



16732
24 December 1996

From: Commander, Eighth Coast Guard District
To: Distribution

Subj: MOORED AND ANCHORED PASSENGER VESSEL BRIDGE WATCH

Ref: (a) My e-mail D8m-0021250 of 23 Dec 96

1. The M/V BRIGHT FIELD casualty, here in the New Orleans harbor, has focused our attention on the ability to alert passengers immediately of impending collision or other emergency, and to direct them appropriately when a vessel is moored or at anchor. Notification of danger frequently comes via an emergency broadcast from the threatening vessel, VTS or other radio source. It may also come from a sounding of the danger signal or other visual indication of a problem. If a passenger ship has its bridge manned, it will be able to receive emergency broadcasts, monitor waterway activity, rapidly sound the alarm, and direct passengers.

2. All COTPs shall immediately assess the practices of passenger vessels in their zones. Identify all passenger vessels (both H and T), including ferries, that routinely moor or anchor on a waterway where they could be endangered by other ship or tow traffic. Consider issuing a COTP order to each vessel requiring the following when the vessel is moored or at anchor:

a. At all times when passengers are embarked, the bridge or other appropriate location shall be manned by a qualified member of the crew.

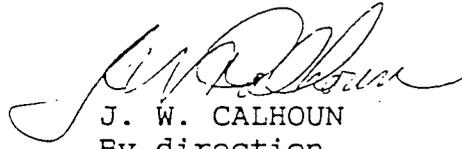
b. From this station, the watch shall continuously monitor Channel 16 and other bridge-to-bridge frequencies, as appropriate; observe other vessel traffic; have the ability to alert passengers and other crew; and have the ability to direct initial action in the event of an emergency.

3. Note that there may be cases where some or all of these requirements might not be applicable, such as small T-boats or gaming vessels in a moat.

4. The COTP order is the appropriate immediate action. However, as soon as possible, modifications to vessel COIs, RNAs, or other means should be initiated to ensure proper watches are maintained. D8(m) and (dl) will provide advice and assistance, as needed.

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5. You have discretion to modify wording and change requirements as appropriate. The goal is to promptly alert and direct passengers when the vessel is endangered while moored or at anchor. Contact me personally with any comments or problems on this issue.

A handwritten signature in cursive script, appearing to read "J. W. Calhoun".

J. W. CALHOUN
By direction

Dist: All Eighth District MSOs and MSU

Copy: COMDT (G-MOC)
DWRO