

COAST GUARD/MARITIME ADMINISTRATION POLICY STATEMENT CONCERNING
QUALIFICATIONS OF CREWS OF UNITED STATES MERCHANT VESSELS

1. Purpose. This document is intended to establish policy and program guidelines, within which a cooperative inter-agency effort may be developed to more efficiently meet the inter-locking statutory responsibilities of the U.S. Coast Guard and the Maritime Administration, In assuring that ships of the U.S. merchant marine are manned by qualified, trained and efficient citizen personnel. The statutory mandate of the U.S. Coast Guard requires it to license or certificate operating personnel in the merchant marine, after a finding that the individuals are capable of safely performing the tasks and responsibilities delimited by the particular document issued. The Maritime Administration is responsible for implementation of the declared policy of the United States, that the U.S. merchant marine be “manned with trained and efficient citizen personnel,” (Merchant Marine Act, 1936.. Title I Declaration of Policy). Section 216 of the 36 Act provides comprehensive authority to the Maritime Administration for the conduct of training and the provision of training material and assistance for seafaring personnel of the U.S. merchant marine.
2. Discussion. The engineering advances made in the marine industry in the last two decades have not been accompanied by equally innovative and progressive advances in the critical area of crew training and qualifications. As the two government agencies directly responsible in the area of personnel, it will be mutually advantageous to develop joint policies and programs to avoid duplication and consequent waste of limited resources.

The current relationships of the two agencies to the existing programs at the U.S. Merchant Marine Academy and the State Maritime Academies will remain unchanged. The inter-agency effort described in this document is addressed to other existing training activities, new training and qualification courses, course materials, and qualification or examination procedures.

Government efforts in this field are not intended to replace that training which is presently offered by industry. Retention of that training presently offered will be encouraged and future expansion of such training will be supported. However, such training should be supplemented, if necessary, to insure that it is available to all who require it at a fair and reasonable cost in sufficient scope and amount to meet the developing international and national standards, particularly in areas directly related to safety of personnel, ship and environment.

3. Objectives. Joint Coast Guard and Maritime Administration efforts in the field of personnel qualifications are intended to accomplish the following:
 - a. Avoid costly duplication of the training aids necessary to adequately train and then to separately conduct proficiency testing with maximum realism.
 - b. Ensure efficient and maximum utilization of instructional equipment by combining training and testing into one qualification course conducted in selected areas on the same equipment at one location.
 - c. By combining resources, such supplemental qualifying courses can be expanded as necessary to provide the broad availability required.
 - d. Eventually replace, in all critical skill areas, paper and pencil tests with realistic proficiency testing.
4. Joint Operating Principles.

- a. The Coast Guard and the Maritime Administration will cooperate to the fullest extent possible in the field of crew qualifications. This shall include the combining of resources, both financial and personnel, in those areas and in the manner which will result in qualifying personnel most efficiently.
- b. Such joint projects shall be planned and coordinated by agency in Washington, taking into consideration the past role of each in this area and the facilities and personnel available.
- c. Although involvement by either agency may vary from program to program, both agencies shall participate in all programs. Minimum participation will consist of at least joint approval of curriculum₁ facilities, and personnel supplemented by joint monitoring and inspection.
- d. Recommendations of industry will be' solicited and considered and the programs will be evaluated to assure responsiveness to changing needs.
- e. Any new training programs under the joint agency auspices, which may result, shall have safety as a primary objective, including prevention of personal injury or death; degradation of the environment; or, adverse effect upon the general public. Such training would not be intended to Increase the earning power of the recipient.
- f. All programs will utilize to the fullest extent possible those facilities already available to the industry, to the Coast Guard, or to the Maritime Administration.
- g. It is recognized that joint operation of a program by personnel g agencies or joint monitoring of a course will have the beneficial effect of forming a uniform and mutually agreed upon position on issues such as required skills and knowledge, mandatory training, and substitution of training for experience. This cooperative inter-agency program can also be expected to have beneficial effect on the responsibilities and actions of the two agencies in the area of vessel manning.
- h. Although, It Is understood that the primary objective of the programs conducted is to insure adequately qualified personnel aboard merchant vessels, it is recognized that considerable benefit can also accrue, by providing training for both MARAD and Coast Guard field personnel on a not-to-interfere basis.
- i. The necessary R&D effort to develop standards and support program, including course outlines and general study guides, shall JOINTLY PLANNED AND UNDERTAKEN. RESPONSIBILITY FOR ADMINISTRATION INDIVIDUAL PROJECTS SHALL BE ASSIGNED TO ONE AGENCY IN ACCORD WITH AGREEMENT REACHED BETWEEN THE RESPONSIBLE R&D OFFICIALS.
- j. Participation by the Maritime Administration will be construed as satisfying its responsibility for training. Where appropriate, or required, NARAD will ESTABLISH an appropriate tuition fee, which will reimburse the government, at least In part, for government-operated courses, but not unduly discourage attendance.
- k. Participation by the Coast Guard will satisfy Its responsibility to separately test the individual In the critical skill area involved.

1. The critical areas in which supplementary qualifying Instruction is considered essential are:

1. VESSEL NAVIGATION IN CROWDED AND RESTRICTED WATERWAYS, INCLUDING ICE PILOTAGE, HANDLING OF VLCCs, AND WITH IMMEDIATE EMPHASIS ON RADAR USAGE.
2. Firefighting
3. Damage control
4. Carriage of chemicals, liquefied gases, and other noxious products
5. Pollution abatement and prevention
6. Lifeboatman
7. Tanker operational safety
8. AUTOMATED PROPULSION PLMTS
9. NUCLEAR VESSELS

Signed:

Robert J. Elackwell
(Assistant Secretary for Maritime Affairs)

6 SEP 1974
Date

O. W. Siler
(Commandant U.S.C.G.)

6 SEP. 1974
Date

74-3

UNDERSTANDING
BETWEEN
THE DEFENSE CIVIL PREPAREDNESS AGENCY
AND
THE UNITED STATES COAST GUARD

I. PURPOSE

The purpose of this memorandum is to identify and fix by agreement the responsibilities, functions, and working relationships of the United States Coast Guard (USCG) and the Defense Civil Preparedness Agency (DCPA), to provide warnings to merchant shipping in or close to the territorial waters of the United States and to maintain close liaison and coordination during any type of disaster, including nuclear attack, in accordance with existing laws and directives.

II. GENERAL

Pursuant to Section 201 (c) of the Federal Civil Defense Act of 1950, as amended (Public Law 920, 81st Congress), Executive Order 10932 July -20, 1961, and DoD Directive 5105.43, July 14, 1972, all functions and authority transferred to the President by Reorganization Plan No. 1 of 1958, including the authority to make appropriate provision for necessary civil defense communications and dissemination of warnings of enemy attacks to the civilian population, and to provide planning guidance and assistance to State and local governments in natural disaster preparedness, are delegated to the Director of Defense Civil Preparedness Agency.

In accordance with Sections 2, 89 and 91, Title 14, U.S.C., and Executive Order 10173, as amended, promulgated pursuant to Public La:; 679, 8t Congress, Second Session, amending the Espionage Act of June 15, 1917, (-3 U.S.C. 191), The United States Coast Guard is the federal agency responsible for the safety of life and property on the high seas and on waters subject to the jurisdiction of the United States.

The successful accomplishment of both missions requires a close working relationship between the DCPA and the USCG.

III. RESPONSIBILITIES OF THE UNITED STATES COAST GUARD

- A. Monitor NKWAS 24 hours per day at the Rescue Coordination Centers where NAWAS is installed, and acknowledge all tests of the system.
- B. Designate the Coast Guard Radio Stations to which the Rescue Coordination Centers will forward DCPA warnings of enemy attack and radio-logical fallout for broadcast to n.erefl3nt vessels in or close to the territorial waters of the United States, provided that:
 - 1. None of the information disseminated is inimical to the national security, and
 - 2. Such broadcasts do not conflict with high priority Coast Guard communications.
- C. Recognize the responsibilities and capabilities of State and local Civil Preparedness Agencies and, where appropriate, establish and maintain close liaison and coordination in planning for and operations during a major disaster emergency.

IV. RESPONSIBILITIES OF THE DEFENSE CIVIL PREPAREDNESS AGENCY

- A. In coordination with, and without cost to the United States Coast Guard, provide equipment, communications services and facilities required to receive information of enemy attack, radiological fallout, and natural and other disasters from DCPA at the Rescue Coordination Centers mentioned in Paragraph III of this memorandum.
- B. Advise the Commandant, United States Coast Guard of the operational capabilities and limitations of the National Warning System and of the current policies and operational procedures of the system.
- C. Supply the selected Rescue Coordination Centers with edited information on enemy attack, radiological fallout, or natural and other disasters and request that the information be broadcast.
- D. Encourage, through on-site assistance technique and other means, recognition by State and local Civil Preparedness agencies of the responsibilities and capabilities of the Coast Guard and how they could interface with the agencies in planning for and operation during a disaster.

V. REVIEW AND REVISION

This memorandum will be reviewed and revised from time to time as may be required and desirable.

APPROVED:

DEFENSE CIVIL PREPAREDNESS AGENCY

THE UNITED STATES COAST GUARD

By: *John E. Davis*
Director of DCPA

By: *R. G. [Signature]*
Chief, Office of Operations

Date _____

Date 6 SEP 1974

MEMORANDUM OF UNDERSTANDING BETWEEN THE UNITED STATES ARMY AND THE
UNITED STATES COAST GUARD CONCERNING CIVIL DISTURBANCE PLANS
AND OPERATIONS INCLUDING TERRORIST INCIDENTS

This memorandum establishes policies, procedures, and guidelines relating to employment of elements of the U. S. Coast Guard when Federal forces are committed to civil disturbance operations, including terrorist incidents.

SECTION I

GENERAL

1. Civil Disturbances are defined as group acts of violence and disorders prejudicial to public law and order within the 50 States, District of Columbia, Commonwealth of Puerto Rico, U. S. possessions and territories, or any political subdivision thereof. Terrorist Incidents, a form of civil disturbance, are defined as distinct criminal acts committed or threatened to be committed by a group or single individuals in order to advance a political objective, and greatly endangering safety or property. For the purpose of this Memorandum of understanding this definition does not include aircraft piracy emergencies which are governed by separate directives.
2. The operational missions of the Coast Guard are paramount; use of its resources in civil disturbance operations is contingent upon the ability of the Coast Guard to continue to perform its statutory duties.
3. In civil disturbance operations except those in which the Coast Guard has direct involvement because of its statutory duties, employed Coast Guard elements will be responsible to the policies and procedures established by the Department of the Army Civil Disturbance Plan.

SECTION II

RESOURCES TO BE EMPLOYED

1. The Coast Guard will furnish such waterborne and airborne resources as are reasonably available to assist in civil disturbance operations. the Coast Guard will not be expected to form or maintain ground forces (or employment in civil disturbance operations except to protect its own land facilities.
2. The Coast Guard may request assistance as required from other federal civil disturbance forces in order to carry out its statutory obligations of securing and protecting areas over which it has jurisdiction.
3. The Coast Guard will provide logistical support to other Federal civil disturbance forces within the limits of locally available resources.

4. The Army will provide the Coast Guard with riot control munitions, loan of special equipment, and technical assistance if, when, and as required for civil disturbance operations.

SECTION III

COMMAND RELATIONSHIPS

The Federal civil disturbance task force commander will exercise operational control over Coast Guard elements committed to civil disturbance operations except those cases where the Coast Guard has paramount statutory responsibility. Control will be received from and returned to the appropriate Coast Guard Area or District Commander. Disputes, if any, concerning employment of resources will be referred to the Chief of Staff, United States Army, and the Commandant, United States Coast Guard, for resolution.

SECTION IV

PLANS

Coast Guard Area and District Commanders will prepare plans for employment of Coast Guard resources during civil disturbances. Coast Guard District Commanders will normally coordinate with designated task force commanders, Commanding General, Military District of Washington, and Commanding Generals of the United States numbered armies as appropriate. Coast Guard Area Commanders will normally coordinate with the Commander, U. S. Army Forces Command, Commanders in Chief of Unified Commands, and the Commanding Generals of the United States numbered armies as appropriate.

SECTION

TRAINING

The Commandant, U. S. Coast Guard is responsible for the training of Coast. Guard personnel for their civil disturbance role and will familiarize these personnel with the general guidance concerning use of force and the conduct and deportment expected of individual members of the Federal civil disturbance forces, as outlined in the DA Civil Disturbance Plan.

SECTION VI

REPORTS

The commander of Coast Guard elements employed as part of a Federal civil disturbance task force viii render reports as requested by the task force commander. A standing operating procedure for submission of reports by Coast Guard elements will be included in the plan for employment of Coast Guard resources.

SECTION VII

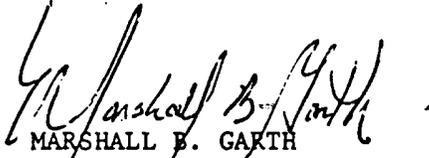
COSTS

1. Costs incurred will be borne by the respective Services.
2. Logistical support will be on a reimbursable basis and will, wherever possible, be based upon cross-service agreements.

Done this 23rd day of May 1974 at the City of Washington.

FOR THE UNITED STATES ARMY:

FOR THE UNITED STATES COAST GUARD:


MARSHALL B. GARTH
Major General, GS
Director of Military Support


E. D. SCHEIDERER
Rear Admiral, U. S. Coast Guard
Chief of Staff