passenger had fallen overboard and that her boyfriend grabbed a life jacket and jumped overboard to save her. The boater had lost sight of the 2 persons in the water

but was able to keep a line of sight in that direction.

Wiley immediately notified US Coast Guard by VHF radio of the situation and that he was responding.

Once Wiley found the disabled vessel, he got a bearing and proceeded in that direction. Within a few minutes, Wiley spotted the 2 persons in the water. He carefully approached them and pulled the female passenger aboard first. She was visibly shaken and exhausted, but otherwise she was fine. Wiley then recovered the male passenger without incident.

Wiley notified Coast Guard that all persons were accounted for and returned them to their vessel. He then took the vessel in tow and delivered the vessel and crew safely back at the dock.

Captain Hayden Wiley’s calm demeanor, knowledge of the area, and training enabled him to rescue these people without incident.





## Man Saved from Drowning

### AFRAS (Association For Rescue At Sea) Honors C-PORT Member with Lifesaving Award

C-PORT (Conference of Professional Operators for Response Towing) and AFRAS (Association For Rescue At Sea) celebrated and presented its distinguished lifesaving award at the 32nd C-PORT Conference and Membership Meeting held on November 12 at the Wyndham Lake Buena Vista, Orlando, FL. Presenting the award on behalf of AFRAS was Mr. Charles "Skip" Bowen, Master Chief of the USCG (retired), to Captain Blake Gifford and Captain Julie Lindell, Sea Tow Great South Bay.



This is the ninth year that AFRAS presented this prestigious award to a C-PORT member. In 2010, AFRAS had 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. The Award is to be conferred on an individual or group of individuals who perform exceptional acts in attempting to save life. Instances where the rescuer places their own life at risk are given highest consideration. Captain Ryan Bayley, owner of Sea Tow Great South Bay added, "Also notable is that Gifford is just 20 years old and Lindell is 22 years old!"

On July 21, 2018, after getting a call for a boater out of fuel, Sea Tow Great South Bay dispatched Captain Julie Lindell and Captain Blake Gifford to respond. The two captains were sent together on one towboat because the wind was so strong, and the sea conditions were very poor. When the captains were about half way there, the boater called to report that two of the passengers on the boat had gone overboard. Immediately Lindell and

Gifford radioed for additional help and raced to the area where they spotted one of the men on the beach, but the other struggling to stay afloat in the 30+ mph winds and 4-5 foot seas. Sea Tow Great South Bay sent another vessel with 2 captains and the Suffolk County Police launched a helicopter to the scene.

As soon as Gifford and Lindell got close enough, Lindell immediately inflated her PFD and jumped into the water and was able to reach the man. She kept his head up and breathing for about 4 minutes despite the man outweighing her. A Suffolk Police Sergeant arrived and also jumped in the water to help Lindell with the man, leaving his vessel unmanned and adrift. A Sayville Fire Department boat was soon able to get all three of them on board their vessel and take them to awaiting ambulances inside Browns River. With everyone safe, Gifford skillfully managed to get a line on the unmanned police boat before it went on the nearby rock Jetty and towed it to Sayville.

Lindell and the Suffolk Police Sergeant were shaken up, but okay. The man who initially went overboard fought for his life through the night and made it and is alive and well today because of their heroism. Tina Cardone, C-PORT executive director, commented, "A remarkable presence of mind and the calm actions of these 2 young captains lead to a lifesaving outcome. This is a proud moment for our industry."

*Conference photographs used in this edition were taken at the 32nd C-PORT Conference and Membership Meeting, November 11-12, 2018, at the Wyndham Lake Buena Vista, Orlando, FL. Images taken by DGM Photography.*



**Risk Management Training Courses** are available on the C-PORT website, [www.cport.us](http://www.cport.us). The program C-PORT administers 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 establishing standards for professionalism and 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.

**Marine Assistance Company Operations Guideline**, exclusively for C-PORT members. These guidelines promote safe operations and provide regulatory guidance. C-PORT members may obtain access to this document at the C-PORT website, [www.cport.us](http://www.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 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-** C-PORT has developed the ACAPT program to recognize the professional who is willing to adhere to standards of service, training, and equipment.

With the growth of the marine assistance towing and salvage industry has come a strong need for assurances of towing industry professionalism and expertise. The boating public, US Coast Guard, and state and local public agencies are often unsure of the qualifications of vessels offering assistance, sometimes leading to a reluctance to accept private assistance, and to a negative image of the industry being portrayed in the press. The ACAPT distinction recognizes the professional who is willing to adhere to high standards of service, training, and equipment.

Visit the C-PORT website at [www.cport.us](http://www.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.




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C-PORT was founded in 1986 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 [www.cport.us](http://www.cport.us).

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C-PORT (Conference of Professional Operators for Response Towing  
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C-PORT is a 501(c)(6) organization.