

# **TOWING SAFETY ADVISORY COMMITTEE**

DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

Minutes of Meeting held  
Thursday, March 16, 2000  
U.S. Coast Guard Headquarters  
Washington, DC

## **ATTENDEES**

### **Coast Guard Staff:**

RADM Robert C. North, Assistant Commandant for Marine Safety and Environmental Protection, Sponsor  
CAPT Peter A. Richardson, Chief, Office of Operating and Environmental Standards, Executive Director  
Mr. Gerald P. Miente, Office of Operating and Environmental Standards, Assistant Executive Director  
CDR Tim Close, Chief, Human Element and Ship Design Division  
Mr. Paul Cojeen, Chief, Naval Architecture Division  
LCDR Luke Harden, Office of Operating and Environmental Standards  
Mr. Alan Penn, Office of Design and Engineering Standards  
Mr. Robert Gauvin, Office of Operating and Environmental Standards  
Lt. Lionel Mew, Office of Operating and Environmental Standards  
CWO Rick Elliot, Activities New York  
Ms. Margie Hegy, Office of Waterways Management  
LCDR Jung Lawrence, Office of Investigation and Analysis  
Mr. Jorge Arroyo, Office of Waterways Services

### **Committee Members:**

Mr. Jeff Parker, Vessel Operations Manager, Allied Transportation Company  
Mr. Chris Brinkop, Vice President, American Commercial Barge Lines  
Ms. Jennifer A. Kelly, Vice President, American Waterways Operators  
Mr. James DeSimone, (for Ron Rasmus), Vice President, Great Lakes Towing  
Ms Marina V. Secchitano, Regional Director, Inland Boatman's Union of the Pacific  
Mr. William Lekse, President, Black Diamond Barge Co.  
Mr. Donald J. Zimmerman, Sr. Engineering Analyst, J. Ray McDermott, Inc.  
Mr. David St. Amand, President, Navigistics  
Mr. Sal Litrico, Vice President, Gulfcoast Shipping Co.  
[Mr. Jim Hilton, U.S. Army Corps of Engineers- Observer,]

## PROCEEDINGS

The Towing Safety Advisory Committee (TSAC) held a meeting on Thursday, March 16, 2000, at the Coast Guard Headquarters building in Washington, DC (see Agenda, Enclosure 1). The Committee's various working groups met at a preliminary meeting the preceding day (see Agenda, Enclosure 2). These meetings were announced in the Federal Register on Wednesday, February 2, 2000. (Volume 65, Number 22, page 5011).

### **Remarks of the Chairman**

Mr. Parker called the meeting to order at 8 AM. He welcomed everyone to the meeting and mentioned the Committee's Working Group accomplishments on the previous day and looked forward to additional comments during this meeting. He said that the Committee would focus on its strength, which is its ability to engage on time sensitive and direct effect tasks, i.e., Fire fighting, Voyage Planning and Licensing.

Mr. Parker reported that the Committee has reviewed its perceived role acting as advisor to the Coast Guard on proposed regulatory projects and would engage the assistance of a wide cross section of the industry. He invited the participation of anyone in the industry, whether or not they could attend TSAC meetings, although meeting attendance facilitates full understanding of the issues. He reminded everyone that the main objective of the Committee is to improve towing safety and would include anyone or any group in that process. He pointed out, however, that participants must leave personal agendas at the door and prepare to take a broad view on discussions of the issues. Further, TSAC does not intend to sweep any issue under the rug; however, there is a process for addressing these concerns, acting in the appropriate manner for reviewing issues brought to the Committee. These procedures are important in maintaining the integrity and validity of the Committee. TSAC must look at issues from all perspectives before taking on new taskings and he reiterated the Committee's primary role of addressing Coast Guard rulemakings.

Mr. Parker reminded everyone that the TSAC process is a formal one and that members of the Committee have the right to the floor during discussions. The public was invited to offer their comments during the specified Public Comment segment of the meeting. He looked forward to a positive and productive meeting with progress being made on several fronts.

### **Remarks of the Executive Director**

CAPT Richardson introduced himself as Executive Director of TSAC. Since this is only his second meeting in that position, he made known his wishes to meet all Committee members and learn more of their activities. He began his comments with the establishing authority for TSAC and the fact that the meeting was announced in the February 2, 2000 issue of the Federal Register, as well as having been posted on the Coast Guard Advisory Committee homepage at [www.uscg.mil/hq/g-m/advisory/index.htm](http://www.uscg.mil/hq/g-m/advisory/index.htm). He particularly reminded everyone that the meeting was being tape-recorded and that speakers should be mindful of using the microphone; they should identify themselves, including their affiliation, when they speak.

CAPT Richardson commended the Committee's past activities and accomplishments, and expressed his confidence that its efforts at hand, aligned with the G-M business plan, would yield similar results.

**Remarks of the Sponsor**

RADM North welcomed everyone, and thanked them for their efforts in attending. He expressed his gratitude to the membership who are carrying on their work in spite of the long, and sometimes disappointing process of slate approval. He assured the Committee that the Coast Guard is putting forth a strong effort in that direction and that lately we have had increased success in obtaining Secretary of Transportation approval for other Committee slates. TSAC will send its revised slate package through clearance in mid-May.

RADM North expressed his desire to hold occasional meetings away from Washington in order to obtain regional views on certain matters, both local and national, and suggested that the next meeting (fall 2000) be held in Memphis, TN. He announced that the Navigation Safety Advisory Committee will meet in New Orleans on March 30, 31 and April 1, 2000.

RADM North brought the Committee up to date on several key Coast Guard projects. He began with the Marine Transportation System initiative that involves ports, waterways and inter-modal connections, has the attention of the Secretary and the Maritime Administration, and addresses concern for the infrastructure's safety, environmental protection, efficiency, security, and competitiveness.

Seven regional listening sessions and then a national conference were held in 1998. The Authorization Act of that year created a Secretarial Task Force that issued a report to Congress delivered in September 1999. This report put forth a list of recommended focus areas to make the transportation system viable in the future. It created a National Advisory Council, a non-government group under MARAD, and tasked the Coast Guard with creating a governmental inter-agency group on MTS. Our group has already held two meetings and transitioned the previous group, the Interagency Committee on Waterways Management, enlarged it, and now have 15 agencies involved under RADM North's chairmanship. It has a draft report to Congress and an agenda/workplan, and will hold seven additional regional dialogue sessions in cities different from the original meetings now that the Committee has digested the concerns from the first meetings. It is intended that over the summer of 2000, these sessions, to be announced in the Federal Register, will take place in the regions of the Northeast, Southeast, Gulf of Mexico, Western Rivers, Great Lakes, Northwest and Southwest regions. He also mentioned the workings of the various Harbor Safety Committees and the recently held national conference of Committee representatives. These Committees will study local issues and provide input to the region and thence to the national group to assure coordinated solutions. Finally, he reported that Secretary Slater has pledged his personal commitment to this endeavor and has made it one of his Flagship Initiatives.

RADM North next spoke on the subject of the licensing of officers and manning of towing vessels. On seeing the growth of the maritime industry, he realizes that recruitment, retention, and training have become deep concerns, not only in the U.S., but also worldwide.

RADM North then asked for questions on the agenda or his comments. Captain Bill Beacom wishes the Coast Guard would clarify the 12-hour rule so that all MSOs could be consistent in their interpretation of the rule. RADM North announced that he had made a commitment to provide such a clarification.

On behalf of the Commandant, RADM North then presented TSAC's former Chairman, Mr. Christian Brinkop, with the Coast Guard Meritorious Public Service Award. Mr. Brinkop was especially cited for his direct oversight of the Towing Vessel Licensing Working Group that resulted in vital input to the Coast Guard's licensing regulatory initiative following the Sunset Limited/Bayou Canot casualty.

Mr. Richard Block, of the Gulf Coast Mariners' Association (GCMA), on the matter of personnel retention, brought a situation on the Western Rivers to RADM North's attention. Senior river pilots found that they could not extend their pilotage beyond Baton Rouge. With the Coast Guard decision, Mr. Block believes that a source of pride has been taken away from those mariners and stated that something needs to be done to restore this ability to extend their pilotage.

In response to Mr. Block's concern, RADM North stated that the situation was a part of a national effort to look at and redefine where first class pilotage was needed. RADM North believes that in an atmosphere of increased training and assessment of professional qualifications, we shouldn't be taking those qualification opportunities away. He also believes that this was a Coast Guard resource issue and promised to give it his personal attention.

Ms. Secchitano asked RADM North if he had plans on asking TSAC for assistance, in way of a tasking, on the subject of crew alertness. He responded that studies were underway to determine how fatigue might be reduced while increasing or improving alertness throughout the watch sequence. When the results of the studies are known, the Coast Guard may ask TSAC to review them in the context of the 12-hour rule, along with travel and rest time. He believes that travel time may not be considered to be equivalent to work, but it also isn't considered to be rest time.

### **Working Group Reports**

Mr. Parker first introduced the Chairpersons of the three Working Groups that convened the previous day and had each report on the progress of their groups.

#### **1. Voyage Planning**

Ms. Kelly (standing in for Ms. Wilson, who was not able to attend the meeting) reported the Working Group on this issue had a productive session with the Coast Guard project managers of this rulemaking. She advised the Committee that the Coast Guard will publish a Supplemental Notice of Proposed Rulemaking (SNPRM) during the summer of 2000 on voyage planning, combined with an ongoing rulemaking on fire suppression. The Working Group gave the Coast Guard input on vessels' pre-departure tests and inspections, and voyage planning that would be the joint responsibility of the vessel owner or operator and the master. Additional considerations should include pre-departure checks with the presently required

tests, standing orders for critical maneuvers or special conditions, and whether the vessel has sufficient power to handle its tow under all foreseeable circumstances. The group discussed the possibility of a Navigation and Vessel Inspection Circular (NVIC) that would provide a model for what might be contained in the expanded list of considerations. She reported that there was consensus that the voyage planning requirements would be applicable to both inland and coastal voyages. The issue of what length of voyage duration would govern when voyage planning was required was discussed.

## **2. Tug Assistance/Remote Anchor Release**

Ms. Kelly, again acting in Ms. Wilson's behalf, reported that the Working Group addressing this issue is the same as the one working on Voyage Planning. Since the latter is connected to a regulatory project with an attached time line, the work on Tug Assistance/Remote Anchor Release would be put on hold until the immediate need for voyage planning advice is relaxed. This holding pattern is still in effect until the group is released.

## **3. Electronic Charting System (ECS)**

Mr. Parker presented an interim report that he hoped would become the final report (Enclosure 3). He gave the history of the changing evolutions concerning what the actual task for this group should be.

He pointed out that the usefulness of electronic charts was dependent on the mariners' acceptance of the system. He suggested that this type of charting could be incorporated into voyage planning because many of its features aid in the planning process. These systems should be user friendly to prevent information overload and not require an otherwise computer literate operator to undergo extensive training.

Mr. Litrico voiced support for the system as used in Tampa yet cautioned that the system is only a tool in safe navigation and should not be too heavily relied upon. Ms. Kelly pointed out that the issue of possible mandatory carriage requirements was not within the scope of the Working Group's task. The Committee accepted the report as final.

## **4. Communications**

Ms. Secchitano reported that her Working Group discussed the need for the mariner to be well informed concerning towing safety issues. There was also some discussion on types of information that need to be communicated and the methods of dissemination that should be used. The major areas decided upon were licensing, drug testing, statute changes, rest periods, work hours and fire safety. The Working Group suggested that several methods of notification might be through the Notice to Mariners (NTM), NVICs and perhaps visits by the Coast Guard to vessels. The Group recognizes that there are now many employers who are actively engaged in keeping their mariners well informed on most of these matters.

The group also discussed communication through company or union production of low-cost videos, an increase in all parties establishing user-friendly web sites (along with free access to shipboard computers), company dispatcher responsibility, and possible Coast Guard mailing of

information either directly to the mariners or to unions and companies for further distribution. A draft report will be sent to Committee members.

### **5. Casualty Data Analysis**

Mr. DeSimone reported for Mr. Rasmus that the Working Group's efforts had begun with the analysis of Coast Guard form CG-2692 for the purpose of suggesting how to capture towing specific information. They found that the form was not geared to the towing industry, so the group deliberated whether to proceed independent of the remainder of the industry. They decided to confer with G-MOA and to participate in the activities of the Towing Safety Task Force to coordinate their efforts, then report back to TSAC on how to finally proceed.

Ms. Kelly favored the Working Group participation in a data workshop to be held later this spring and RADM North agreed. He mentioned that perhaps Coast Guard form CG-2692 is too macro for the Coast Guard's purposes. If improvements could be decided at the workshop, then the Coast Guard would consider capturing such basic information on that form and then add a suitable industry specific (towing, in our case) to the basic form.

### **6. Barge Anchoring and Emergency Retrieval; Fire Suppression**

Mr. Parker pointed out that this project would be updated by the Coast Guard Project Managers Messrs. Robert Spears and Al Penn under the Project Updates section of the agenda.

### **7. Cargo Securing**

Mr. St. Amand reported that the Working Group had held a meeting last fall. Together with Mr. Gauvin, the Coast Guard liaison, they studied the need to update domestic laws to align with the International Convention for the Safety of Life at Sea 1974, as amended (SOLAS) requirements to secure containers that carry dangerous cargoes on barge decks. Two of the points discussed were that the containers are secured uniformly no matter what is loaded in them, and the volume of dangerous goods moving on barges in domestic trade. He stated that most of the information has already been gathered and that as soon as the Task Statement is approved by the Committee, the Working Group would begin finalizing its report. Mr. St. Amand agreed to provide a draft copy of the Working Group report to members before the next full Committee meeting.

### **New Business**

Mr. Parker introduced Task Statement #00-01: Cargo Securing on Vessels Operating in U.S. Waters (Enclosure 4). Mr. St. Amand explained that this request was made because of recent changes to SOLAS by the International Maritime Organization (IMO) that impact the movement of dangerous materials on ships and the Coast Guard was looking to align its domestic and international regulations. Mr. Parker asked what the Working Group would do with the industry practices identified, i.e., review them for validity, or just collect them for use

in the deliverable. Mr. St. Amand answered that the group was both identifying the practices and discussing their adequacy, since some of them were adopted following certain incidents or accidents. Mr. Gauvin explained the main reason for aligning our domestic regulations with SOLAS is to properly enforce these international regulations on domestic vessels and on foreign vessels from countries not signatory to SOLAS operating in U.S. waters. The U.S. is concerned about recent incidents where dangerous cargo has gone over the side endangering the public. He said that the intent is not to write new regulations, but to bring the problem to industry's attention and allow them the chance to self manage the problem by seeking out a non-regulatory solution. The motion to accept the task was made, seconded and passed, with an amendment to write the final report for presentation to the committee at its next meeting.

Mr. Parker introduced Task Statement 00-02: Stress and Structural Failure of Inland Tank Barges (Enclosure 5). He summarized the request as one calling for the review of NVIC 1-98 *Loading Considerations for Existing Inland Tank Barges* that came out of a previous TSAC Working Group that studied the 1996 tank barge accident in upper Galveston Bay. Mr. Paul Cojeen (Coast Guard) commented that everyone involved had given a great deal of quality input to the NVIC during development and didn't see a need for formal review. A Committee member pointed out that if what's being requested is a view on how the industry is implementing the NVIC, perhaps a better route would be through the American Waterways Operators (AWO) Bunkering Subcommittee. Ms. Kelly added her consensus to the issue. Mr. Parker put the task on hold until it was shown that specific issues within the NVIC are in need of review.

Mr. Parker introduced Task Statement #00-03: Standardized Tug Commands as They Apply to Assist and Escort Tugs (Enclosure 6). This proposed task revolves around the mutual understanding of communication between ships' officers, pilots and tug captains engaged in the tug assist and escort services. He asked for comments on the proposed task and its applicability for action by this Committee. It was pointed out that Capt. Vic Schisler was in attendance and was prepared to give a presentation to the Committee on the need for and development of the commands. Mr. Parker mentioned that the subject seemed more suited for action by partnership endeavor, such as the AWO Quality Steering Committee, rather than a rulemaking project on which TSAC prefers to expend its primary efforts. Voting on the task statement was deferred until the brief by Captain Schisler (see paragraph 6 under "Project Updates").

Mr. Parker then introduced Task Statement # 00-04 "Implementation of New Licensing Rules for Towing Vessel Officers" (Enclosure 7), and asked for questions or discussion. There being none at this time, he called for a motion to accept the task, which was made, seconded and carried. He set up an inter-sessional Working Group with Ms. Jennifer Kelly volunteering to chair the group, and asked for anyone present who is interested in serving on the group to notify her.

## **Project Updates**

### **1. Licensing and Manning for Officers of Towing Vessels Rulemaking**

LCDR Luke Harden provided TSAC with a status report on the Licensing and Manning for Officers of Towing Vessels rulemaking process (Enclosure 8).

Mr. Parker asked what the procedure would be if the implementation policy were put into effect prior to the Final Rule publication and this Final Rule changed conditions significantly. Mr. Harden replied that at that point, the Coast Guard would revise the NVIC. Ms. Kelly recapped a list of issues that her Working Group would address and again called for wide participation.

Mr. Richard Block of the GCMA recalled a letter from the Coast Guard that stated that the FR would precede the issuance of guidance and asked that if things were to go slower than expected, would the November 20 implementation date be pushed back. Captain Richardson stated that it is not the Coast Guard's intention to push back the implementation date because the NVIC would address the Interim Rule. If the Coast Guard did the job correctly using lessons learned in the Notice of Proposed Rulemaking (NPRM) and SNPRM, the Final Rule shouldn't vary much from the Interim Rule. The NVIC would be revised if there were significant differences between the IR and FR.

## **2. Current COAST GUARD/IMO Initiatives Regarding Crew Alertness**

CDR Tim Close introduced himself as the Chief, Ship Design and Human Element Division (G-MSE-1), Office of Design and Engineering Standards. He announced that all of ongoing activities in the area of crew alertness studies fall into four basic categories: 1) Three Coast Guard Research and Development Center (CG R&DC) studies, 2) Coast Guard partnerships, 3) Federal Advisory Committee, and 4) Work with the IMO (Enclosure 9).

CDR Close reported that in May of 1999, the IMO chartered a fatigue correspondence group, led by the U.S., to compile existing information relating to fatigue worldwide and divide the subject into different modules geared to diverse segments of the industry. These divisions should not be according to cargo carried, but focused on the different mariner groups that crew our vessels. One module is related to general fatigue information, one was specifically designed toward licensed officers, another towards unlicensed mariners, one for masters, one for training institutions, one for owners/operators, one for designers and the last is an informational bibliography.

At CDR Close's call for questions, Captain Bill Beacom informed the committee that a study in the transportation industry shows that a trucker who drives 60 hours a week poses a threat to the public and the environment due to lack of rest. He asked how a towboat pilot, who is not so physiologically different, is expected to work 84 hours a week and not present the same threat. Ms. Kelly answered that we may not know, and one of the things we might learn from our ongoing studies is what is transferable, i.e., what risk factors are common, and what is peculiar to marine and other modes of transportation.

Mr. Parker deferred Captain Beacom's remarks to the "Public Comments" portion of the meeting and asked CDR Close if all the information gleaned from the various sources are going to be gathered into a centralized location and document for coordination and what the time frame will be. The Commander answered that the first R&D study should conclude in about 6-

7 months, the second (towing vessel study) should be completed in about 18 months, and the final tie-in project several years beyond that.

Ms. Secchitano asked if there were any published results from a study that looked at medical connections to mariner fatigue. CDR Close answered that there are no published findings because that study was one of the initial phases of the R&D project due to be completed this year. The Dialogue Group of our AWO Partnership will begin with a brochure with basic information for distribution directed at the mariner.

Captain Mark Duplantis of the GCMA asked how the Coast Guard expected to make the mariner take all this forthcoming information seriously. CDR Close answered that the first wave of mariner information on alertness and fatigue will be in the form of instruction as to why the subject is important, how they impact his livelihood, what connection they have with accidents and casualties.

Captain David Whitehurst, GCMA, expressed the opinion that, while the 6/6 or the 4/8 watch schedules may work satisfactorily depending on circumstances, his main concern was in the area of crew reduction. This reduction in manpower must also be considered in our studies. He indicated that questionable equipment reliability and structural condition only add to the amount of labor and anxiety during off-watch periods, and requested that something also be done concerning the boats' equipment and living conditions as well.

### **3. Automatic Identification System (AIS)**

Mr. Jorge Arroyo of the Program and Policy Division (G-MWV-1), Office of Waterways Services introduced himself as the Project Officer for the AIS rulemaking (Enclosure 10). The system's main input is from the vessel's global navigation system, the Differential Global Positioning System (DGPS), along with vessel speed, heading and rate of turn. When this information is coupled with a vessel traffic management system (VTS), the operator has an enhanced picture of events occurring throughout the port. In addition to the information being shared by the vessels concerning each other's conditions, the VTS is able to supply "port particular" data, such as weather, tides, currents, and emergency safety information. This is broadcast not only by voice, but also digitally over the AIS network that is immediately available for the master and pilot regardless of the radar coverage for the particular area. The most important element of the AIS is that to be effective, all vessels must carry the system; therefore, the Coast Guard is proposing mandatory carriage requirements.

Mr. Parker asked if this was going to be deep-sea or inland driven. Mr. Arroyo answered that, at first, it will be mandated aboard deep-sea vessels because we are mirroring the SOLAS requirements, then we will turn our attention to other vessels. Mr. Parker then asked what the cost would be to outfit the thousands of existing towing vessels. Mr. Arroyo said that the present cost is about \$8,000. He believed that when the CPU chips are mass-produced, the cost per unit would drop even further. For the towing industry, an additional factor in the rulemaking is the carriage of DGPS, necessary for AIS operation but not now required on towboats.

Mr. Litrico informed the Committee that in Tampa the system is in voluntary operation. He expressed the importance of a timely rulemaking to prevent a proliferation of individual “port specific” units from a variety of manufacturers. Mr. Jim Adams, American Commercial Barge Line, pointed out that during the proposed rulemaking, the one factor that is critical for the inland industry’s buy-in is applicability and utility beyond Baton Rouge. A standard charting system for the inland rivers does not exist, but it seems that AIS may aid in developing one.

#### **4. International Maritime Information Safety System (IMISS)**

LCDR Jung Lawrence, Office of Investigation and Analysis (G-MOA), presented an update on behalf of CDR Scott Ferguson (Enclosure 11). She reported that presently the Coast Guard collects records of casualties and hazardous conditions that are mandated to be collected. However, human factors experts indicate that for every reportable casualty, there are over 600 incidents and 1000 safety situations that go unreported.

She then gave a brief description of the IMISS structure. The mariner submits a report to the data center on a special IMISS report form (Enclosure 12). The key success factors of this program are that information collection is voluntary and confidential. The information will not be used for enforcement purposes. Also, it is notable that the Coast Guard is not running the system; forms are mailed to and processed by the Maritime Administration (MARAD). CDR Ferguson is meeting with NASA and MARAD to finalize an inter-agency agreement. Without such a system, we are missing an opportunity to reduce the number and severity of mishaps that have occurred in the past.

#### **5. Anchoring/Emergency Retrieval – Fire Protection & Suppression**

Mr. Robert Spears of the Project Development Division (G-MSR-2), Office of Standards Evaluation and Development introduced himself as Regulatory Development Manager for the three rulemakings he will report on. The first of these is the Interim Rule on Emergency Control Measures for Tank Barges, Document Management System (DMS) No.4443, published on December 30, 1998, that required anchors on certain tankbarges, and retrieval systems, and drills to be conducted on board. The Final Rule has cleared G-M at Coast Guard Headquarters and is in clearance at Office of the Secretary of Transportation (OST) because of it being classified as a “significant rulemaking.” The Coast Guard received 38 comments on the IR, and all will be addressed in the preamble of the Final Rule that is due to be published before the end of April 2000, unless it is unduly held up at OST.

The second rulemaking is DMS No. 4445, Fire Protection Measures for Towing Vessels. The Coast Guard published an IR in October 1999, is now reviewing the 20 comments received, and expect to publish the Final Rule in October 2000. The rulemaking implements some of the low-cost items, such as alarms, fire detection systems and fuel shut-offs.

The final rulemaking is DMS No. 6931, a new number for the SNPRM entitled Fire Suppression Systems and Voyage Planning for Towing Vessels (previously titled Fire Suppression and Other Measures). The rulemaking addresses fixed fire suppression systems and voyage planning issues. The SNPRM is drafted and publication is expected around June 2000 after OST and Office of Management and Budget (OMB) approval.

## **6. Standardized Tug Commands (Enclosure 13)**

Captain Vic Schisler introduced himself as an experienced pilot with concerns about communication on board. He pointed out that the purpose of his proposal is to standardize communication between pilots/ship masters and the operators of escort/assist tugs. Under the Bridge Resource Management concept, if the bridge team hears and understands what is being communicated by the pilot to the tug, and takes exception to the command, the master may intervene to possibly prevent an adverse incident. He gave a brief computer demonstration of a docking maneuver situation and voiced his support for both the automatic identification and electronic charting systems.

Mr. Parker thanked Captain Schisler for his presentation and remarked that anything that could enhance communication had to be a step in the right direction. He didn't see an immediate role for TSAC in the process, but suggested to proceed along the lines discussed previously on the introduction of the task statement, #00-03. He thought that the proper venue might be a quality steering committee, probably on the West Coast, and then directed up through industry partnership channels as opposed to the regulatory process that TSAC has as its focus.

## **7. Cold Water Survival**

Mr. Parker called on Mr. Richard Block, GCMA, who introduced this issue and informational documentation at the last TSAC meeting, to give an update on his concerns for proper cold water survival equipment for the mariner. He reported that he had broached the problem with VADM Card, who directed it for discussion to TSAC, regarding the use of insulated buoyant worksuits. Mr. Block recommended that NVIC 7-91 should be revised to include the water temperatures on the Western Rivers.

Mr. Block also announced that the GCMA has prepared a resolution (Enclosure 14) expressing its interest in other types of lifesaving initiatives.

Mr. Parker commented that a proposal to change the NVIC would probably be to include all cold water areas not now mentioned and not just the Western Rivers (e.g., Hudson River, Puget Sound). The inclusion into the NVIC of Western River temperatures taken in the winter months may be a good beginning. Mr. Parker agreed that the floating worksuit is valuable, but is not sure what the TSAC role might be. Mr. Block announced that his organization would like to work with AWO in a 'best practices' atmosphere on this issue to protect the deckhands that the industry has such a difficult time recruiting and retaining, and from whose ranks about 25 are lost overboard yearly.

Ms. Kelly told the Committee that she had forwarded the 'cold water information package', distributed at the last TSAC meeting, to a colleague who chairs the AWO Inter-region Safety Committee. She also announced that their website, for access to their newsletter and sharing of information, is [www.americanwaterways.com](http://www.americanwaterways.com).

## **Public Comments**

**1. Fatigue and Alertness:** Mr. Richard Plant, Masters, Mates and Pilots, reported that an international conference, The Maritime Human Factors Conference 2000, was held recently at Maritime Institute of Technology and Graduate Studies (MITAGS) and read several excerpts from the conference presentations (Enclosure 15).

**2. Gulf Coast Mariner Concern:** Captain Bill Munson, GCMA, addressed the Committee, concerning crew alertness and the requirement that certain tests, inspections, and drills be performed aboard vessels and then noted in the log book. He maintained that there are no clear-cut provisions concerning the form of the logbook and that an operator could meet the entry requirements in a loose-leaf notebook. He reasons that this is unacceptable as a permanent record and asked that it be mandated that a logbook, sequentially numbered, be kept aboard, along with the crewmembers' work hours, and to be retained aboard for not less than 90 days. A resolution on this subject is part of Enclosure 14.

**3. Communications:** Mr. Chuck King, Buffalo Marine Services, expressed his views on the importance of communications. He believes that each individual also has the obligation to look out for him/herself. Professional organizations seem to be taking on responsibility for training and communicating information to their members. We should take notice of these organizations' work with "our" employees and take advantage of increased communications through them.

### Conclusion

Mr. Parker closed by announcing that the next TSAC meeting will be held in Memphis, TN with the dates tentatively being September 13 and 14. He asked the Assistant Executive Director to poll the membership concerning its availability on those dates so that the final time might be published on the TSAC web page along with the minutes of this meeting.

Ms. Kelly presented a summary of action items to the Committee (Enclosure 16).

(signed) *P. A. Richardson*  
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Captain Peter A. Richardson  
Executive Director

5/23/00  
\_\_\_\_\_  
Date

(signed) *Jeff E. Parker*  
\_\_\_\_\_  
Mr. Jeff Parker  
Chairman

5/23/00  
\_\_\_\_\_  
Date

- Encl: (1) Agenda, 4/16/00, Public Meeting  
(2) Agenda, 4/15/00, Working Group Activities  
(3) Report of the Electronic Charting Working Group

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- (4) Task Statement 00-01
- (5) Task Statement 00-02
- (6) Task Statement 00-03
- (7) Task Statement 00-04
- (8) Presentation: Licensing and Manning for Officers of Towing Vessels
- (9) Presentation: Crew Alertness Initiative
- (10) Presentation: Automatic Identification System (AIS)
- (11) Presentation: International Maritime Information Safety System (IMISS)
- (12) IMISS Reporting Form
- (13) Standard. Tug Commands
- (14) GCMA Resolution
- (15) Excerpts from Maritime Human Factors Conference 2000
- (16) TSAC Action Items