



# The Marine Assistance Industry Journal

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## **NEWS AND BULLETINS IN REVIEW:**

**July 21, 2011** - SAVE THE DATE! 2012 C-PORT 25<sup>th</sup> Annual Conference will be held January 8 - January 9, 2012 at the Grand Hyatt Tampa Bay, Tampa, FL! Don't miss this special **25th Anniversary Conference** celebrating the growth and development of the Marine Assistance Industry! Something for everyone from informative presentations and discussion panels, networking, exhibits and more!  
*(TowBoatU.S. Conference is being held in conjunction beginning January 6, 2012)*



Hotel rooms are now available at the Grand Hyatt Tampa Bay. C-PORT has secured discounted rates for hotel rooms for all attendees! The Grand Hyatt created a special website for attendees to use to make their reservations. To reserve your room, go to [https://resweb.passkey.com/Resweb.do?mode=welcome\\_ei\\_new&eventID=3423190](https://resweb.passkey.com/Resweb.do?mode=welcome_ei_new&eventID=3423190).

**July 15, 2011** – C-PORT is pleased to announce that AFRAS (Association for Rescue at Sea) desires to continue its program to annually recognize a deserving member of C-PORT for their rescue efforts. 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. AFRAS has expressed a desire to continue its 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 will be 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 for this year's award are to be mailed or emailed to C-PORT. The rescue must have occurred between November 1, 2010 and October 31, 2011. 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
- Any other information supporting the nomination

Once the nominations are received, they will be evaluated on their merits and the award, if one is recognized, will be presented at the C-PORT Annual Conference, January 8-January 9, 2012, by AFRAS. Send your nominations to C-PORT no later than November 1, 2011.

**June 29, 2011** – As reported in TradeOnlyToday, "The Environmental Protection Agency issued fuel pump labeling and other requirements for gasoline blends containing more than 10 percent and as much as 15 percent ethanol, known as E15...." "While both partial waivers exclude marine engines and other non-road engines, such as snowmobiles, lawn and garden equipment, the NMMA continues to be concerned that the measures outlined in EPA's misfueling rule do not take significant steps to address anticipated problems with consumer confusion and the risk of misfueling," the association said in a statement. "In addition, the rule does not ensure compatible fuels remain available for the nation's 13 million registered boat owners or the hundreds of millions of owners of gasoline-powered equipment."

**June 23, 2011** - The NTSB has released its findings in the July 2010 "Duck Boat" Accident. They determined that on the tugboat "the mate was inattentive to his duties while navigating the vessel because he was distracted by his repeated use of a cell phone and lap top computer while communicating with his family who were dealing with a family emergency" and failed to keep a proper lookout. In addition, the NTSB also found fault with Ride The Ducks International, LLC, the duck boat owner. They stated the maintenance personnel failed to make sure a pressure cap was secure resulting in the overheated engine. They also stated that while safety policies and procedures were written, the master of the duck boat "did not take all actions appropriate to address the risk of anchoring in an active navigation channel". (Since this member notice, the mate has been criminally charged.)

**June 20, 2011** – Tina Cardone, Executive Director, and Joe Frohnhoefer, C-PORT Director and TSAC member, attended the Spring 2011 TSAC Meeting held in Memphis, TN on June 15-June 16, 2011. USCG Commander Patrick Clark, Designated Federal Officer, announced at the meeting that this would be his last meeting in that capacity. CDR Clark will be serving in Iraq this fall. His contributions to the committee have been great and he will be missed.



The committee has been working on many projects, all in various stages of completion. These regulatory projects include towing vessel inspections, a new licensing scheme to allow for mariners to enhance their career choices, barge and bridge lighting resolutions focused on boating safety, and others. We understand that both vessel inspections and the new licensing scheme are due to be published in the Federal Register soon. Once published as a Proposed Rulemaking, the committee will be able to diligently continue their work on these important tasks.

Other presentations at the meeting included US Coast Guard National Maritime Center's (NMC) update with a focus on the new Medical Form. They stressed that the key to successfully completing the process is "prevention and control". Dr. Gillis, heading the medical review processing at NMC stated that the positions that touch public safety are the most sensitive. Standards of care for these individuals must be at current acceptable medical standards and the conditions must be controlled. Supporting data is essential for the smooth processing of these credentials. The website is being updated to assist mariners through this process.

The USCG Towing Vessel National Center of Expertise also presented an update on their facility. This facility is responsible for the vessel inspections and is growing to be prepared for the final regulations when they come online. The center is located at Paducah, KY. Pat Lee, National Program Coordinator explained the Towing Vessel Bridging Program (TVBP) is progressing well. Phase I is underway and focuses on Outreach and Education. It involves industry volunteering to have Coast Guard examine and inspect their vessels. Those towing vessels currently required to be inspected are done so according to current regulatory standards. Those currently classified as uninspected towing vessels, predominately those in the assistance towing industry, are examined (rather than inspected) as no current regulations apply. This is likely to change with the new vessel inspection rule.