

# Offshore Marine Service Association



## OMSA E-News

AMERICA'S LIFELINE TO OFFSHORE ENERGY

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## President's Report

### OMSA's Jones Act Monitoring Program Receives Senator Landrieu's Praise

Last spring, Senator Mary Landrieu invited OMSA to testify on our efforts to assist Customs and Board Protection (CBP) to enforce the Jones Act on the OCS. As a follow up to that hearing, Senator Landrieu asked the Department of Homeland Security (DHS) and CBP to answer a series of questions for the record. I have included the questions and answers for your review.

I want to thank Senator Landrieu for her leadership. She is using her Chairmanship of the Homeland Security Appropriations Subcommittee to promote American jobs and economic growth and we appreciate her efforts.

Please review the following questions and answers. As you'll read, while DHS is not as forthcoming as we would like on the status of several open enforcement cases, Senator Landrieu is keeping the pressure on the agency to enforce the law. You might also note the attention that OMSA's Jones Act monitoring program is receiving. Part of any strong deterrence program, making sure that everyone knows that someone is watching.

*Question from Senator Landrieu:* DHS can't enforce the Jones Act effectively without assigning priority to the mission and dedicating resources to accomplish it. In a question for the record from the March 2, 2011, hearing with Secretary Napolitano, I asked if CBP has the resources, authorities, and information it needs to investigate alleged Jones Act violations offshore - the one word response I received was "Yes".

- \* Please expand on that response
- \* Does DHS have a dedicated enforcement regime to investigate Jones Act violations, and if not, what would you need to establish one that can be effective?
- \* How would it engage with the Coast Guard and other agencies?

ANSWER: CBP receives information regarding alleged coastwise violations from a variety of sources and coordinates the review of allegations with U.S. Immigration and Customs Enforcement (ICE). While the offshore facilities are located outside the limits of the CBP ports of entry, this does not preclude the initiation of an appropriate action for violations.

CBP enforcement of the Jones Act is a coordinated effort by CBP local ports of entry, CBP field offices and CBP Headquarters (HQ) offices and personnel working with other U.S. government agencies i.e., U.S. Coast Guard (USCG) and U.S. Immigration and Customs Enforcement (ICE) and industry. CBP field personnel work in conjunction with ICE Investigations and the USCG to address alleged coastwise violations. Guidance is provided in such cases by the CBP Penalties Branch of Regulations & Rulings (RR), Office of International Trade (OT).

Cooperation with the USCG and ICE is essential to successfully investigate potential Jones Act violations. CBP is engaged with its partners in coordinated efforts to investigate allegations of coastwise movements in violation of U.S. laws. An example of this cooperation is the CBP port of entry (POE), Morgan City, Louisiana.

The CBP Morgan City POE is responsible for providing coverage for a large portion of the Louisiana coastal area as well as monitoring the movement of foreign vessels operating at offshore facilities. Staffing levels and operational requirements require the port to demonstrate a great deal of flexibility in addressing allegations of Jones Act violations.

To prepare all parties engaged in investigating potential Jones Act violations within the area of responsibility, the CBP Morgan City POE conducts "Jones Act" awareness training with the U.S. Coast Guard (USCG) and U.S. Immigration and Customs Enforcement (ICE). When a Jones Act issue is brought to the attention of CBP Morgan City and it appears to be valid, CBP personnel will conduct a boarding in conjunction with the local USCG station and ICE. In many cases the USCG will ferry CBP personnel from Morgan City to the vessel operating at offshore facilities. The interagency team will collect evidence from the official vessel logs, and any cargo manifest and/or invoices from the vessel and interview crew to determine if a violation occurred. The local CBP Morgan City POE leverages existing Federal assets at other components and relies on a team approach to successfully address Jones Act violations.

## JONES ACT RESOURCES

*Question from Senator Landrieu:* How many people and what level of resources are dedicated to Jones Act enforcement? How many Jones Act cases does CBP review annually?

ANSWER: At the CBP HQ level, various offices are involved in reviewing, investigating and providing guidance and oversight on Jones Act issues to the field offices. They are comprised of the Office of Field Operations (OFO) Cargo & Conveyance Security (CCS); OFO Agriculture Programs and Trade Liaison (APTL); OFO Fines, Penalties and Forfeiture (FP&F); and the Cargo Security, Carriers, and Immigration Branch (CCIB) of Regulations & Rulings (RR), Office of International Trade (OT).

OFO/CCS and OFO/APTL/FP&F each assign two Program Managers with the responsibility of managing and resolving coastwise issues.

The CCIB is staffed with a branch chief, five attorney-advisors and an administrative assistant. Attorney-Advisors in the Penalties Branch of RR/OT also work on Jones Act matters. The CCIB falls under the jurisdiction of the Director, Border Security and Trade Compliance (RR/OT), who is integral to Jones Act enforcement.

CBP field offices at the port of entry level are staffed with Vessel Entrance and Clearance Specialists (VECS) and CBP officers assigned to identify and initiate potential Jones Act violations. These CBP front-line personnel are provided a number of in-house resources (e.g., training, directives, memorandums, handbooks, rulings, information notices, etc.) to assist in enforcing Jones Act statutes, regulations and policy.

Local CBP Port Directors assign and distribute resources at a level commensurate with the number of Jones Act violation allegations. For smaller CBP ports of entry, with high volumes of vessel entrances and clearances and wide-ranging port boundaries, this task has proven challenging, particularly in the Outer Continental Shelf (OCS) region. In fiscal years 2009-2011, all CBP ports of entry issued fifty-seven (57) Jones Act-specific penalties. In each of these incidents, a case was opened after a thorough investigation was completed by CBP and its government partners and sufficient evidence was found to commence formal penalty proceedings.

## COMPLAINTS OF JONES ACT VIOLATIONS

*Question from Senator Landrieu:* I am aware that CBP has specific complaints of Jones Act violations in the offshore energy sector - unrelated to any vessel equipment issue.

\* What steps is CBP taking to actively resolve these complaints?

ANSWER: When an alleged Jones Act violation is discovered or reported, CBP ports of entry attempt to resolve matters through an administrative process. CBP reviews the evidence presented, performs a physical boarding of the vessel (when possible), conducts interviews and when available, accesses Automatic Identification System (AIS) data to track the movement of suspect vessels. When a determination is made that a violation occurred, the CBP local port of entry begins administrative penalty proceedings. In those cases where substantial evidence does not support punitive action, the CBP port of entry retains the information for future consideration and no penalty is issued. Input throughout this process is provided by CBP HQ OFO/CCS, OFO/APTL/FP&F, and the Penalties Branch of RR/OT.

## COOPERATIVE ENFORCEMENT - CBP FAILURE TO ASSESS PENALTIES FOR JONES ACT VIOLATIONS

*Question from Senator Landrieu:* The Offshore Marine Service Association (OMSA) has created a Jones Act Compliance Program that relies upon the U.S. fleet to be the Nation's "eyes and ears" in the strategically vital Gulf of Mexico/Outer Continental Shelf region. Through this program, OMSA monitors the location and movement of every foreign vessel in the Gulf of Mexico and provides CBP with regular reports of vessels in violation along with photographic evidence.

This is an excellent example of government and industry working together to accomplish their mutual objectives. After all, CBP does not have a large water-borne fleet, and the Coast Guard doesn't have the capacity to recognize violations as readily as offshore work crews who know the industry best.

We received testimony a subcommittee hearing that penalties have not yet been assessed by CBP in at least 6 cases of Jones Act violations in the Gulf of Mexico, which according to our understanding, have been investigated and verified by the agency.

\* Please provide information on the status of these cases and the date when CBP plans to assess penalties for them.

ANSWER: All alleged Jones Act cases are reviewed and investigated based on their own merits, beginning at the CBP port of entry level. After close consultation between CBP ports of entry, CBP HQ, ICE and the USCG, the facts of each case are weighed. If the circumstances disclose a violation, CBP may initiate formal penalty proceedings. This includes cases referred to CBP by industry partners such as the Offshore Marine Service Association (OMSA).

Currently, several CBP ports of entry located along the Gulf of Mexico are pursuing potential Jones Act violations as a result of information provided by OMSA. A number of ongoing cases are in various stages of the penalty administrative process at the CBP port of entry level. CBP continues to gather details and evidence on several cases as the formal review and approval process advances. CBP feels it would be prudent for all current Jones Act cases to be formally reviewed and vetted prior to providing further information.

## **Notice of Arrival**

The OMSA staff is working to find a common sense solution to the dilemma posed by the Coast Guard's fundamentally flawed Notice of Arrival regulation. We are attempting to find solutions on three fronts. First we asked the Coast Guard to provide OMSA with a letter indicating that they have suspended all NOA enforcement until they resolve the impossible compliance requirements described in the rule. We are grateful for the Coast Guard's delivery on this request. Second we have committed to working with the Coast Guard to improve the existing rule while identifying an alternative compliance method that will work in the real world. Those discussions are ongoing. Third, we asked our friends in Congress to introduce legislation to clearing state that the NOA should not apply to U.S. flag vessels working within our domestic energy market. By combining an administrative with a legislative approach we hope to deliver a solution that will improve the Coast Guard's situational awareness without disrupting domestic commerce. We will keep you informed as we have progress.

## **Obamatorium on Domestic Energy Production in the Gulf**

One of the most important events in the past month to advance our fight to end the Obama Administration's war on domestic energy production was the release of an economic analysis by IHS CERA/IHS Global Insight.

The HIS study found that fully returning the pace of oil and gas plan and permit approval activity under the new regulatory regime to levels that support the oil industry's capacity to responsibly explore and operate in the Gulf of Mexico (GOM) would add \$44 billion to U.S. gross domestic product while supporting nearly 230,000 jobs—one third of which would be outside of the Gulf region, according to a new. An additional \$22 billion in new wages and compensation would also be realized.

The leading states outside of the GOM to benefit from those additional jobs would be California, followed by New York, Florida, Illinois and Georgia. Other manufacturing-dependent economies such as Pennsylvania and Ohio also would receive significant benefits.

The study, *Restarting "the Engine" — Securing American Jobs, Investment and Energy Security*, examined the "activity gap," the difference between the investment capacity of oil and gas companies and the regulatory capacity to process and oversee this activity. The analysis, based on data from the Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE), identified a growing backlog of exploration and development plan applications awaiting approval and a significant reduction in plan and drill permit approvals

Among the key findings, the lost opportunity from an inability to close the activity gap would be:

- 150 million barrels of oil next year (411,000 barrels of oil per day) from the deepwater Gulf of Mexico alone— five times the amount recently released from the U.S. Strategic Petroleum Reserve.

### **Obamatoruim on Domestic Energy Production in the Gulf cont'd:**

- \$44 billion of U.S. gross domestic product growth in 201
- 230,000 additional jobs in 2012
- \$22 billion improvement in 2012 wages and compensation
- Realizing \$19 billion in pent-up capital investment over a three-year period
- \$18.6 billion more of federal, state and local, royalties, bonuses and rents tax payments over the next three years

You can find the complete study at <http://www.ihc.com/info/gi/gest.aspx>. Please look for OMSA to use this information as a new tool to highlight the Obama Administration's hypocrisy as talks about the need to create jobs while deliberating killing energy jobs in the Gulf of Mexico and across the Nation.

### **Notice of Arrival on the OCS Update**

OMSA continues to work with Coast Guard Headquarters to ensure the Notice of Arrival on the OCS regulation is complied with in a way that is feasible for offshore operators and beneficial to the Coast Guard. Together we are working on developing a policy that is more practical to our industry.

Every other week, OMSA staff participates in conference calls with Coast Guard Headquarters intended to improve the online NOA form. The OMSA staff met with Rear Admiral Jim Watson, who took over as Director of Prevention Policy this summer and whose staff we are closely working with. The meeting was very successful and Admiral Watson understood the operational restraints on our operators to comply with this regulation, as well as the more overarching issues that the rulemaking is inconsistent with previously-existing regulations and with the intent of the statutes mentioned in the rule. As a result of this meeting, the Coast Guard agreed to develop a separate, executive-level working group to work through these larger administrative/policy issues.

OMSA enjoys strong congressional support from both Houses of Congress. Representatives Charles Boustany, Jeff Landry, and Don Young (Alaska) have either introduced legislation to exempt U.S. flag vessels or voiced their support for the industry during committee hearings. OMSA has provided language to Congress to be included in the Coast Guard Authorization Bill that proposes to change the statutory language for the NOA to apply to *only* those vessels arriving on the OCS from foreign ports. The authorization bill will go before the House when Congress returns in early September.

OMSA operators are reminded that they are *not required* to report arrivals on the OCS as per the regulation. In June, Coast Guard Headquarters provided OMSA letter stating the Coast Guard would not enforce the NOA's until further notice. If your company needs a copy of this letter, please contact Sarah Branch at [sarah@offshoremarine.org](mailto:sarah@offshoremarine.org). In addition, local Coast Guard offices and inspectors will not be checking for NOA compliance during inspections. While we are making progress, there is still a lot of work to be done. We will continue to keep the OMSA membership informed as we work with the Coast Guard.

## Coast Guard Releases NPRM on New Towing Vessel Regulations

Last Thursday, the Coast Guard released the long-awaited Notice of Proposed Rulemaking on the proposed towing vessel inspection regulations. To download a copy of the NPRM, click [here](#). Comments to the docket are due December 9<sup>th</sup>, 2011.

The following towing vessels are exempt from this proposed rulemaking:

- Vessels less than 26 feet, unless moving a barge carrying dangerous or hazardous materials;
- Vessels used for assistance towing;
- Workboats operating exclusively within a worksit;
- Seagoing towing vessels greater than 300 GRT that are subject to inspection under 46 CFR Suchapter I;
- Vessels inspected under other Subchapters that may perform occasional towing.

Exempted vessels in the first three bullets about will be addressed in a separate, future rulemaking.

Here are some highlights of the proposed regulations:

- Establish a new 46 CFR Subchapter M containing nearly all of the requirements for inspected towing vessels.
- Requires towing companies to implement a safety management system. Companies that choose not to implement a safety management system would require annual Coast Guard inspections of towing vessels.
- Provides two compliance options:
  - Compliance via the use of an approved Towing Safety Management System (TSMS) and Coast Guard-approved third parties; **OR**
  - Compliance via annual inspections of the vessel by the Coast Guard
- All vessels covered by Subchapter M would be required to hold a Certificate of Inspection (COI) issued by the Coast Guard. Owners choosing the TSMS option would have two years from the effective date listed in the Final Rule to create a TSMS for their vessels and obtain a TSMS certificate showing approval of their system by a Coast Guard-approved third party.
- The requirement for all towing vessels to have a COI would be phased in between years three and six after the effective date of the final rule, with 25% of a company's fleet required to obtain a COI each year.

- Companies using the TSMS compliance option would have to conduct internal management and vessel audits annually. A Coast Guard-approved third party (not limited to a recognized classification society) would be required to conduct external audits of the company's management system twice in five years and external audits of all covered vessels once in five years.

Establishes requirements for vessel operations to include;

1. Lifesaving, firefighting, machinery, electrical and construction arrangements;
2. The development of a health and safety plan within three years;
3. The requirement for a pilothouse alerter to warn of operator incapacitation for towing vessels with overnight accommodations, alternating watches, and no second person in the wheelhouse;
4. For towing vessels moving barges carrying oil or hazardous substances, the requirement for an independent, alternative means of maintaining propulsion, steering, and related control;
5. Certain electrical system requirements for existing towing vessels, including a requirement for a second source of electrical power for essential systems on vessels other than harbor and fleet boats.

The latter two requirements would take effect 5 years after the issuance of an affected vessel's first COI.

The Coast Guard is also seeking comment on issues associated with requirements for implementation of a Crew Endurance Management System and potential work hour requirements for towing vessel personnel. Significantly, the proposed rule does NOT include proposed requirements on these issues and indicates that any subsequent regulatory proposal concerning these issues would be published for additional public comment.

The OMSA staff is holding a working group meeting with towing company members on Wednesday, August 31<sup>st</sup>, 2011 to review the rulemaking and develop comments to the docket on behalf of the industry.

In addition, the Coast Guard will hold four public meetings, including a meeting in New Orleans on November 30<sup>th</sup>. The OMSA staff will notify the membership of the location and time of the meeting when it becomes available, as all affected members are encouraged to attend.

### **USCG Releases STCW SNPRM**

On Monday August 1<sup>st</sup> the long anticipated Supplemental Notice of Proposed Rule Making (SNPRM) to update the Merchant Mariner Credential (MMC) application rules to comply with the IMO's STCW amendments of 2010 were published in the Federal Register. For a copy please [click here](#). Also available is a "red-line" version that insets the changes into the existing regulations. Please [click here](#) and then click the PDF box for the red-line version. This document is a major revision of the initial proposal that was published in late 2009 and later withdrawn after universally negative public comments.

## **USCG Releases STCW SNPRM cont'd**

revision of the initial proposal that was published in late 2009 and later withdrawn after universally negative public comments.

After an initial review we still have concerns with the proposed definitions of domestic voyage and near coastal. Also of concern is a new regulation to reduce service credit for “vessels that don’t get underway or occasionally get underway for a short voyage.” This is an attempt to transform the current “policy” governing partial service credited to crewmembers on vessels such as OSRV’s and liftboats into an enforceable regulation. The maximum tonnage for an orally assisted exam is proposed to be reduced from 500 grt to 200 grt. The requirement for holders of a USCG-approved course to have a full-blown QSS (Quality Standard System) documenting training procedures is still included despite negative comments in the initial proposal to the high cost and low benefit.

The STCW grandfather provisions are inconsistent and it is currently very unclear what, if anything, a current holder of an STCW qualification will have to do to keep their qualification after 2017. Another new requirement is for all vessel personnel to have security training with a deadline of 1 July 2012. Again this proposal is inconsistent. A qualified VSO is required on sea going vessels over 200 grt. But persons with security duties and all other vessel “personnel” (regardless of route or tonnage?) must hold an MMC endorsement or course certificate from a USCG-approved course. Additionally the preamble says “The training requirements for vessel personnel with designated security duties and for security awareness in compliance with the 2010 amendments to the STCW Convention and Code will be part of a separate rulemaking.” That last statement makes meeting a 2012 deadline appear problematic.

Fortunately, some parts are significantly improved. The initially proposed STCW formal training courses for all officers (Master, Mate, Chief Engineer, and Assistant Engineer) that greatly exceeded the STCW requirements have been reduced to match the actual STCW training requirements. Methods in addition to formal training to show compliance with STCW were proposed and should ease the pain and cost of compliance. The minimum tonnage to be creditable to an unlimited tonnage MMC is proposed to be reduced from 200 grt to 100 grt. Routes from a domestic endorsement such as Master OSV to STCW Master unlimited tonnage have been proposed which appear to significantly reduce the time and expense of upgrading credentials. Additional study to verify this initial assessment is required.

The OMSA staff is meeting with OMSA training and HR experts to review the proposal and determine the OMSA position on this proposal. The OMSA staff will also attend a USCG public meeting to receive input on the proposal. OMSA members are also encouraged to show up and state your views. The meeting will be held Wednesday, August 24, 2011, in New Orleans, from 9 a.m. until noon at the Hilton Garden Inn Hotel, French Quarter/Central Business District, 821 Gravier

Street, New Orleans, LA 70112. The OMSA staff can provide talking points and areas of concern to members wishing to speak at this meeting.

Please contact Richard Wells at [richard@offshoremarine.org](mailto:richard@offshoremarine.org) or 504.734.7622 to get additional information

Additionally, the Coast Guard seeks specific comment on the issues below:

1. The value of tonnage and route restrictions for engineer endorsements. Current regulations restrict Designated Duty Engineers (DDEs) with 1,000 horsepower (HP) and 4,000 HP limits to inland and near-coastal waters, and all DDEs to 500 gross register tons (GRT) vessels. Also, the limited series of engineer credentials authorize service on vessels less than 1,600 GRT/3,000 gross tonnage (GT), with two classes of chief engineer, one of which authorizes sailing only on near-coastal waters. The Coast Guard seeks comment from the public regarding the possible elimination or retention of these tonnage and route restrictions.
2. Alternative or additional requirements for limiting engineer authority, such as maintaining current horsepower limits, adding equipment restrictions, or any other alternative requirements.
3. Potential changes to the qualification requirements for a Designated Examiner (DE) for Towing Officer's Assessment Record (TOARs) to allow mariners to serve as DEs by virtue of their endorsement without any further approval process.
4. Who, within the mariner population, will take advantage of the alternatives provided to meet the standards of competence, besides formal training, for an STCW endorsement?
5. The extent to which changes to sea service requirements, particularly in Sec. 10.232, will increase the availability of mariners for service on ocean-going ships.
6. Possible changes to fee payment options, as proposed in Sec. 10.219, which would eliminate the ability to pay by cash or check.

The OMSA staff will closely follow this issue and will keep the membership advised as this project moves forward.

### **MERPAC Meetings**

The USCG has announced two meetings of the Merchant Marine Personnel Advisory Committee (MERPAC) to discuss various issues related to the training and fitness of merchant marine personnel. First MERPAC will conduct an intercessional meeting so a working group may discuss Task Statement 75, entitled "Review of the Supplemental Notice of Proposed Rulemaking Concerning the implementation of the Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, and Changes to Domestic Endorsements." This group will meet on September 8, 2011, from 8 a.m. until 5 p.m., and on September 9, 2011, from 8 a.m. until 4 p.m. meet in Room 6103 of Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593. The USCG requests that members of the public who plan to attend this meeting notify Mr. Rogers Henderson at 202-372-1408 no later than September 1, 2011, so that building security officials can be notified.

The second meeting is on October 6, 2011 and 7, 2011 in Washington, DC. MERPAC working groups will meet on October 6, 2011, from 8 a.m. until 4 p.m., and the full committee will meet on

October 7, 2011, from 8 a.m. until 4 p.m. in Room 2501 of Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593. Similarly the USCG requests people planning to attend this meeting notify Mr. Rogers Henderson at 202-372-1408 no later than September 1, 2011, so that building security officials can be notified. Again STCW issues and towing credentials are the major topics.

As the USCG gives great weight to the recommendations of MERPAC, it is important to have OMSA members attend and particularly to participate in the working group meetings. The working groups are where the major decisions are drafted. Additional details are in the Federal Register which can be downloaded from [here](#) and [here](#). The OMSA staff will attend and keep our members updated on the outcome of these meetings

### **Overseas Drug Testing**

The USCG has responded to the appeal of the recently issued requirement to drug test Brazilian mariners working on US-flag vessels. Unfortunately the USCG denied this initial appeal for a waiver from testing in Brazil. A copy of the USCG decision is available [here](#).

However, that decision is not "final agency action" so additional levels of appeal remain open. After discussion with Seacor (who submitted the initial appeal) they plan to continue the appeal. But for those other companies operating in Brazil, you can expect to be told by the USCG to begin drug testing ASAP. But, if your company joins in this appeal, that should give you additional time to comply until the appeal process is completed. But in fairness, we would ask that those joining in the appeal also assist in funding this effort. We expect that the effort should not be too expensive to join, as the bulk of the research has been done.

If you operate in Brazil and want additional information or wish to join the appeal, please contact Rodney Coco at Seacor or Richard Wells at OMSA. The appeal has to be mailed to the USCG by the end of August, so please do not delay your decision to participate too long.

### **New OMSA Web Site**

OMSA is pleased to announce our new web site is up and running. Although it looks similar to the old version the address (url) is unchanged, it is very different under the hood. The biggest visible difference is the ability to register online for upcoming OMSA events. No matter your location, if you have internet access, you can register or make changes to your registration for OMSA events by clicking on the Events Calendar & Events Registration menu tab. Additionally the new site gives us the ability to send better targeted emails to members to reduce redundant emails sent in the past. We will roll out information to the membership on use of the new features over time so as not to overwhelm you.

Existing membership information was copied to the new web site. To use most parts of the web site, no password is needed. To register for an OMSA event it is NOT necessary to have a password, just an email address to receive the registration confirmation email and invoice. Please give the new site a test drive and let us know how you like it.

## **Members Corner:**

OMSA's 3<sup>rd</sup> Quarter Membership Meeting and Industry Seminar was July 12<sup>th</sup> at the Marriott Convention Center Hotel in New Orleans. I would like to thank the following sponsors for their support in making OMSA meetings a success:

**Mouledoux, Bland, Legrand & Brackett, L.L.C.**

**Hand Arendall, L.L.C.**

**Baldwin Haspel Burke & Mayer LLC**

**Duncan & Sevin, L.L.C.**

**Seamen's Church Institute**

I would like to thank the legal committee for getting Secretary of Natural Resources Scott Angelle that shapes the agenda for the Industry Seminar:

Georges Legrand, Chairman  
William Schwartz  
Marty Quist  
Marc Dunn

Mouledoux, Bland Legrand & Brackett, L.L.C.  
Baldwin Haspel Burke & Mayer, LLC  
Tidewater Inc.  
Ellsworth Corp.

If you did not fill out your insurance or legal CLE forms, please contact Kelly Pettigrew.

## **OMSA's Fall Golf Tournament is Wednesday, October 19<sup>th</sup> at:**

**Farm d'Allie Golf Club  
1235 Beau Bassin Road  
Carencro, LA 70520**

We will have a double shotgun with 30 teams in the morning round and 30 teams in the afternoon round. This is an 18 hole golf course and given there are fewer hole sponsorships available. Hole sponsorships will be awarded on a first come, first serve basis when payment is received. You will receive an email notification confirming your sponsorship. Please note, sponsors are given preferential treatment for teams.

You can register your team online, but if you are interested in being a sponsor please contact Kelly Pettigrew for details.

**OMSA's 4<sup>th</sup> Quarter General Membership Meeting is Tuesday, October 18<sup>th</sup> at:**

**Crowne Plaza Lafayette  
1801 W. Pinhook Road  
Lafayette, LA 70520  
337.233.8120 or 1.877.227.6963**

Please call by **Monday, October 10, 2011** to make your room reservation. OMSA's room rate is \$119 single/double (cancellations must be made 72 hours prior to arrival). Please mention your OMSA affiliation to receive the special rate.

To register for both the meeting and golf tournament, please register online at [www.offshoremarine.org](http://www.offshoremarine.org) and click on "meetings & events".

**Please welcome new OMSA Members:**

<b>Amerisafe</b>	<b>Associate Member</b>
<b>Baker Marine Solutions</b>	<b>Associate Member</b>
<b>Condon Claims Management</b>	<b>Associate Member</b>
<b>Secon</b>	<b>Associate Member</b>
<b>Tesla Offshore Inc.</b>	<b>Regular Member</b>

Thank you and we look forward to seeing you at our Fall Golf Tournament & General Membership Meeting in October!