**JULY 2016 NEWSLETTER**  
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2016 Economic Impact Study Pledge Request
By: Aaron Smith

We are continuing our efforts in the Louisiana State Legislature to help protect our industry’s interest, and appreciate the OMSA Member Companies who have already pledged to support the Economic Impact Study. If you are able to join this effort contribute the $250 pledge amount, please let me know. As you are aware, this is a costly, yet necessary, endeavor and we appreciate the generosity of our members as we seek to move our industry forward together. Click here to view the initial request list from OMSA Chairman, Ben Bordelon, and OMSA President & CEO, Aaron Smith.

Big thanks to pledges already received from: Aries Marine Corp.; Baldwin Haspel Burke & Mayer, LLC; Beier Radio, Inc.; Bluewater Rubber & Gasket Co.; BlueTide Communications; Bollinger Shipyards LLC; Canal Barge Company, Inc.; Coastal Marine Equipment, Inc.; E. N. Bisso & Son, Inc.; Eastern Shipbuilding Group; Edison Chouest Offshore; Freedom Marine Services LLC; Green Marine & Industrial Equipment Company Inc.; GulfMark Americas, Inc.; Hornbeck Offshore Services; Jackson Offshore Operators, LLC; Karl Senner, LLC; Louisiana Machinery Company, LLC; Lucas Oil Marine Products; Marine Interior Systems, LLC; McDonough Marine Service Division of Marmac LLC; Mouledoux, Bland, Legrand & Brackett, L.L.C.; Oceaneering International, Inc.; Oceanwide; Odyssea Marine, Inc.; Offshore Liftboats, LLC; Offshore Oil Services, Inc.; On Site Alignment LLC; Otto Candies, LLC; Paul’s Agency; Rene’ J. Cheramie & Sons, Inc.; Resolve Maritime Academy; Robicheaux Manufacturing, Inc.; Rolls-Royce Marine NA, Inc.; Sewart Supply, Inc.; Tidewater Inc.; Wegmann Dazet & Company; Wells Fargo

Thank you in advance for your help.

Regulatory Deadlines
By: Richard Wells

- 07/20/16: Effective date of towing vessel inspection final rule. It phases-in until 2022.
- 12/31/16: STCW Gap closing deadline.
- 01/01/17: IMO Polar Code effective date.
- 12/18/17: EPA sVGP effective (commercial vessel less than 79 feet).
- ?/?/2017: IMO Ballast Water Management Convention likely in effect.
Inspection of Lifejackets: A USCG Safety Alert reminds mariners of the need to inspect lifejackets/personal flotation devices (PFDs). The floatation material inside PFDs will break down over time and lose buoyancy. Details are found here.

Proposed Changes to MSM: The USCG has published proposed changes to the Marine Safety Manual (MSM), Volume III, Marine Industry Personnel (Manning). Comments on the proposed changes must be received by September 13, 2016. Details are found here. Please note, an OMSA member has pointed out significant increases in engineer requirements for OSVs in Part B, chapter 2 L. Please consider taking a look at this document and making your concerns heard to OMSA and to the USCG.

USCG Sets Third Party Review Team: According to the USCG:

In order to better understand how the prevention program currently uses third party organizations for vessel compliance and how it may change in the future, Rear Adm. Paul Thomas, the assistant commandant for prevention policy, chartered a cross directorate team of experts to inventory, analyze, update and develop/implement strategies which promote, economize and leverage the use of third-party organizations for compliance operations.

Thomas noted, “The use of third party organizations cuts across all segments of the prevention concept of operations. As our operating environment has grown more complex, third parties have become an integral part of our maritime safety system. Absent a significant shift in national/international policy, industry trends point to a future in which we will be even more reliant on third parties. This review team will help us identify strengths and weaknesses of our current programs and provide strategic direction for the future environment.”

Additional details are found here. This may be positive movement toward allowing third party inspections of OSVs, as permitted by law, but not yet implemented by the USCG.

Random Drug Test Reminder: The USCG issued a safety advisory reminding marine employers and sponsoring organizations (ME/SO) to ensure they are using a properly administered random chemical testing program.

Specifically, the ME/SO is required to conduct random chemical tests in a manner that is scientifically valid, spread evenly throughout the year, and achieves the goal of unpredictability as to when a test may occur. The ME/SO must conduct selection at least quarterly and must update the random selection pool prior to conducting the selection. Each mariner subject to testing must have an equal chance for selection when a selection occurs. Selection for testing must be scientifically valid, using a paper or electronic random number generator. The drawing of names out of a hat for selection or other unapproved method is not authorized and will result in significant civil penalties upon the ME/SO. Full details are found here and should be reviewed by personnel administering your DOT substance abuse testing program.
Revised Marine Casualty Reporting Forms: New marine casualty reporting forms (CG-2692) are available and were significantly changed. The previous edition of the forms may continue to be used until January 1, 2017. A four-minute video overview is available here along with additional details and links to the new forms. This is a long overdue update to these forms. One improvement is all of the new forms can be completed using a computer including electronic signatures.

Fire Equipment Final Rule: The USCG issued a final rule for design and approval standards for fire protection, detection, extinguishing equipment, and materials used on vessels; OCS facilities; deepwater ports; and MODUs. The rule harmonizes Coast Guard approval processes for fire detection and alarm systems, and revises Coast Guard regulations for other types of equipment, materials, and components, such as spanner wrenches, non-metallic pipes, and sprinkler systems. As no substantive comments were received, it is nearly identical to the initial proposed changes. This rule is effective August 22, 2016. Details can be found here.

Lifeboat Demonstration Test Policy: The USCG issued a policy letter on post-installation testing after replacement of on-load release mechanisms (release hooks) for lifeboats and rescue boats on U.S. vessels subject to SOLAS Chapter III. One test is proving that the lifeboat/rescue boat can be launched from a ship proceeding ahead at a speed of not less than five knots in calm water. The USCG has determined that this test may not be needed or is impractical in certain cases and provides guidance in making those determinations. Full details are found here.

Commandant's Mid-Term Report: Admiral Paul F. Zukunft, Commandant, U.S. Coast Guard issued his Mid-Term Report. The report notes the accomplishments and future plans for the USCG. Details are found here.

National Maritime Center News
By: Richard Wells

NMC Performance Report: The USCG National Maritime Center (NMC) released their Merchant Mariner Credential (MMC) Performance Report for June. The number of applications in processing increased to 5,656 (2nd highest level since 2014 and double the number compared to July 2015). The number of new applications was higher than the number of credentials issued. Average total gross processing time increased to 50 days.

Mariners may submit renewal applications eight months before expiration and the new credential issuance date will match the expiration date of the previous MMC (no license creep). If a mariner credential renewal application is submitted more than eight months before its expiration date, the issuance date will be the date the MMC is printed and the existing credential will be voided before it would normally expire. Remember, any STCW credential that has a renewal date after January 1, 2017 must also do the new revalidation or refresher training courses. To postpone this training expense, any STCW renewal submitted before December 31, 2016 MUST ask for “Immediate issuance” on the application form.

Normally the number of MMC applications submitted for processing increases from December through late spring due to Maritime Academy graduates and charter boat operators applying for MMCs for use in the summer.
In 2016, the NMC will receive increased numbers of applications due to the STCW gap closing requirements that must be met by 2017. **Due to these statistics and projections, OMSA urges mariners holding USCG MMCs that expire in late 2016 and early 2017 to apply immediately for renewal of your credentials.** Go to: [http://www.uscg.mil/nmc/reports/performance/pdfs/2016/performance_2016.pdf](http://www.uscg.mil/nmc/reports/performance/pdfs/2016/performance_2016.pdf) for full details.

**NMC Med Cert Performance Report:** The NMC is also reporting their performance issuing mariner medical certificates. Currently, they report 29 days gross, and 18 days net processing time, on average. **Both are at the highest levels in the past two years.** Full details are at: [www.uscg.mil/nmc/reports/performance/pdfs/2016/PerformanceReport_MEDCERTS_2016.pdf](http://www.uscg.mil/nmc/reports/performance/pdfs/2016/PerformanceReport_MEDCERTS_2016.pdf)

**QA Requirements:** The NMC issued a notice on certification as Qualified Assessor (QA) for signing STCW assessments. The Coast Guard is aware that due to the limited number of approved QAs, there may be a hardship on mariners trying to complete STCW assessments after December 31, 2106. In consideration of this, the Coast Guard will continue to allow STCW assessments to be signed by an assessor who meets the requirements specified in enclosure 2, page 10 of [NVIC 02-14](http://www.uscg.mil/nmc/reports/performance/pdfs/2016/PerformanceReport_MEDCERTS_2016.pdf) (equal or superior STCW endorsement and read the how to assess booklet) until **December 31, 2017** (a year delay). These non-QA assessments must be submitted to the Coast Guard as part of a complete application no later than June 30, 2018. Details are found [here](http://www.uscg.mil/nmc/reports/performance/pdfs/2016/PerformanceReport_MEDCERTS_2016.pdf).

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**Federal Advisory Committee News**

**By:** Richard Wells

**MERPAC meeting:** A working group of the Merchant Marine Personnel Advisory Committee (MERPAC) will meet on August 2-4, 2016 in Great Lakes, Illinois. The purpose of the meeting is to continue the work on utilizing military education, training, and assessment to satisfy national and STCW credential requirements. Details are found [here](http://www.uscg.mil/nmc/reports/performance/pdfs/2016/PerformanceReport_MEDCERTS_2016.pdf).

**NAVSAC Member Applications:** The USCG is seeking applications for membership on the Navigation Safety Advisory Committee (NAVSAC). Members representing **commercial vessel owners and operators, professional mariners, and recreational boaters**; are needed. Applications should be submitted by **August 15, 2016**. Application details are found [here](http://www.uscg.mil/nmc/reports/performance/pdfs/2016/PerformanceReport_MEDCERTS_2016.pdf).

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**Other News**

**By:** Richard Wells

**Accounting Changes For Vessel Leases:** Beginning on December 15, 2018 for public companies, and December 15, 2019 for private companies, revised lease accounting rules come into effect. Workboat operators should expect slight changes to the way they account for leases, but the overall impact to most vessel operators will be minimal.
The new standard will change how leases are accounted for on corporate balance sheets. Instead of appearing as a table of future payments in the footnotes, they will appear on the balance sheet as an asset and liability, but as a non-debt liability. Please see this article or your accountant for all the details.

STCW Changes Reminder: Please see the new STCW Deadline page on the OMSA website at: http://www.offshoremarine.org/cpages/stcw-deadline for STCW change information.

STCW Gap Closing Training: The deadline for STCW compliance is December 31, 2016. But as training courses must be scheduled and completed, and then the course completion certificates must be submitted to the USCG Regional Examination Center (REC) to obtain an endorsement to the Merchant Mariner Credential (MMC) STCW page, the actual deadline is much sooner. Typically, those gap-closing courses are booked up 60 days in advance, so advanced planning is needed. To assist OMSA members in scheduling the required training courses, here is a listing of OMSA members that offer the STCW gap closing training.

- Sea School, Mobile, AL. http://www.seaschool.com/
- Delgado Maritime & Industrial Training Center, New Orleans, LA. http://www.dcc.edu/academics/workforce/maritime-fire/
- Resolve Maritime Academy, Fort Lauderdale, FL. www.resolveacademy.com

Mandatory Use of ACE: The Animal and Plant Health Inspection Service (APHIS) issued a notice stating that, effective August 15, 2016, electronic submissions of APHIS-required import/export data must be via the Customs and Border Protection (CBP) Automated Commercial Environment (ACE), see the notice here.

Waterway Users Board Members: The U.S. Army Corps of Engineers is accepting nominations for membership on the Inland Waterways Users Board. Nominations must be received by September 1, 2016. Details are found here.

Arctic OCS drilling: The Bureau of Safety and Environmental Enforcement (BSEE) and the Bureau of Ocean Energy Management (BOEM) promulgated a joint final rule revising the regulations applicable to drilling on the Arctic outer continental shelf (OCS). The regulations go into effect on September 13, 2016. Details are found here.
International News
By: Richard Wells

IMO SOLAS Test Meter Reminder: A new IMO regulation, XI-1/7 Atmosphere testing instrument for enclosed spaces in the International Convention for the Safety of Life at Sea (SOLAS), to protect mariners who need to enter enclosed spaces, requires ships to carry portable atmosphere testing equipment on board, after July 1, 2016.

Enclosed spaces are spaces that have limited openings for entry and exit, inadequate ventilation and are not designed for continuous worker occupancy. The atmosphere in any enclosed space may be oxygen-deficient or oxygen-enriched and/or contain flammable and/or toxic gases or vapors, presenting a risk to life.

The new regulation requires ships to carry an appropriate portable atmosphere testing instrument or instruments, capable, at a minimum, of measuring concentrations of oxygen, flammable gases or vapors, hydrogen sulfide and carbon monoxide, prior to entry into enclosed spaces.

If your safety management system prohibits enclosed or confined space entry by vessel personnel, you should be able to get a USCG exemption from this requirement if desired and requested. Details are found here.

ILO MLC06 Ratification: Portugal has ratified the Maritime Labor Convention, 2006 (MLC06) and it will enter into force in 2017 for them. This brings the number of ratifications to 78 representing over 91 percentage of the world’s gross tonnage of ships. The MLC06 initially entered into force on August 20, 2013. There is no update on possible U.S. ratification of MLC06.

Paris MOU MLC06 CIC: The Paris Memorandum of Understanding on Port State Control (Paris MOU) announced that its Concentrated Inspection Campaign (CIC) for the period September 1, 2016 to November 30, 2016 will address compliance with the Maritime Labor Convention of 2006 (MLC06). Details are found here.

IMO Interim Cyber Risk Management Guidelines: The International Maritime Organization (IMO) approved the Interim Guidelines on Maritime Cyber Risk Management, which have been published as circular MSC.1/Circ. 1526. The IMO and USCG ask the marine industry to review and implement these guidelines to identify areas for improvement to be brought to the IMO by the November 2016 meeting. You can submit your feedback to the USCG at Kevin.X.Kuhn@uscg.mil or 202-372-1372.

Coast Guard Releases Long-Awaited Subchapter M Regulations for Towing Vessels
By: Sarah Branch

On June 20, 2016, the Coast Guard released its Final Rule on Subchapter M to regulate U.S. Flag towing vessels. The regulations technically came in effect on July 20, but the majority of the requirements are delayed for two years or after a vessel is issued their Certificate of Inspection (COI), as per a phase-in process the Coast Guard has detailed for years 2018-2022.
Applicability:

The new 46 CFR 136.110 lays out the towing vessels that must comply with Subchapter M. This Final Rule applies to all U.S. Flag towing vessels engaged in pushing, pulling, or hauling alongside, except:

- A vessel less than 26 feet, not engaged in pushing/pulling a barge carrying oil or HAZMAT in bulk;
- A vessel engaged in assistance or recreational towing;
- A workboat operating exclusively within a worksite and performing intermittent towing within that site;
- A seagoing towing vessel of 300 gross tons or more subject to Subchapter I;
- A public vessel;
- A vessel that has surrendered its COI and is laid up, dismantled, or out of service; or
- A propulsion unit used for the purpose of propelling or controlling the direction of a barge where that unit is controlled from the barge, is not manned and not utilized as an independent vessel.

Phase-In Schedule for COI's:

New Vessels:

“New vessels,” or those with their keel laid on or after July 2, 2017, or vessels that have had a major conversion on or after this date, must obtain a COI before sailing. As defined in the regulation, a “major conversion” is any of the following:

- A substantial change in the dimensions of the vessel;
- Conversions that change the type of vessel;
- Conversions that substantially prolongs the life of the vessel; or
- Conversions that so change the vessel that it is essentially a “new” vessel, as determined by the Coast Guard.

Existing Vessels:

For “existing vessels,” or those with their keel laid before July 2, 2017 the schedule for when the vessel must upon a COI is dictated by the size of the vessel operator’s fleet. Specifically:

- Operators that have only one existing vessel in their fleet must ensure the vessel has a COI by July 20, 2020.
- Operators that have more than one existing towing vessel in their fleet must secure COI’s under the follow schedule:
  - 25 percent by July 22, 2019;
  - 50 percent by July 20, 2020;
  - 75 percent by July 19, 2021; and
  - All vessels by July 19, 2022.

Two Options to Bring Vessels into Compliance

Vessel operators have two options to bring their towing vessels in compliance with the Subchapter M regulations:
• Annual Coast Guard inspections; or
• Develop and implement a Towing Safety Management System (TSMS), and have the required audits and surveys conducted by a third party organization as authorized by the USCG.

When a company submits the application for inspection form (CG-3752), an option for compliance must be specified. The application must be submitted to the Officer in Charge of Marine Inspections (OCMI) at least 30 days before the vessel will undergo the initial inspection for certification.

An existing SMS that is fully compliant with the ISM Code will be deemed in compliance with the TSMS related requirements in Subchapter M.

The elements of an acceptable TSMS are found in 46 CFR 138.205. Required items include administration and organization, audits, employment procedures and personnel training, verification of vessel compliance, maintenance and surveys, safety, environment and security, and more. Owners must obtain a TSMS Certificate at least six months before obtaining the COI for any vessels covered under the TSMS Certificate. A third party organization issues the vessel operator the certificate once it is deemed in compliance with the TSMS requirements laid out in Subchapter M.

**Grandfathering of Licenses:**

The criteria for mariners to receive an endorsement as Master/Mate on a towing vessel on their credentials is detailed in Enclosure 10 of NVIC 03-16, “Guidelines for Credentialing Officers of Towing Vessels.” Mariners may be grandfathered as towing vessel officers via two options:

• If you have 90 days of service as a Master/Mate on a towing vessel before May 21, 2001, then you are eligible to apply for an endorsement as a Master/Mate of a towing vessel.
• If you can show you have served 90 days as Master/Mate on a towing vessel in the mineral and oil industry, and that service was completed before October 15, 2010, then you are eligible to apply. The application must be submitted before December 24, 2018.

The Final Rule can be found [here](#).
Amendments Authored by Congressman Charles Boustany Help Protect Oil and Gas Industry
By: Sarah Branch

H.R. 5538, the Department of the Interior, Environment and Related Agencies Appropriations Act of 2017, included two amendments by U.S. Representative Charles Boustany (R-LA) that passed the U.S. House when that body considered the legislation. If these amendments are included in the final version, they will continue to protect jobs and keep unnecessary burdensome regulations from crippling the industry.

The first amendment, prohibited the Bureau of Ocean and Energy Management (BOEM) from implementing or enforcing any part of its proposed rule from August 17, 2015 mandating lessees to commit more capital to liability bonds for decommissioning wells on the Outer Continental Shelf. The government already requires American oil and gas companies to purchase such bonds for every offshore lease.

The second amendment prohibits any appropriations funds from being spent on the implementation or enforcement of the Well Control Rule or any version of it, offered by the Bureau of Safety and Environmental Enforcement (BSEE). This rule, finalized on April 29, 2016, has been under heavy criticism from the domestic energy industry, as it imposes an impossible mandate on drilling in the Gulf of Mexico, requiring technology that has not been developed and will not have a demonstrable benefit to safety. It has also been thought that such a rule would be so burdensome as to cause another de facto moratorium to the offshore drilling industry.

During debated on the amendment, Congressman Boustany stated:

the final rule will create significant additional expenses and burdens for those engaged in exploration and development activities on the Outer Continental Shelf. These added economic and compliance costs, tens of billions of dollars over 10 years, together with other regulatory burdens, could force some smaller operators out of business and drive larger operators from the federal OCS toward countries with less prescriptive regulatory environments or other opportunities.

To view two videos of Congressman Boustany offering his amendments, please go to:
Update on Air Emissions Proposed Rule: Senator Bill Cassidy Leads Letter to Secretary of Interior Requesting Withdraw
By: Sarah Branch

Working in conjunction with industry stakeholders such as OMSA, API, OOC, IADC and NOIA, U.S. Senator Bill Cassidy (R-LA) led a letter with 16 Senators to Secretary of the Interior, Sally Jewell, requesting the proposed air emissions rule be withdrawn until BOEM is able to complete air-modeling studies to determine if the proposed rule is even necessary.

To view a copy of the letter, please go here.

Coast Guard Issues Notice of Availability of DP Training and Certification Programs
By: Ben Berson

On July 29, 2016, the United States Coast Guard (USCG) issued a “Notice of availability of dynamic positioning training certification programs” in the Federal Register. This notice stated that the USCG was “aware of three industry accepted training certification programs for dynamic positioning,” specifically listing the OSVDPA, the Nautical Institute, and those programs accredited by DNVGL.

The notice was issued because “the Coast Guard has received inquiries regarding the availability of dynamic positioning training certification programs,” and “is providing this information to assist the public in locating dynamic positioning training certification programs.” The notice also stated that previously these inquiries had gone unanswered because in November of 2014 it had issued a Notice of Proposed Rulemaking (NPRM) on “Requirements for MODUs and Other Vessels Conducting Outer Continental Shelf Activities With Dynamic Positioning Systems” (Docket No. USCG–2014–0063, RIN 1625–AC16) (79 FR 70943) but has to issue a final rule on the subject.

The notice also stated that the Coast Guard “does not endorse or recommend” any one DPO certification scheme.

To read the notice, please see this link. For questions about this issue, please contact Ben Berson of the OSVDPA at Ben.Berson@OSVDPA.org.
FOR IMMEDIATE RELEASE
July 11, 2016

CONTACT: Aaron Smith
Aaron.Smith@OSVDPA.org

OSVDPA ANNOUNCES FIRST TRAINING PROVIDER ACCREDITATION
The Marine Training Institute authorized to begin immediately offering OSVDPA assessments

New Orleans, LA – The Offshore Service Vessel Dynamic Positioning Authority, Inc. (OSVDPA) announced that the Marine Training Institute (TMTI) of Gray, Louisiana is the first Training Provider to be accredited to conduct OSVDPA dynamic positioning operator (DPO) training courses and assessments.

In announcing the accreditation, OSVDPA Executive Director, Aaron Smith, said, “We were very pleased with the professionalism and expertise exhibited by TMTI. Throughout our accreditation process, every member of their team proved their commitment to upholding the highest standards and a dedication to training and certifying DPOs.”

Under the OSVDPA certification system, those wanting to become DPOs must complete two classroom courses, one focused on the theoretical knowledge behind DP operation and the other gaining DP experience via the use of DP simulators. By securing accreditation, TMTI can now begin conducting these courses. Click this link, for more information about the OSVDPA training scheme.

Additionally, accreditation provides TMTI the ability to conduct the OSVDPA final assessment and revalidation assessment. These practical tests of a DPO’s ability to safely operate a DP system are designed to be conducted either on a simulator or onboard a DP-equipped vessel. Under the OSVDPA system, those DPOs who wish to “grandfather” their existing DPO certificate to an OSVDPA certificate must pass the revalidation assessment. More information about the OSVDPA’s assessment system is found here.

George Raab, Training Manager for TMTI said, “The OSVDPA’s accreditation process was intense. They examined every aspect of our center, simulators, curriculum, and instructors. But they were also helpful, whenever I had a question or concern, the OSVDPA was there with answers and a willingness to find solutions.”

The OSVDPA accreditation process involves the applicant submitting a package of forms describing their operation, curriculum, facilities, simulators, and instructors. Once submitted, OSVDPA staff and an independent OSVDPA-approved auditor review all of the information to ensure all OSVDPA requirements are satisfied. After the document review is completed, OSVDPA staff and an independent auditor visit the training provider to ensure the facility and simulator meet OSVDPA standards, assess the instructors, and observe the instructors conducting courses and assessments.

For more information about the OSVDPA, visit: www.OSVDPA.org. For more information about TMTI, visit www.themarinetraininginstitute.com.

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Save the Date: OMSA Fall Golf Tournament, Friday, October 21  
By: Ashley Smith

Please SAVE THE DATE for the 2016 OMSA Fall Golf Tournament to be held on Friday, October 21 at LaTour Golf Club in Mathews, LA. An official email with registration and sponsorship details will be sent in the next few weeks; however, if you would like to reserve your spot now, contact me directly. In the meantime, please don’t hesitate to contact me with any additional questions or concerns.

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Save the Date: OMSA’s Christmas Bash, Friday, December 9  
By: Ashley Smith

Please SAVE THE DATE for OMSA’s Christmas Bash to be held on Friday, December 9 in New Orleans (Location TBD). NEW THIS YEAR: The Christmas Bash will be a casual cocktail party early in the night so that we can come together to celebrate the year in a more informal way!

---------------------------------------------
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Master Your Vessel with World-Class Training

The Marine Training Institute is accredited by The Nautical Institute in London for its standard of excellence in the training of maritime personnel in principles and practices of operating a DP system in a working environment. At the Marine Training Institute, mariners master the operation of vessel technology using computerized simulators that allow students to apply real-world skills to the real-world challenges of the marine environment.

- ECDIS Five-day Certification (TMTINS-149)
- Radar Recertification One-day (TMTINS-409)
- DP Maintenance Course
- Leadership and Managerial Skills (TMTINS-751)
- Dynamic Positioning Operator – Induction
- Dynamic Positioning Operator – Advanced
2016 OMSA MEETINGS & EVENTS SCHEDULE

- **Wednesday, January 20 – 1st Quarter Board of Directors Meeting**  
  BY INVITATION ONLY

- **Wednesday, January 27 – 1st Quarter Membership Meeting**  
  InterContinental – New Orleans, LA

- **Monday, April 18 – 2nd Quarter Board of Directors Meeting**  
  BY INVITATION ONLY

- **Wednesday, April 27 – 2nd Quarter Membership Meeting**  
  Marriott New Orleans Convention Center – New Orleans, LA

- **Friday, May 6 – Spring Golf Tournament**  
  Lakewood Golf Club – New Orleans, LA

- **Friday, June 3 - Saturday, June 4 – OMSA Fishing Rodeo**  
  BridgeSide Maina – Grand Isle, LA

- **Wednesday, July 13 – 3rd Quarter Board of Directors Meeting**  
  BY INVITATION ONLY

  - **Thursday, July 21 – 3rd Quarter Member Call-In**

- **Wednesday, September 28 – 4th Quarter Membership Meeting**  
  Hotel TBD – New Orleans, LA

- **Wednesday, October 19 – 4th Quarter Board of Directors Meeting**  
  BY INVITATION ONLY

  - **Friday, October 21 – Fall Golf Tournament**  
    LaTour Golf Club – Mathews, LA

  - **Fall – OMSA/Tulane Legal Forum**  
    Hotel TBD – New Orleans, LA

  - **Friday, December 9 – OMSA's Christmas Bash**  
    Hotel TBD – New Orleans, LA

**Please note, dates are subject to change prior to the official invitation and registration links that will be sent to membership.**
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