



Your Opinion, Please

“ Why is celestial navigation still a test subject for merchant marine officers and are there any plans to discontinue it?

Why is the TWIC not required for public vessels sailors (Navy/Coast Guard)? CG places this on commercial mariners, but is it required for mariners who sail on public vessels?

What
You're
Saying

I would like articles on public vessel mariner credentials.

I would like to see an article addressing how the CG tracks medical conditions of non-licensed personnel.

Recommend seeking more comments and articles about the CG from the professional mariner standpoint.

I would like to see reaction letters to subjects brought up by mariners in mariners' speak.

While I don't always agree with your (USCG's) stand on an issue (e.g., TWIC cards), by reading *Proceedings*, I at least understand your position/point of view.

I would like to see an update on the Towing Safety Advisory Committee. What has been accomplished? What is the path forward? Are there going to be third-party inspectors? How would an organization become approved to be an inspector or auditor?

Your analysis and follow-up of the *STAR PRINCESS* and *STELLAMARE* casualties was VERY informative and useful.

Why is smoking still permitted on the inside of towing vessels? Over 75% of the towing industry smokes. I think this the only place left in this country where you can smoke in the workplace. This is unfair and unsafe for the non-smoking mariner. Any relief in sight?

Discussion of how public vessel mariner credentials are tracked and who verifies them.

More discussion on the increasing EPA presence in the maritime industry. EPA regulation of discharge permits illustrates another administrative burden being placed on commercial mariners.



What
We're
Hearing

You have questions and you want authoritative answers from someone who speaks your language.

Stay tuned for answers and for information on ways to share your opinions and interact with the Coast Guard.