



The Marine Assistance Industry Journal

Volume III; July 2010

NEWS AND BULLETINS IN REVIEW:

July 22, 2010 – The USCG National Maritime Center leadership underwent a change when Captain David Stalfort retired. Present to witness the Change of Command was Joe Frohnhoefer, C-PORT Director accompanied by his wife, Georgia Frohnhoefer. Overseeing the ceremony was Rear Admiral Brian M. Salerno, USCG Deputy Commandant for Operations. Salerno commented, "The change of command affirms the continuity of leadership. And it's significant that the change of command of the NMC is magnified because its focus is external to the Coast Guard."

Captain Anthony S. Lloyd succeeds Capt. Stalfort in command of the National Maritime Center. Capt. Lloyd comes to the NMC after serving as Chief of the Office for Incident Preparedness and Management and Vice Chair for the National Response Team and Interagency Coordinating Committee on Oil Pollution Research for the US Coast Guard.

July 20, 2010 – Under the Clean Water Act, commercial vessels under 79 feet were going to be required to have an EPA Vessel Discharge Permit effective July 31, 2010. (Recreational vessels are exempt from this requirement and commercial vessels over 79 feet are already required to obtain a vessel discharge permit.) This issue has been working since 2008 when there was a two (2) year moratorium from compliance placed on fishing and commercial vessels under 79 feet. During the moratorium, the EPA and the Coast Guard were directed to conduct a study to evaluate the impacts of discharges incidental to the normal operation of these vessels. The results of that study were to be used to determine whether and how the EPA should regulate the discharges.

On May 16, 2010, both a House Bill and a Senate Bill were introduced to extend the moratorium for an additional three (3) years. The Senate passed its version on July 14, 2010 while the House voted and passed its version on July 20, 2010. (While it is necessary for the Senate to ratify the House version of the Bill, we are confident that will happen soon.)

June 30, 2010 - Some questions have arisen due to information posted on the Coast Guard's National Maritime Center (NMC) website regarding STCW (Standards of Training, Certification and Watchkeeping). The NMC website states that you do not need to comply with STCW if your vessel is less than 200 GRT. This is correct only if you operate on a domestic voyage. (A domestic voyage is one that starts and ends in a US port and does not involve any entrance into a foreign port during the voyage.) If you operate a vessel under 200 GRT on a domestic voyage, the CG considers you are in compliance by virtue of your CG license; the training, experience, etc. you went through to get your license is sufficient to meet STCW requirements in US waters.

However, that is not the case when on a foreign voyage. If your vessel goes into a foreign port, you must be STCW compliant regardless of the size of the commercial vessel (there are exemptions for those in the Northwest where the passage to Canada is considered Inland Waters, the Great Lakes, and fishing vessels and some other vessel types not pertinent to the marine industry). Further, if you have a paper CG license, you must have the paper certification of STCW (the certification received upon completion of the course). If you have the new CG license (passport style) you must have a separate endorsement for STCW documented in the booklet.

June 25, 2010 - 24th C-PORT ANNUAL CONFERENCE, "Marine Assistance Industry in Transition - Adding Value in a Changing Market", will be held January 24 - January 26, 2011 at the Renaissance Long Beach Hotel, Long Beach, CA. There is something for everyone! Informative presentations and discussion panels, networking, vendor exhibits and more!

May 26, 2010 – The US Coast Guard Commandant Change of Command ceremony held on May 25, 2010 in Washington DC was attended by Tina Cardone, C-PORT Executive Director, Chris Shaffner, C-PORT Chairman and Terry Hill, C-PORT Chairman Emeritus. “The pomp and circumstance of the event was surpassed only by the seamless transition of leadership it represented,” Cardone noted. “With the execution of orders read and witnessed by the Honorable Janet Napolitano, Secretary of the Department of Homeland Security, direction of the US Coast Guard changed hands from Admiral Thad W. Allen to Admiral Robert J. Papp, Jr.”

May 17, 2010 - C-PORT presents our members with two new Merchant Processing Solutions. Both of these companies are offering comprehensive solutions specifically designed for the Marine Assistance Industry. NOVA, our past Merchant Service Provider, also continues to be an option for our members. Decide for yourself if their services can help you save money on your merchant processing costs. You are under no obligation. The choice is yours. Here are a few words from the new providers:

ETS –

“There are many reasons why ETS was chosen as a Preferred Supplier for merchant processing to the C-PORT Association. We listen to our clients. We work hard to bring you the best merchant solutions in the industry. We are committed to maintaining an unparalleled level of service and support. We can help ensure that you receive the most competitive pricing in the industry, for the most advanced solutions available.”

TransFirst® -

“TransFirst, one of the largest payment processors in the country, has partnered with C-PORT to provide heavily discounted, feature-rich payment processing solutions specifically for the Marine Industry. We are a service organization with our sole focus on providing superior payment processing solutions and world class customer service bundled together. We are an integrated payment company that can help you with all types of payments and solutions.”