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DESIGNATED EXAMINER (DE) QUALIFICATIONS: THE GOOD, THE BAD, AND THE UGLY

Towing vessel licensing regulations that went into effect May 21, 2001 marked an important milestone for “lower-level” mariners serving on towing vessels.

In the past, many towing vessel officers spoke out in public hearings in the late 1990s and asked why the Coast Guard never tested new license holders on their ability to handle a towing vessel and its tow before issuing them a license – like a road test for a driver’s license. Although it was a reasonable question, the reality of the situation is that the Coast Guard never had and still does not have the time, resources, experience, or ability to do that kind of a job. Training merchant mariners is not a Coast Guard mission. However, that training really should be a commercial undertaking.

Instead, the Coast Guard chose to entrust the job to those licensed mariners who volunteer to follow the “guidelines” listed in several Coast Guard publications and “assess” the proficiency of other mariners in performing their job.

To become a Designated Examiner, you must study the Coast Guard “guidelines” and meet all the Coast Guard application requirements.

As a qualified Designated Examiner (DE), you will be trusted to certify that an Apprentice Mate/Steersman seeking a license as Mate/Pilot of Towing Vessels, or a mariner returning to the industry after license suspension or revocation, can “handle the boat and its tow” safely and apply existing regulations in practical situations. Before you undertake such an assignment, you should know all of the existing regulations.

As a Designated Examiner (DE) you must personally make each assessment and check off items in a practical exercise that is recorded on the checklist known as a Towing Officer Assessment Record (TOAR).

The Apprentice Mate/Steersman

In order to validate a “learner’s permit” as an apprentice mate or steersman that a mariner earned by taking a written test (i.e., “book learning”) that person must then complete one year (360 days) of training in the pilothouse of a towing vessel under the supervision of a licensed Master or Mate/Pilot of a towing vessel.

A person with an Apprentice Mate/Steersman ticket,

until he/she advances and obtains a Mate/Pilot license, may not operate a towing vessel except under the direct supervision of a licensed Mate or Master. If caught operating the vessel alone as the result of an accident, boarding, or other event, the apprentice mate/steersman risks suspension or revocation as does the licensed officer who permits it.

When an Apprentice Mate/Steersman fully attains his or her qualifications for Mate/Pilot, along with a company sea-service letter verifying one year service time (360 8-hour or 240 12-hour days), the person must also present the Regional Exam Center with a completed Towing Officer’s Assessment Record (TOAR) for the waters worked on. Every space on the TOAR must be certified by a Designated Examiner (DE). The blank TOAR forms are an Appendix to NVIC 04-01 on the Coast Guard’s internet website or available in printed form with instructions from GCMA as:

- GCMA Report #R-287A **TOAR** (Near Coastal/Oceans) Performance Assessment Criteria. (10 pgs.)
- GCMA Report #R-287B **TOAR** (Great Lakes/Inland) Performance Assessment Criteria. (8 pgs.)
- GCMA Report #R-287C **TOAR** (Western Rivers) Performance Assessment Criteria. (10 pgs.)
- GCMA Report #R-287D **TOAR** (Limited) Performance Assessment Criteria. (8 pgs.)

[Note: Any GCMA Reports not on our website are available in print. Please include postage. We accept contributions to cover other expenses.]

Looking At a Designated Examiner

From the Perspective of an Apprentice Mate/Steersman

As an Apprentice Mate/Steersman, you are a mariner with a “Learner’s Permit”⁽¹⁾ that is allowed to enter the pilothouse as part of a year of formal training. You do not have the authority to stand watch alone or operate the towing vessel alone or without direct supervision. “Direct supervision” does not permit your supervisor to leave you alone and standby “on call” in his stateroom, the galley, watching TV, or attending to calls of nature. [⁽¹⁾“Learner’s permit” is our terminology, not the Coast Guard’s.]

To obtain your “Learner’s Permit,” you must make formal written application to the Coast Guard and present sea service time proving that you worked on deck on a tug or towboat. You also must take and pass a written test – an updated version of the same type of written test covering the same subject areas as a person who previously held an old Operator of Uninspected Towing Vessels license (OUTV) used to take. The “book learning” part of the test did not really change all that much. You can study for this exam on your own or attend a Coast Guard approved training course to take the written test. [⁽¹⁾See “Approved Courses” (below).]

The “TOAR” is a practical evaluation you must perform during your training in the pilothouse. You may perform it all at one time or item by item over an extended period. However, you must have a Designated Examiner sign off on each and every assessment item on your TOAR.

A Designated Examiner’s (DE) task can be compared to the job of the motor vehicle examiner who gives the practical driver’s test. He may train you, or your training may be done by a licensed Master or Mate/Pilot of towing vessels. In any event, the Designated Examiner personally must certify that all assessments were done properly and that you demonstrated your ability to him.

A Job Without Pay

From the beginning, there never was any provision made to pay the Designated Examiner. It is not illegal to ask a mariner to do so as long as you do not ask him to violate the 12-hour rule and Coast Guard Policy Letter #G-MOC 04-00⁽¹⁾ [⁽¹⁾Refer to GCMA Report #R-258, Rev.2, and especially the definition of “Work”.]

Why, other than for **professional recognition** would a mariner agree to accept a job that may not pay him anything yet hold him responsible for training another mariner? Apparently, by July 2005 approximately 652 mariners had their own reasons for doing so. We received reports that some towing companies paid their Designated Examiners handsome bonuses (up to \$2,500) for each person thoroughly and completely trained to take over a watch as mate. Other companies paid their Designated Examiners an extra amount added to their daily pay. Other companies had their Designated Examiners sign a contract to train anybody the company sent them. Pay for the service performed is between the Designated Examiner and the employer and is not a matter that the Coast Guard is concerned with. However, they become very interested if a Designated Examiner “pencil whips” a TOAR and signs items he or she has not witnessed personally.

Your Personal Liability as a Designated Examiner

Since a Designated Examiner must hold a current Coast Guard license equal or superior to the license he or she assesses, if a DE makes a fraudulent entry on a TOAR, the Coast Guard can take steps to not only revoke the Designated Examiner’s authorization but also take action against the mariner’s license itself.

During discussions before the Towing Safety Advisory Committee (TSAC) licensing working group in 2000 that drafted the Designated Examiner scheme, the question was raised about a Designated Examiner’s legal liability if an accident occurs involving a mariner he assessed. The understanding was that the assessment (like a drivers test) is valid at the time it is given. Unfortunately, for mariners, no such grant of immunity appears in any regulation. Some individuals with courtroom experience left the meeting with lingering doubts.

Before preparing this report, GCMA checked with one of our most trusted attorneys and asked him what might happen if one of the mariners a Designated Examiner signed off on had a serious accident – perhaps involving injuries, fatalities, or extensive property damage.

As the Designated Examiner whose name appeared on the TOAR, lawyers representing injured parties can interrogate you about any apprentice mate/steersman you signed off on some date in the past. There are endless varieties of situations that could occur. However, if you just signed off on each candidate just to please the “boss” or for a “friend” (the general term of “gun-decking” or “pencil-whipping” applies to any such action) and the truth comes out in a deposition or at trial, your troubles will not end with possible license suspension or revocation. While that issue will be between you and the Coast Guard if they get wind of it, we were advised that your dereliction of the responsibilities you voluntarily accepted when you applied to be a Designated Examiner might well buy you a piece of the liability for the accident.

As a Designated Examiner, do not expect your “boss” (or

a former boss) or your company (or a former employer) to protect you. You are on your own! Your name is on the dotted line. If you put your initials or your signature there, you put your reputation on the line. Only you can judge whether you were suitably rewarded for doing so.

[GCMA Comment: We recommend that each Designated Examiner maintain detailed personal records of each assessment you make although there is no requirement to do so.]

[GCMA Comment: The Designated Examiner program is still a new program that will have growing pains. New policies and regulations will emerge to solve problems as they arise.]

[GCMA Comment: The DE program exists, in part, because licensed mariners wanted to ensure that new towing vessel officers prove that they “know how to run the boat and handle a tow” before assigned to stand watch as a mate/pilot. Consequently, every licensed mariner has a stake in the success of this program.]

[GCMA Comment: Contribute your suggestions as how to improve this program. Pass this information along and help us improve this report.]

[GCMA Comment: Report any problems with Designated Examiners, with the operation of the Apprentice Mate/ Steersman Program, assessments using a TOAR, or any fraudulent activity in the program to us for evaluation and further action if warranted.]

[GCMA Comment: Review GCMA Report #R-429-D. (Series) Coast Guard Investigations: Buzzard’s Bay Tank Barge Grounding and Oil Spill where an Mate requested additional Apprentice Mate training yet accepted a job he could not perform, had an accident, and went to jail.]

Who Is Responsible When A Steersman In Training Gets In Trouble?

[Source: MISLE Activity 2033934; MISLE Case #158937, MSU Baton Rouge, LA. GCMA file #M-469. Released May 16, 2006.]

“On December 29, 2003 at approximately 2020, the Uninspected Towing Vessel NED MERRICK was heading southbound pushing ahead three loaded asphalt barges and allided with the Melville (LA) Railroad Bridge’s north pier.

“The licensed crewmember stated that he (?) set up incorrectly getting too far into the bend, and was unable to bring the tow into the proper position. The licensed crewmember took over the helm but was unable to correct the tow’s alignment. The (barge) CBC-325 hit the Melville Railroad Bridge’s north pier on its port side causing a 25-foot long inset. The impact parted the port wires and caused the CBC325 to swing starboard and back toward the tow. The lead end of (barge) CBC-334 was now exposed and hit head on into the north pier causing the void space to be pushed in four (4) feet.”

All three barges were 297.5-foot tank barges owned by Canal Barge Company, the owner of the 3,200-horsepower towing vessel NED MERRICK. The estimated property

damage to the company's equipment was \$210,000. Fortunately, the Union Pacific's Melville Railroad Bridge is a tough old bridge, withstood the hit, and remained operational while Barge CBC-334 definitely came out second best.

The report stated that C was a steersman in training on the Atchafalaya River route to become a towing vessel pilot and that he was not a pilot. The steersman reportedly navigated the M/V NED MERRICK into the bend too far and was unable to correct his error before striking the bridge. The Master did not realize that the steersman had gotten too far up into the bend and missed the point he needed to swing the head of the tow around to correctly transit through the bridge. Apparently, at that point, the Master was powerless to stop the accident.

Although the report's "Causal Analysis" section uses the words "active human failures – execution errors – attention failures – and inattention errors" the Coast Guard investigators apparently found insufficient cause to refer this case for enforcement action. Although this was a "serious" accident, the scope of investigation remained only at the "data collection" level.

Unfortunately, this accident investigation did not give us an insight into the question of who the Coast Guard considers responsible when a steersman in training gets in trouble? The Coast Guard did not take action on the steersman's "learner's permit" or the officer's license. In fact, there was no mention that they even verified the credentials of the individuals involved. "Data collection" only seems to involve collecting and reporting data that is convenient for the Coast Guard to collect.

Perhaps this is what the Coast Guard means by not holding a Designated Examiner responsible if a steersman has an accident – but we really doubt it. According to the report, this steersman was "in training" but nothing was said about his being assessed by a qualified Designated Examiner at the time of the accident. Nothing in the report leads us to believe the investigators knew enough about the program to distinguish between the role of a "trainer" and a "Designated Examiner" in their investigation. Perhaps the investigators just didn't know who to point the finger at and did not want to become more deeply involved in the licensing and assessment process that is confusing enough for our mariners! After all, the towing company had to cover all the costs of the accident. Fortunately, nobody was hurt, and nothing spilled.

The company probably has its view of how to pin the tail on this donkey and assign responsibility for this accident. However, we did not expect any mention to appear in the Coast Guard accident investigation report.

Where Can I Find Information To Become a Designated Examiner

There are three Coast Guard publications that a person seeking to become a Designated Examiner must consult. They are:

- 46 CFR 10.466 (Requirements for Licenses as Apprentice Mate-Steersman);
- NVIC #6-97; Policy on Qualified Instructors and Designated Examiners Who Train or Assess the Competence of Merchant Mariners.
- NVIC #4-01, Licensing and Manning for Officers of Towing Vessels, and

- NMC Policy Letter #04-03, Acceptance of STCW Assessments of Skills to Qualify for Near Coastal and Oceans Towing Vessel Licenses and Endorsements.

These documents are available on the Coast Guard's internet site or through the National Maritime Center, 4200 Wilson Blvd., Suite 630, Arlington, VA 22203-1804. Phone: 202-493-1022; Fax 202-493-1065.

The remainder of this document assumes that a serious applicant will first read and obtain these documents (i.e., containing over 100 pages of erudite drivel) as GCMA Report #R-383 is not intended to be a "stand-alone" document. Not only will a Designated Examiner be a licensed mariner, he/she must be able to demonstrate that he/she is a responsible person as your Coast Guard file is subject to review with your application.

There are penalties for creating fraudulent documents such as "inventing" sea service time. These penalties now can be severe because of their connection with serious homeland security issues. Fraudulent documents can lead to revocation of any Coast Guard license or document you possess. The most famous is 18 U.S. Code §1001(a) that states:

(a) Except as otherwise provided in this section, whoever, in any matter within the jurisdiction of the executive, legislative, or judicial branch of the Government of the United States, knowingly and willfully—

(1) falsifies, conceals, or covers up by any trick, scheme, or device a material fact;

(2) makes any materially false, fictitious, or fraudulent statement or representation; or

(3) makes or uses any false writing or document knowing the same to contain any materially false, fictitious, or fraudulent statement or entry;

shall be fined under this title or imprisoned not more than 5 years, or both.

What GCMA Learned About Designated Examiners

On July 26, 2003 GCMA made a Freedom of Information Act request to answer questions about the Designated Examiners that are required by the 2001 licensing regulations to certify to the information presented by towing vessel officer candidates on Towing Officer Assessment Records. We received a reply in a letter dated December 8, 2003. We edited both letters to show each of our questions followed by a Coast Guard reply. *The Coast Guard reply appears in italics.*

Dear Mr. [REDACTED],

As you know, word often filters very slowly throughout the marine industry and does not improve with age or as it passes through many hands. GCMA actively participated in the rulemaking process for the new towing vessel licenses yet still has questions on administering the "practical demonstration" portion of the test. We have access to these documents: 46 CFR §10.466 (Requirements for Licenses as Apprentice Mate-Steersman); NVIC #6-97; NVIC #4-01, and NMC Policy Letter #04-03. However, there are still a number of questions based on what an apprentice mate (steersman) may encounter.

Question #1. Assuming that a mariner has these four references...are there any additional references that explain the assessment process more thoroughly for an apprentice mate/ steersman? Can you furnish these references for us?

USCG Reply #1. The documents you have ...contain the information to qualify for the Apprentice Mate (Steersman) license. To be complete, the regulations must include the amendments that appeared in the Federal Register dated June 17, 2003.

[GCMA Comment: The 2003 and later editions of the Code of Federal Regulations include the updated version of the regulations.]

Question #2. Have you created a single document that clearly describes each step of the training process a candidate (i.e., a qualified deckhand) for an Apprentice Mate/ Steersman license is expected to follow to move into the pilothouse and gives the rationale for each step? If so, can you furnish us with a copy?

USCG Reply #2. It was intended that Navigation and Vessel Inspection Circular (NVIC) 4-01 would provide the information. If you have suggestions for improvement, please forward them to Commandant (G-MSO), 2100 Second Street SW, Washington, DC 20593-0001.

[GCMA Comment: We submitted comments to improve NVIC 4-01 in July 2005. These comments appear in GCMA Report #R-276A, pages 7-10 inclusive. These comments have not yet been considered.]

Question #3. To this point, it appears that many license candidates chose to be licensed following the “old” regulations existing before May 21, 2001. However, that door has now closed. After which date was that door be finally closed for all candidates?

USCG Reply #3. The regulations for licensing of officers on towing vessels were amended by the Federal Register dated June 17, 2003. For an applicant to qualify for a mate (pilot) of towing vessels under the grandfather provisions, he or she must have begun their service before May 21, 2001, and complete the examination for the license before November 21, 2003.]

Question #4: Is it correct that any mariner can obtain the required 18 months of sea service, file his own application, attend class (or do home study), take and pass a written exam and walk away with an Apprentice Mate/ Steersman (learner’s permit) at any REC?

USCG Reply #4: Correct.

Question #4A. Does the mariner have a choice of attending a Coast Guard-approved course in lieu of home study or cram school? If so, which courses are currently approved to give an examination for the Apprentice Mate/ Steersman license in lieu of the Coast Guard exam?

USCG Reply #4A. There are courses approved to substitute for the examination as apprentice mate (steersman). A list of those courses may be found on the World Wide Web at <http://www.uscg.mil/stcw/index.litm>. A partial list of approved courses appears in this report.].

Question #5. Where, other than the internet, can a mariner obtain a genuine, USCG-accepted copy of the TOAR form he will later submit to the REC? There have been many TOAR forms, work sheets, and partial products around for the past few years. A candidate must be certain that the

form he uses will be accepted by the REC. License examiners have become notorious for turning away applications with the smallest errors. A person with the wrong form may expect to be turned away by the REC at some future date and have to start the process all over again. A blow like this would discourage any person from pursuing a career on towing vessels.

USCG Reply #5.. The Towing Officer Assessment Record (TOAR) is part of NVIC 4-01. Completion of the individual assessments may be recorded on any form providing that the form includes the exact wording for the assessment as stated in the NVIC. We encourage mariners to use the TOAR in the NVIC; however, the RECs will review the evidence in any form provided by an applicant to ensure that it corresponds to the standard TOAR in the NVIC.

Question #6. After obtaining the Apprentice Mate/ Steersman license, must a mariner be part of a formal training program to obtain signatures verifying completion of each step of the TOAR that he is working on?

Out of the reported 1100+ towing vessel owners and operating companies cited in rulemaking documents, only about (223) belong to the American Waterways Operators. While AWO spearheaded the TOAR drive and informs its members, we believe that many of the “other” operators know little if anything about the “practical demonstrations” that have become part of towing vessel officer licensing. Many probably have in mind exactly how they can handle any “checklist” like TOAR in less than 60 seconds flat.

USCG Reply #6. An applicant for a Mate (Pilot) license may either attend an approved course that leads to the license or independently contact designated examiners to complete the assessments in the TOAR

Question #7. NVIC #6-97 (p.6, ¶4) says that a Designated Examiner does not need a Coast Guard letter or Certificate to prove his eligibility to serve as a DE. However, it goes on to say that certain individuals can obtain just such a document. This can be confusing to a mariner. How is a mariner to know that the signature or signatures on his TOAR are valid and will be accepted by the REC unless the DE has some sort of acceptable proof that he is a legitimate DE? Does each REC, District, or NMC maintain a list of Designated Examiners? We request a copy of any such list maintained by the NMC or the Eighth District.

USCG Reply #7. Every designated examiner has a letter from the National Maritime Center attesting to the fact that he or she has been accepted as a designated examiner. A list of designated examiners is provided monthly to the Regional Examination Centers. At present, it is not publicly available because of privacy concerns. I have enclosed a redacted list of the designated examiners.

[GCMA Comment: The list for December 2003 contained approximately 252 names in alphabetical order followed by the DE’s name and mailing address of their company affiliation. The type of TOAR the DE is approved for, the approval and expiration date of USCG authorization.]

[GCMA Comment Many DE addresses are “redacted” (i.e., blacked out) to comply with the Privacy Act. This makes it impossible to contact “independent” Designated

Examiners and hurts mariners working for companies that have no Designated Examiners.]

Question #8: How can the Coast Guard continue to justify allowing a person to operate an uninspected towing vessel without a license in international waters beyond the boundary line? One area of concern for GCMA is the fact that 46 U.S. Code §8905(b) known as the “Long Loophole” after the late Senator Russell Long of Louisiana allows unlicensed individuals to operate towing vessels in the mineral and oil industry. While most legitimate towing companies opt to use licensed operators and have done so for many years, there are some substandard companies that have recently abused this law to serve their own interests. It appears that 46 U.S. Code §8905(b) may be incompatible with the new licensing regulations. Please comment.

USCG Reply #8: The Coast Guard is bound to enforce the statutes. Congress has declared that the operators of towing vessels operating in the mineral and oil industry do not require a license. I recommend that you address this issue to your elected representatives.

[GCMA Comment: GCMA carefully reviewed the background of 46 U.S. Code §8905(b) (the Long Loophole) and worked with the Coast Guard, TSAC, MERPAC and NOSAC to remove this provision from the law. The Coast Guard has prepared a Legislative Change Proposal to present to Congress in 2007.]

Question #9. NMC Policy Letter #04-03 in paragraph 4: “In order to qualify for towing vessel licenses and endorsements, mariners must demonstrate their skills before a Coast Guard approved Designated Examiner...” Does a DE only need to be “Coast Guard-approved” for near coastal and oceans practical demonstrations? What about inland, western rivers, and rivers other than western rivers and Great Lakes? Does the DE have to have a letter, certificate, or license endorsement to prove his qualifications only on oceans and near coastal routes?

USCG Reply #9. Every designated examiner will have a Letter of Designation that will include any limitations on the holder's authorization or limitation for conducting assessments. That requirement applies to all designated examiners, not just those in the ocean or near-coastal environment.

Sample Letter of Designation

[Source: Taken from a letter dated April 11, 2006 to Captain David C. Whitehurst, a member of the GCMA Board of Directors.]

Dear Captain Whitehurst,

Your credentials have been evaluated and the Coast Guard has determined that you are qualified for recognition as a “Designated Examiner” for assessment of competence of candidates for towing vessel licenses.⁽¹⁾ [⁽¹⁾Don’t go half-cocked after reading the first sentence in the letter. Read the “Horrible Example” below.]

You are authorized to conduct assessments of individual competence and to sign a candidate’s Towing Officer assessment Record (TOAR) for the assessments noted in Enclosure (1).⁽¹⁾ [⁽¹⁾Warning: Be sure you read Enclosure (1) to your letter of designation very carefully!]

Until national assessment guidelines are developed, you may conduct these assessments using standard assessment criteria guided by company policy and industry practice.

As mariners must now demonstrate their competence in a host of areas to obtain a license or endorsement for service on towing vessels, and eventually a Coast Guard license or document, the U.S. Coast Guard is placing a great deal of trust in your professional competence, judgment, veracity, and behavior.

In performing your function as a Designated Examiner, you may only use your signature or initials to indicate you have personally witnessed the demonstration of a skill or ability by the person being assessed and have found that that individual, in your professional judgment, to be competent under the relevant criteria. This letter will be revoked if you sign or initial a statement attesting to an individual’s competence without having personally witnessed a practical demonstration of the individual’s skill or ability, which in your professional judgment, meets an acceptable level of performance.

This approval is effective May 1, 2006, and expires May 31, 2008. At the time of renewal, you should be prepared to submit evidence of your continued ability to assess the competence of towing vessel personnel.

We greatly appreciate your willingness to serve as a Designated Examiner. This role is critical to maintaining a high professional standard among U.S. mariners.

Sincerely,

s/Perry A. Stutman

Chief, Examination and Course Approval Branch

Horrible Example

Enclosure (1) lists only those specific skills that you, as a Designated Examiner, are allowed to assess. If a given task or skill is NOT marked, you cannot assess it! Therefore, the first sentence in the personalized form letter that tells you that you are a Designated Examiner may not be strictly true and may contain restrictions you must somehow deduce from Enclosure (1).

In one case we are familiar with,⁽¹⁾ the Designated Examiner candidate (C) submitted a letter the National Maritime Center did not believe adequately described the duties he performed on towing vessels that would allow him to make every assessment for a near-coastal apprentice mate. Instead of asking him to submit a “more complete” letter, they sent him a “designation letter” similar to the personalized form letter above and then sent him Enclosure (1) with only the “common elements” marked with an “x”. From this, he was supposed to know that he could only grade these few items out of a much longer list. Well, he never picked up that point. [⁽¹⁾Mariner Letter #25.]

His employer assigned C to assess his apprentice mate C C. He did this thoroughly and completely over a long period. However, when C C submitted his TOAR and mate upgrade application to the REC, they held it up for over five months. After GCMA looked into the matter for one very upset mariner, we found that Designated Examiner C was approved by the National Maritime Center to do only a partial assessment. The employer, the designated examiner, the mate applicant, and GCMA were all baffled. The cost to the apprentice mate was roughly \$6,000 for tuition and unpaid time off work to become an “apprentice mate” and an additional \$12,000 in lost wages between his pay as a

deckhand and the pay he would have earned as a licensed mate while the paperwork was being batted around between Portland, Oregon, Arlington, and Louisiana. Being victimized by a mistake like this to the tune of \$18,000 is enough to discourage most mariners.

[GCMA Comment: After reviewing the paperwork in question, GCMA faults an administrative error on the part of the National Maritime Center for sowing the seeds of confusion. In addition, the REC was less than helpful to ☺ ☺]

Question #10. What can a mariner do to advance his career if his towing company “only hires captains with licenses”... which is what most small companies have always done? (We noted a general disregard for how dismal things really are in some parts of the towing industry during TSAC meetings in Washington). What concrete steps since May 21, 2001 has the Coast Guard taken in regard to “outreach” for smaller towing vessel operators, the moms-and-pops of this industry. It appears that many companies have no knowledge of the new regulations and have made no provision for them. There is a very large turnover of personnel in these companies because many of them are not particularly desirable places to work. What can a mariner do if he discovers his company does not choose to become involved in “all the Coast Guard paperwork” involved in training a deckhand and refuses to acknowledge his license as an Apprentice Mate/ Steersmen unless he continues to work as a deckhand, will make no provision to train him except “on his time off duty,” has no Designated Examiner to sign off on a TOAR, or simply delays and screws up the whole process because they are incapable of reading and understanding the rules.

USCG Reply #10. The Coast Guard has worked with the American Waterways Operators, the Towing Safety Advisory Committee, and published the NVIC in an effort to provide information about the licensing regulations. Field offices may have also published information in local newsletters. Based on the scenario you present, the mariner has the options of attending an approved course leading to the license sought, changing employers, or completing the assessments during vacation periods at a location where they can be performed and assessed.

[GCMA Comment: The Coast Guard needs to reach out to those towing companies that are NOT AWO member companies. GCMA made this point quite forcefully at the March 2006 TSAC meeting in Washington. Unfortunately, very few non-AWO towing companies attend TSAC meetings and none are represented on TSAC itself.]

[GCMA Comments: To date, it appears that Coast Guard Headquarters has NOT taken seriously the implications that non-AWO companies may not fully understand their responsibilities in training and qualifying new Apprentice Mate/Steersman candidates.]

[GCMA Comment: Mariners, employers, and especially Coast Guard officials should refer to GCMA Report #R-382, Why Our Mariners Don't Get The Message.]

Question #11. What recourse does a mariner have if a

Designated Examiner, as an employee of the company, will not sign off on his TOAR even though the mariner can perform every evolution properly? Some individuals are vindictive and would take steps that could destroy a career without a valid reason. Most non-union lower-level mariners are “at will” employees and can be terminated for any reason and may lose their job if they complain.

The new regulations apparently also make it possible for an Apprentice Mate/ Steersman to be left in limbo at the employer’s discretion ... perhaps for months or years until an “opening” leaves a place for the person to advance within the company. In other words, the mariner might lose everything (e.g., be dismissed in the middle of a training program) on his TOAR if he moves to another company without obtaining his final Designated Examiner approval but may be retained at a significantly lower wage if the Designated Examiner withholds final approval of his TOAR. I do not recall any provision for a hearing for an aggrieved Apprentice Mate/ Steersman to register any sort of protest with the Coast Guard. What is the Coast Guard’s position on this?

USCG Reply #11. If the applicant believes that he is being discriminated against, the National Maritime Center should be notified. However, a Designated Examiner is not required to sign-off the assessment of an applicant that has not adequately demonstrated competency in the judgment of the designated examiner. Obviously, there is room for a difference of opinion about an applicant's qualifications. In regards to the scenario where an applicant is dismissed in the middle of a company's training program, the applicant has his or her TOAR with the already completed assessments signed off. The TOAR would transfer with the mariner to a new employer.

Question #12. This brings up the question of who “owns” a TOAR? Does it belong to the individual or does it belong to his employer? Since individuals often change employment, it seems that the TOAR should be the mariner’s property. As such, it seems clear that, like a Z-card, it should never be allowed to get outside his control. Is there any such clear statement in regulation or policy?

USCG Reply #12. The TOAR is the property of the mariner.

Question #13. NVIC #4-01 (p. 11, ¶3) states that: “Requests for approval as a Designated Examiner are submitted to the National Maritime Center and must include a description of the mariner’s qualifications specific to the tasks to be assessed.” Does this paragraph apply to individuals acting on their own behalf?

Does this paragraph apply to companies who are trying to certify one or more Designated Examiners to meet their own agenda?

Once an individual is approved for Company “A,” is he still approved if he changes employment to Company “B”? Or, must he either re-apply individually or under the aegis of Company “B”? I request copies of individual AND company letters in a form that you find acceptable as a model. You may redact names for privacy purposes.

USCG Reply #13. Except for the training program conducted by the Kirby Corporation, the approval of a designated examiner applies to the person and is not related to a specific training program; therefore, a Designated Examiner who is approved while working with Company A will retain that designation if he moves to Company B.

Enclosed are copies of the letters you requested.

USCG Charges GCMA. The charges for searching, reviewing, and copying the requested information total \$32.42]

[GCMA Comment: GCMA membership dues pay for this and other expenses necessary to secure information and services disseminated to our mariners. Do your part – support GCMA with your membership and annual dues.]

Approved Apprentice Mate/Steersman Courses

The Coast Guard furnished three enclosures in response to our FOIA Request that we discuss below.

The following was a list of USCG Approved Apprentice Mate/ Steersman courses as of December 3, 2003. Although we updated this list to **July 10, 2005**, it may not be complete. However, the complete listing of “Approved Courses” and a description of each course offered is available on the internet and is updated on a regular basis by the National Maritime Center.

The Apprentice Mate/Steersman courses vary in length as does the type of course approval each school is granted. Candidates should be sure to check out the specifics of any course to see that it fits your needs and schedule. The best advice is to contact the school for further information on course schedules, tuition, etc.

- Bluewater Maritime School, 1015-322 Atlantic Blvd., Atlantic Beach, FL. 32233. (904) 247-3366.
- Chesapeake Marine Training Institute, P.O. Box 1153, Hayes, VA. 23072. (800) 642-2684.
- Houston Marine Training Services, 5728 Jefferson Highway, New Orleans, LA. 70123 (800) 947-7737.
- Lafourche Merchant Marine Training Services, P.O. Box 880, Larose, LA. 70373. (985) 537-1222.
- L.E. Fletcher Technical Community College, P.O. Box 5033, Houma, LA. 70361. (985) 857-3658.
- Louisiana Technical College, Young Memorial Campus, P.O. Drawer 2148, Morgan City, LA. 70381 (985) 380-2436.
- Maritime Professional Training, 1921 South Andrews Ave., Fort Lauderdale, FL. 33316. (954) 521-1014.
- Marshall University, Inland Waterways Academy, 2000 Seventh Ave., Huntington, WV 25703. (304) 697-5616.
- River School, 147 Jefferson, Suite 1000, Memphis, TN 38103-3340. (901) 525-7001.
- Sea School, 6440 4th Street North, St. Petersburg, FL 33702 (727) 577-3992.
- Seattle Central Community College, 4455 Shilshole Ave., NW, Seattle, WA 98107-4645 (206) 782-2647.
- Tri-State Maritime Training Center, P.O. Box 342, St. Albans, WV 25177. (304) 610-3321.

One course titled “Licensing Equivalency for Officers of Towing Vessels” and another for **Mate (Pilot) of Towing Vessels** is run by the Kirby Corporation, 1640½ DeZavala, Channelview, TX. 77530 (713) 452-9885.

Home Study For Apprentice Mate/ Steersman Exam

Apprentice Mate/ Steersman candidates can also prepare

for their exam by traditional home study. The Towing Vessel Officer’s Guide (textbook) from Marine Education Textbooks, 124 N. Van Ave., Houma, LA 70363 (985) 879-3866 will direct you to the necessary study material. Ask for a copy of their free License Study Recommendations (LSR) as a key to the study materials you will need to sit for the USCG exam.

List of Designated Examiners

One enclosure provided with our original FOIA request was a List of Designated Examiners for Towing Vessels published by the USCG National Maritime Center and described above. The Coast Guard distributes this list periodically to every Regional Exam Center. Expect this list to change often as they add new names and individual approvals expire.

The first list of Designated Examiners we received was dated December 1, 2003. We obtained it only after a significant delay and only because we asked for it under the Freedom of Information Act.

In reviewing this list, it appears that a relatively few of the approximately 1,100 towing companies were represented in the list of 252 Designated Examiners.

We noted on the December 2003 list that some companies appear to have many Designated Examiners, some companies have more than one, and others appear to have only one Designated Examiner at this time. Of the 1,100 towing companies, the vast majority had no Designated Examiners in December 2003.

We requested another list in June 2005. Although the number of mariners who attained Designated Examiner status more than doubled in 18 months, the same pattern emerges. The 30 non-AWO companies in our TABLE 2 falls far short of a possible 900 non-AWO member companies reported to be operating commercial towing vessels.

Of the 252 names, the addresses of 20 mariners were redacted in December 2003 and 56 were not furnished to us in June 2005. These individuals may be independent mariners and not affiliated with any towing company. They may or may not be available to conduct practical assessments for companies that have no Designated Examiners on their payroll. We have no idea but your local Regional Exam Center might be able to lift the shroud of privacy as to where you might be able to contact such a person – but we have no assurance they can or will do so! **This part of the program is a discouraging and confusing mess.**

The list of Designated Examiners from June 27, 2005 contained approximately 671 names. This time we did some secretarial work to sort the names by company. Since the American Waterways Operators (AWO) claims to represent a majority of the towing companies, we divided the list into three tables as follows:

- Table 1 – AWO members. 223 Companies.
- Table 2 – Non-AWO members. 30 Companies.
- Table 3 – Designated Examiners not affiliated with a company.

Each table has a December 2003 and a July 2005 column for comparative purposes. We requested an updated list of Designated Examiners on October 5, 2006 but have not received it to date.

Differences In Assessment Standards

STCW vs Domestic Licenses

[Source: *The following appeared in an article titled Training Standards by Captain Kelly Sweeney in the July 2005 issue of Pacific Maritime magazine. Captain Sweeney is a 1983 California Maritime graduate, member of the American Maritime Officers (AMO), and author of From the Bridge; Authentic Modern Sea Stories available from Philips Publishing Co. at (206) 284-8285.]*

I think back to when I was on a product tanker a few years ago, and the Second Mate had both of the deck cadets on his watch. This is traditional because the Second Mate is the ship's navigator, and the cadets were placed on his watch so they could practice their navigational skills. One day after a fire and boat drill we were talking about the cadets' progress, and I asked the Second Mate if they knew how to make a "Williamson Turn." (A "Williamson Turn" is one of the shiphandling techniques used when someone falls overboard, and when done correctly will bring the vessel close to where the emergency occurred). The Second Mate looked at me and said, "I don't know, I've never asked them. I'm not even sure I can remember it exactly myself."

I have to admit, when I heard that I was incredulous. Knowledge of the "Williamson turn" is an emergency maneuver every ship's deck officer should know, and is therefore a test subject for nearly every deck license the Coast Guard issues (46 CFR §10.910-1). Under STCW '95, it is also included in one of the 78 assessments that must be completed by a mariner wishing to upgrade to Third Mate/Officer In Charge of a Navigational Watch (OICNW).

In addition to the equivalent of 1080 days of sea service (with 6 months of bridge navigational watch time), USCG exams, and 13 weeks of formal classroom training, 78 assessments are required for upgrade to Third Mate/OICNW listed in Enclosure 4 of USCG Policy Letter 01-02. The 78 assessments include such practices as adjusting a sextant, use of an echo sounder, navigating in restricted visibility, and keeping a safe anchor watch. The intention behind the assessments is a good one: have a sailor demonstrate that he or she can competently perform the everyday work and emergency responses expected of a deck officer on the bridge. An example of how important an assessment subject can be is the one for standing a safe anchor watch – dragging anchor was the cause of two ships in the Columbia River slamming into Weyerhaeuser's Longview dock during a storm, causing considerable damage to both the vessels and the dock.

The assessments are not set up like a multiple choice exam. Instead, each has a "Control Sheet" which identifies the task and gives a complete description of what is considered acceptable performance to pass it. When a sailor seeking a Third Mate/OICNW license completes one of the 78 assessments onboard ship, it must be done in front of a "Designated Examiner" – in this case a deck officer holding a Second Mate/OICNW license or better.

The only examiner "training" required for the officer grading these assessments at sea is taking a few minutes to

read a 13-page booklet titled "Conducting Mariner Assessments" and then signing a statement he or she has read the booklet and followed its guidance. No third party verification that the "Designated Examiner" has read the material is required, and the examiner never has to demonstrate to anyone else that he or she has an understanding of what assessment evaluation entails.

On the other hand, a **different standard** applies for a sailor on a tugboat who wishes to complete any one of the 77 assessments in the "Towing Officer Assessment Record" (TOAR), listed in the Coast Guard's Navigation and Vessel Inspection Circular 4-01. For example, the person who grades a mariner seeking to upgrade to a Mate of Towing Vessels (Oceans) must also be a "Designated Examiner," but becoming an examiner for the towing vessel assessments requires much more than just reading a 13-page booklet⁽¹⁾. Completion of approved examiner training and instruction is necessary. The potential examiner must then list all relevant towing vessel experience and send it to the Coast Guard. Only upon written approval from the USCG National Maritime Center (NMC) is a person considered to be competent enough to evaluate towing officer assessment performance. The approval from the NMC is revocable and good for only two years, and renewal is contingent upon submitting evidence of continued ability to competently assess towing vessel personnel. [⁽¹⁾Available as GCMA Report #R-324.]

It is common knowledge in the industry that the requirements to be a "Designated Examiner" for the Third Mate/OICNW assessments are significantly different from those for a "Designated Examiner" of the Towing Officer assessments. This disparity evolved to some extent because the regulations were developed at different times, and because two different industry groups made recommendations to the Coast Guard for the rules governing the evaluation of practical assessments. The Merchant Marine Personnel Advisory Committee (MERPAC) advised the Coast Guard on the examiner requirements for the Third Mate/OICNW assessments, and the Towing Safety Advisory Committee (TSAC) made recommendations for examiners of the Towing Officer assessments.

I hold both an Unlimited Master's License (Oceans) and a Master of Towing Vessels (Oceans), and in my opinion, this "double standard" of examiner qualifications needs to be eliminated. As an actively sailing mariner, I personally like the way "Designated Examiners" for towing officer assessments are formally approved by the USCG National Maritime Center. Being a "Designated Examiner" is a serious responsibility, because these assessments are more than professional hurdles placed in front of prospective vessel officers. They are everyday tasks, and emergency actions, which are required of a deck officer on watch – and knowing the proper execution of them could mean the difference between life and death at sea.

'Till next time ... smooth sailin.'

Kelly can be reached at kelly@pacmar.com

TABLE 1 RECAP OF DESIGNATED EXAMINERS BASED ON AWO MEMBERSHIP LIST – 223 COMPANIES

Dec. 2003 Designated Examiners	July 2005 Designated Examiners	Name of Company	Location
		2-W Towing, Inc.	Houma, LA
		A-1 Towing, Inc.	Chesapeake, VA
		Admiral Towing and Barge Company	Cleveland, OH
2	8	AEP River Transportation	Lancaster, OH
		Alaska Marine Lines, Inc.	Seattle, WA
	16	Allied Transportation Company	Norfolk, VA
	1	Alter Barge Line Inc.	Bettendorf, IA
		American Boat Company LLC	Alton, IL
10	1	American Commercial Barge Line LLC	Jeffersonville, IN
		American General Transportation, Inc.	Mobile, AL
		American Harbor & Docking Pilots Association	Jacksonville, FL
		American Marine Corporation	Terminal Island, CA
		American River Transportation Co.	Decatur, IL
		Angel Boat Company	Houma, LA
1	1	Am Nav Maritime Services, Inc.	Oakland, CA
		B & H Towing	Paducah, KY
		Barge America	Prospect, KY
		Bay Towing Corporation	Norfolk, VA
		Bay Houston Towing Company	Houston, TX
		Baydelta Maritime	San Francisco, CA
		Bayou Fleet, Inc.	Hahnville, LA
		Bisso Marine Co., Inc.	New Orleans, LA
		Blessey Marine Service, Inc.	Harahan, LA
1	1	Boston Marine Transport Inc.	East Boston, MA
1	1	Bouchard Transportation Co., Inc.	Hicksville, NY
		Boyer Towing, Inc.	Seattle, WA
		Bray Marine, Inc.	Florence, KY
		Bren Transportation Corp.	Brooklyn, NY
		Brown Water Marine Service, Inc.	Rockport, TX
		Buffalo Marine Service, Inc.	Houston, TX
		Bunge Towing, Inc.	Greenville, MS
		C & P Tug-and Barge Company	Portsmouth, VA
		Calumet River Fleeting, Inc.	Whiting, IN
		Campbell Transportation_ Co., Inc.	Charleroi, PA
35	40	Canal Barge Company, Inc.	New Orleans, LA
		Capital Fleet, Inc.	Baton Rouge, LA
		Capital Towing Corporation	Houston, TX
		Cargo Carriers	Minneapolis, MN

Dec. 2003 Designated Examiners	July 2005 Designated Examiners	Name of Company	Location
	18	Carline Management Company, Inc.	<i>Baton Rouge, LA</i>
11	35	Cenac Towing Company, Inc.	<i>Houma, LA</i>
		Cheryl K., Inc.	<i>Sugar Land, TX</i>
		Coastal Tug & Barge, Inc.	<i>Miami, FL</i>
		Colle Towing Company, Inc.	<i>Pascagoula, MS</i>
		Connolly-Pacific Co.	<i>Long Beach, CA</i>
15	12	Conoco Phillips	<i>Houston, TX</i>
		CONSOL	<i>Elizabeth, P A</i>
		Crescent Marine Towing, Inc.	<i>Harvey, LA</i>
		Crescent Towing Company, Inc.	<i>Mobile, AL</i>
1		Crosby Tugs, LLC	<i>Golden Meadow, LA</i>
1	34	Crouse Corporation	<i>Paducah, KY</i>
2	43	Crowley Maritime Corporation	<i>Seattle, WA</i>
		Dann Marine Towing	<i>Chesapeake City, MD</i>
		Dann Ocean Towing, Inc.	<i>Tampa, FL</i>
		Delaware Marine Operators	<i>port Allen, LA</i>
		Devall Towing & Boat Service, Inc.	<i>Hackberry, LA</i>
	8	Donjon Marine Co., Inc.	<i>Hillside, NJ</i>
		Dow Chemical Company	<i>Houston, TX</i>
		DRD Towing Co., Inc.	<i>Harvey, LA</i>
1	7	Dunlap Towing	<i>LaConner, WA</i>
		Dynegy Midstream Services, Limited Partnership	<i>Houston, TX</i>
		E.N. Bisso & Son, Inc.	<i>Metairie, LA</i>
		Echo Towing Service, Inc. et al.	<i>Baytown, TX</i>
		Eckstein Marine Service, Inc.	<i>Harahan, LA</i>
		Economy Boat Store	<i>Wood River, IL</i>
		Egan Marine Corporation	<i>Lemont, IL</i>
		Express Marine. Inc.	<i>Pennsauken, NJ</i>
		F & L Marine Management, Inc. / Alario Towing,	<i>New Orleans, LA</i>
		Fitzgerald Marine & Repair, Inc.	<i>Wyatt, MO</i>
		Florida Marine Transporters, Inc.	<i>Mandeville, LA</i>
	13	Foss Maritime Company	<i>Seattle, WA</i>
	1	Garvey Marine, Inc.	<i>St. Charles, IL</i>
	2	Golding Barge Line, Inc.	<i>Vicksburg, MS</i>
		Great Lakes Dredge & Dock Company	<i>Oak Brook, IL</i>
	1	GRIFCO Transportation, Ltd.	<i>Houston, TX</i>
		Gulf Caribe Maritime	<i>Mobile, AL</i>
		Gulf South Marine Transportation, Inc.	<i>New Orleans, LA</i>
		Hannah Marine Corporation	<i>Lemont, IL</i>
		Harbor Towing & Fleeting, Inc.	<i>New Orleans, LA</i>

Dec. 2003 Designated Examiners	July 2005 Designated Examiners	Name of Company	Location
		Hard's Marine Service Ltd.	<i>Hull, TX</i>
	8	Harley Marine Services	<i>Seattle, WA</i>
	2	Hawaiian Tug & Barge Corp./Young Brothers Ltd.	<i>Honolulu, HI</i>
11	17	Higman Marine Services, Inc.	<i>Houston, TX</i>
		Holly Marine Towing, Inc.	<i>Chicago, IL</i>
		Houston Marine Services Inc.	<i>Houston, TX</i>
		Hughes Bros., Inc.	<i>Edison, NJ</i>
		Huguenot Energy, LLC	<i>Mt. Pleasant, SC</i>
		Hunter Marine Transport, Inc.	<i>Nashville, TN\</i>
		Illinois Marine Towing, Inc.	<i>Lemont, IL I</i>
		MMC / Huey L. Cheramie Inc.	<i>Galliano, La</i>
		Imperial Towing Inc.	<i>Imperial, PA !</i>
	15	Ingram Barge Company	<i>Nashville, TN</i>
1	3	Inland Marine Service	<i>Hebron, KY</i>
		J. Russell Flowers, Inc.	<i>Ladue, MO</i>
	6	JANTRAN, Inc.	<i>Rosedale, MS 1</i>
		JB Marine Services.	<i>St. Louis, MO</i>
		John W. Stone Oil Distributor, L.L.C.	<i>Gretna, LA</i>
		John's Towing Service, Inc.	<i>Shippingport, PA</i>
		Johnson Towing Corporation	<i>Follansbee, WV</i>
3	5	K-Sea Transportation Corp.	<i>Staten Island, NY</i>
		Kindra Lake Towing, LP	<i>Downers Grove, IL</i>
2	27	Kirby Corporation	<i>Houston, TX</i>
		KMD Marine, Inc.	<i>Wanda, SC</i>
		Lafarge Building Materials, Inc.	<i>Ravena, NY</i>
		LeBeouf Bros. Towing Co., Inc.	<i>Houma, LA</i>
		Lewis & Clark Marine, Inc.	<i>Granite City, IL</i>
		Lorris G. Towing Corporation	<i>Cut Off, LA</i>
		Luhr Bros., Inc.	<i>Columbia, IL</i>
		M B Barge Company	<i>Houma, LA</i>
		MGI Trading, Inc.	<i>The Woodlands, TX</i>
	11	Madison Coal & Supply Company	<i>Charleston, WV</i>
	24	Magnolia Marine Transport Company	<i>Vicksburg, MS \</i>
1	3	Marathon Ashland Petroleum LLC	<i>Ashland, KY</i>
		Marine Centre, Inc. / Upper S1. Rose Fleeting Co.	<i>Destrehan, LA</i>
	2	Marine Fueling Service Inc.	<i>PortArthur, TX</i>
	20	Maritrans Operating Company L.P.	<i>Philadelphia, PA</i>

Dec. 2003 Designated Examiners	July 2005 Designated Examiners	Name of Company	Location
		Maroil, Inc.	<i>Port Arkansas, TX</i>
		Marquette Transportation Co., Inc.	<i>Paducah, KY</i>
		Martin Marietta Materials, Inc.	<i>St. Rose, LA</i>
		Martin Midstream Partners, LP	<i>Mobile, AL</i>
	34	McAllister Towing & Transportation	<i>Staten Island, NY</i>
		McDonough Marine Service	<i>Vienna, WV</i>
		McKinney Towing, Inc.	<i>Baton Rouge, LA</i>
		McNational, Inc.	<i>South Point, OH</i>
		Megafleet Towing Co., Inc.	<i>Pasadena, TX</i>
	3	MEMCO Barge Line	<i>Chesterfield, MO</i>
		Memphis Barge Line, Inc.	<i>Memphis, TN</i>
		Memphis Marine Service, Inc.	<i>Memphis, TN</i>
		Merrill Marine Services, Inc.	<i>St. Louis, MO</i>
		Miller's Launch, Inc.	<i>Staten Island, NY</i>
	1	Missouri Barge Line Company	<i>Cape Girardeau, MO</i>
		Mon River Towing, Inc.	<i>Belle Vernon, PA</i>
	2	Moran Towing Corporation	<i>Greenwich, CT</i>
		Mt. Vernon Barge Service, Inc.	<i>Mt. Vernon, IN</i>
		Naknek Barge Lines, LLC	<i>Seattle, WA</i>
		Norman Brothers, Inc.	<i>Alton, IL</i>
	7	Ohio Valley Marine Service, Inc.	<i>Henderson, KY</i>
		Pacific Hawaiian Line, Inc.	<i>Portland, OR</i>
	1	Parker Towing Company, Inc.	<i>Tuscaloosa, AL</i>
		Parsonage Marine Investments, LLC	<i>Chesterfield, MO</i>
		Pecos, Inc.	<i>Seattle, WA</i>
25	25	Penn Maritime, Inc.	<i>Stamford, CT</i>
		Premier Marine, Inc.	<i>Coraopolis, PA</i>
		Progressive Barge Line, Inc.	<i>Westwego, LA</i>
		Puerto Rico Towing & Barge Co.	<i>San Juan, PR</i>
	42	Reinauer Transportation Companies	<i>Staten Island, NY</i>
		Republic Barge Transportation Company	<i>Hockley, TX</i>
		River City Towing Services, Inc.	<i>Denham Springs, LA</i>
		River Parishes Company.	<i>Lutcher, LA</i>
		Riverway Co.	<i>Minneapolis, MN</i>
	13	Roehrig Maritime, LLC	<i>Glen Cove, NY</i>
		S & W Marine, Inc.	<i>LaRose, LA</i>
		Sause Bros.	<i>Coos Bay, OR</i>

Dec. 2003 Designated Examiners	July 2005 Designated Examiners	Name of Company	Location
		Seaboats, Inc.	Portsmouth, RI
		Seabulk Towing, Inc.	Tampa, FL
		Sea Coast Towing, Inc.	Seattle, WA
		SeaRiver Maritime, Inc.	Houston, TX
		Seaway Towing Company, Inc.	Alameda, CA
	2	Settoon Towing, LLC	Pierre Part, LA
		Shaver Transportation Company	Portland, OR
		Shell Chemical Company-Marine Department	Houston, TX
		Shell Trading (US) Company	Houston, TX
	1	Sirius Maritime Co.	Seattle, WA
	1	Smith Maritime	Honolulu, HI
		South LA Boat Company, Inc.	Larose, LA
	6	Southern Towing Co.	Memphis, TN
		Stapp Towing Co., Inc.	Dickinson, TX
		Suderman & Young Towing Co., Inc.	Houston, TX
		Superior Marine Ways, Inc.:	South Point, OH
		TECO Barge Line	Metropolis, IL
		Teco Ocean Shipping	Tampa, FL
		Tennessee Valley Towing, Inc.	Paducah, KY
		Terral River Service, Inc.	Lake Providence, LA
		The Great Lakes Group	Cleveland, OH
		The Vane Brothers Company	Baltimore, MD
24	27	Tidewater Barge Lines Inc.	Vancouver, WA
		Tri-River Fleeting & Harbor Service	Bethel Park, PA
		Tugz International L.L.C.	Cleveland, OH
		United Tugs Inc.	Belle Chase, LA
		Vidalia Dock & Storage Company, Inc.	Natchez, MS
		Warrior & Gulf Navigation Company	Chickasaw, AL
		Waxier Towing Co. Inc.	Memphis, TN
1	1	Weeks Marine Inc.	Cranford, NJ
		Wepfer Marine, Inc.	Memphis, TN
		Wepfer Marine of Greenville, LLC	Greenville, MS
		Westar Marine Services	San Francisco, CA
		Western Kentucky Navigation	Paducah, KY
	2	Western Towboat	Seattle, WA
4		Wilmington Tug, Inc.	New Castle, DE
11	12	Yutana Barge Lines	Anchorage, AK
		Zidell Marine Corporation	Portland, OR

**TABLE 2
NON AWO COMPANIES – 30 COMPANIES**

Dec. 2003 Designated Examiners	July 2005 Designated Examiners	Name of Company	Location
1	10	Hornbeck Offshore Transportation, LLC	<i>Brooklyn, NY</i>
1	9	Marine Transport Corporation	<i>Vicksburg, MS</i>
10	10	Galiano Tugs, Inc.	<i>Cutoff, LA</i>
	7	Guidry Brothers Towing, Inc.	<i>Houma, LA</i>
1	4	Center for Maritime Education	<i>Houma, LA</i>
	26	Delta Towing, LLC	<i>Houma, LA</i>
	8	G&H Towing Company	<i>Houma, LA</i>
	1	Johnston's Port: 33 Inc.	<i>Inola, OK</i>
	2	James Marine, Inc.	<i>Paducah, Ky</i>
	5	A.M. & O. Towing Inc.	<i>Negley, OH</i>
	2	Bluegrass Marine Inc.	<i>Paducah, KY</i>
1	2	Mulzer Crushed Stone, Inc.	<i>Tell City, IN</i>
1	1	California Maritime Academy	<i>Vallejo, CA</i>
5	6	Twin Rivers Towing Company	<i>Elizabeth, PA</i>
	2	Louisiana Dock Company, LLC	<i>Vacherie, LA</i>
1	2	Stevens Towing Company	<i>Yonges Island, SC</i>
	2	Ohio Valley Marine Services, Inc.	<i>Henderson, KY</i>
	1	Nugent Sand Company	<i>Louisville, KY</i>
	1	Maine Maritime Academy	<i>Castine, ME</i>
	1	McNeil Island Corrections Center	<i>Steilacoom, WA</i>
	1	Star Marine, Inc.	<i>Bainbridge Island, WA</i>
	2	Ergon Marine	<i>Vicksburg, MS</i>
	1	Brusco Tug & Barge	<i>Longview, MS</i>
	1	Seafarers Harry Lundeberg School of Seamanship	<i>Piney Point, MD</i>
	1	Horizon Maritime, LLC	<i>Houston, TX</i>
	1	Maine Maritime Academy	<i>Belfast, ME</i>
1		Seaman's Training Center Western U.S., Inc.	<i>Benecia, CA</i>
1		Orgulf Transportation Co.	<i>Cincinnati, OH</i>
1		Bluewater Maritime School	<i>Atlantic Beach, FL</i>

**TABLE 3
DESIGNATED EXAMINERS NOT AFFILIATED WITH A COMPANY**

Dec. 2003 Designated Examiners	July 2005 Designated Examiners	Name of Company	Location
17	56	COMPANY NAME NOT LISTED	<i>NOT LISTED</i>