

Marine Safety Newsletter

U.S. Coast Guard Marine Safety and Environmental Protection Directorate

Operation SAFEBOX 2001

Six federal, state and local Baltimore, Maryland agencies combined their expertise February 28 to initiate the third nationwide Operation SAFEBOX. The transportation safety event was hosted at Seagirt and Dundalk Marine Terminals, Maryland Port Administration. The annual operation targets intermodal shipments of hazardous materials (HAZMAT) in efforts to promote awareness and ensure compliance with federal regulations.

U.S. Coast Guard Activities Baltimore, U.S. Customs Service, Research and Special Programs Administration, Federal Railroad Administration, Maryland Transportation Authority Police, Maryland Port Administration Office of Safety and Risk Management, and the Maryland Department of the Environment all participated in the February inspection. The year's first Operation SAFEBOX involved the examination of 39 trucks, 130 containers and tanks as they entered and left the marine terminal, and 25 train cars and driver switching procedures.

This supplementary initiative, the goal of which is to keep transportation at the expected levels of safety, discovered what is being considered an average number of vessels and vehicles unfit to continue their voyages, said USCG LT Chuck Roskam. The inspections resulted in three containers placed out of service, and six that required re-inspection. The Maryland authorities also placed 18 trucks and one driver out of service. All trains and HAZMAT cargo were found to be in compliance.

More inspections, similar to those in Baltimore, will be featured throughout the United States in the coming months, with Philadelphia, Pennsylvania the next to follow.



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www.uscg.mil/hq/g-m/gmhome.htm

April 2001



Farewell & Thank You!

RADM North to Retire

The U.S. Coast Guard's Assistant Commandant of Marine Safety and Environmental Protection, RADM Robert C. North, will retire May 1, just one month shy of 35 full years of duty. He has served in this position since 1997 at Coast Guard Headquarters in Washington, D.C.



North

RADM Paul J. Pluta, currently district commander of the Eighth Coast Guard District, will relieve RADM North. His new duties will consist of directing coordinated national and international regulatory programs for commercial vessel safety, port safety and security, waterways management and marine environmental protection.

USCG Cautions Houseboaters

If your houseboat has a swim platform and its electrical generator vents through the transom into a stern cavity, do NOT run your generator when not underway, if someone is swimming in the rear or sitting on the stern deck.

This safety advisory is in effect until owners or manufacturers have an opportunity to correct the design of the generator system on some of this type of vessel. The data from a study at Lake Powell, AZ, yielded the preliminary evidence supporting the need for the Coast Guard to take action.

The USCG began issuing mandatory recall notices Feb. 23, 2001 to houseboat manufacturers who may have built vessels equipped with swim platforms and electrical generator exhaust systems vented into a stern cavity. This design has been found to permit lethal concentrations of carbon monoxide to build up in the vicinity of the swim platform. Six houseboat manufacturers have agreed to voluntarily recall all of their boats with the design problem.

WWW.



*What's New on the
World Wide Web*

www.uscg.mil/hq/g-m/gmhome.htm

New Policy Letters 2-01, 3-01 & 4-01

<http://www.uscg.mil/STCW/m-policy.htm>

USCG Panel Nomination

U.S. Rep. Rob Simmons, R-52nd district, has been named vice chairman of the House Subcommittee for Coast Guard Maritime Transportation. The House subcommittee has jurisdiction over the Coast Guard and its activities, including interdiction of illegal drugs, fisheries law, maritime safety, marine environmental protection and defense readiness.

Seminar on New Fire Testing

Fire test requirements became mandatory for ships that trade internationally in 1998; the new fire tests are contained in the Fire Test Procedures Code published by the International Maritime Organization. Prior to these mandates, materials approved by various foreign authorities were often tested at standards of varying performance levels, resulting in ships being constructed to various levels of safety, according to a statement by the committee. The goal of placing new regulations is to set a standard minimum level of fire safety for all ships on international voyages. The U.S. Coast Guard has changed its fire security approval process to align with the FTP Code. While the regulatory change occurred more than two years ago, the Coast Guard recently has noted a sharp increase in requests for approvals sparked by major shipbuilding projects.

The committee's seminar aims to promote a better understanding of the components of the approval process for materials to the FTP Code. The discussions will address **(1) How** to obtain material approval; **(2) Approval** categories and associated fire tests; **(3) Planning** fire testing to maximize approval range; **(4) Speeding** up the approval process; **(5) Staying** current during the resurgence of U.S. shipbuilding; and **(6) Follow-up** programs.

Speakers will include members from the marine industry, standards organizations, vessel classification societies, testing laboratories, manufacturers and the U.S. Coast Guard. The seminar will be hosted May 9 from 8:30 a.m. to 4:30 p.m. at the Crowne Plaza Phoenix Downtown, in Phoenix, Arizona. For more information contact LCDR Brian Gilda, U.S. Coast Guard, tel.: (202) 267-0147, fax: (202) 267-1069, Email: bgilda@comdt.uscg.mil.

REGISTRATION FORM FOLLOWS ON PAGE 4



A Fundamental Need: A Coast Guard Museum

A summary of an article written by Dr. Robert M. Browning Jr.

For more than 210 years, the U.S. Coast Guard has practiced the core values of honor, respect and devotion to duty. In order to appreciate the significance of these powerful words, and to honor the Coast Guard traditions, this Service should have a national museum. The Coast Guard rightfully deserves an institution like the other military services where it can honor and share its history, accomplishments, adversity, bravery, sacrifice and dedication to this country that has made the Coast Guard “America’s Lifesaver and Guardian of the Seas.”

The USCG has embarked on the voyage of building a national museum. Working closely with the state of Connecticut and the Coast Guard Foundation, the Coast Guard has narrowed its search to the New London area. Here the museum will be an important component to the Coast Guard Academy and the Leadership Development Center, providing a superb opportunity for further professional growth and development. This area has a historic association with the Service and a vibrant community committed to America’s maritime heritage. Mystic Seaport, the Nautilus Museum and Fort Trumbull are just a few of the local attractions that will fully complement a Coast Guard museum in this area.

Site Selection

The Coast Guard is presently involved in the site selection process. A primary selection criterion is that the museum must have a coastal vista. As the potential sites are being studied, the Coast Guard is looking for a non-profit organization to raise \$30 million to construct a building and to fund the displays. The Coast Guard Foundation has commenced a fundraising campaign and is also assisting in the development of a new non-profit organization to take on the full scope of the project. Once the money has been raised and the facility constructed, it will be gifted to the Coast Guard for long-term operation and support.

As a public/private partnership, this endeavor will be a challenging project. The anticipated 40,000 sq.-foot facility will be a centerpiece for the long and storied

heritage of the Coast Guard. Beginning with its formation in 1790, visitors will be treated to the story of how the Revenue Cutter Service, which boasted only 10 small revenue cutters, laid the keel for the modern military and maritime service of today. Visitors will enjoy hands-on, interactive displays and exciting exhibits. These will include the largest collection of lifesaving craft, uniforms, lighthouse lenses, artwork, models, weapons, medals and many other historic artifacts. The display of artifacts will enable visitors to embrace more than 200 years of Coast Guard history and leave them with a keen appreciation of how the modern Service evolved. It will convey the importance of the Coast Guard’s contributions to America’s maritime safety and security.

Current Museum

The USCG does currently have a museum inside the Coast Guard Academy, though it is in a 3,500 sq.-foot space. With it hosting 20,000-25,000 visitors each year, this site is woefully inadequate to illustrate the rich history of the Service and much too small to handle even this amount of visitors.

Many of the large artifacts cannot be displayed in the Academy due to a lack of space. Missing from the current exhibits is the collection of historic lifesaving craft, as well as the surfboat Nantasket, affiliated with the great lifesaver Joshua James. Also missing from display because of space restraints are helicopters and hundreds of other large exhibits. Additionally, there is no room for travelling exhibits. These attract additional patrons and give museums a supplementary means to enlighten the public.

The Coast Guard museum will be an educational crossroads for the Service and an excellent resource for the public. It will teach future leaders, host adult and children’s instructional programs, be a place for groups to gather, and will sponsor conferences and seminars for the community. This new museum will increase the visibility and awareness of the USCG and finally allow it to tell its story fully while providing visitors with an exciting learning experience. Most importantly, it will insure that all come away with the knowledge that those who served in the past and those who serve today have done so with honor, respect and devotion to duty.



**F25 COMMITTEE MEETINGS - MAY 8-10, 2001
AND
F25 SEMINAR ON FIRE TEST PROCEDURES MAY 9, 2001
CROWNE PLAZA PHOENIX DOWNTOWN, PHOENIX AZ**

IMPORTANT! This form does not reserve your room accommodations! Please make your hotel reservations directly with the hotel. Crowne Plaza Phoenix Downtown: 602 – 333 - 0000

Instructions: Members & Officers: Fill out Section #1 / **Non-Members:** Fill out Section #1 & 2
When you arrive at the meeting, go directly to the ASTM Pre-Registration Desk to pick up you badge and program. Officers should go to the "Officers' Desk" to receive meeting packet.

SECTION # 1 (Members, Officers and Non-Members)

First Name: _____ Last Name: _____

Company: _____

Member: Yes No Member Number: _____
Government Employee: Yes No

- I will be attending the F25 Committee Meetings
- I will be attending the F25 Seminar, on Wednesday, May 9, 2001. **Please see Seminar fee and payment methods below.**

Hotel Reservation: Crowne Plaza Phoenix Downtown Other: _____
(Name Hotel)

Arrival: _____ Departure: _____

SECTION # 2 (Non-Members) Please provide us with your complete address.

Street Address: _____

City, State: _____ Country: _____ Zip Code: _____

Phone: _____ Fax: _____ Email: _____

SEMINAR ATTENDEES - F25 SEMINAR ON Fire Test Procedures

All fees indicated below reflect charges for registration forms postmarked on or before 27 April 2001. **After this date, an additional \$25.00 will be charged.**

| | Seminar charge (US) |
|-------------------|---------------------|
| Speaker/moderator | _____ \$0.00 |
| ASTM member | _____ \$250.00 |
| Visitor | _____ \$285.00 |

PAYMENT METHOD: (DO NOT SEND CASH)

_____ **Check:** Please make check payable to "ASTM - F25 Seminar"

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Mail or Fax this form to: **ASTM Accounting FAX: 610-832-9782**
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Please respond before 27 April 2001. After April 27, do not send this form to ASTM Headquarters. Bring to the ASTM on-site registration desk at the Crowne Plaza Phoenix Downtown Hotel

** Contact Peggy Bonis, Administrative Assistant, at (610) 832-9734 or via email at mbonis@astm.org if you would like a F25 Committee Meeting Schedule.



MSN Questionnaire

Due to budget constraints we are re-evaluating the *MSN* program. Completing this questionnaire if NOT DONE SO ALREADY will help the Publications Department determine future allocation of funding. Please mail this completed survey to **Editor, U.S. Coast Guard, National Maritime Center, 4200 Wilson Blvd., Ste. 630, Arlington, VA 22203**; fax to **(202) 493-1065**; or complete online at <http://www.uscg.mil/hq/g-m/nmc/pubs/newsltr/questionnaire.htm>.

Your current job (give agency, specialty)

Industry (please circle):

Maritime Government (Foreign, Federal, State, Local) Environmental Legal
Other:

Job title:

How do you receive the *MSN*? (please circle) Mail/Paper form Internet only Mail and Internet

Overall Satisfaction with the *MSN* (please circle) Very Somewhat Not

What benefits do you receive from reading the *MSN*?

Do you have any suggestions for improving the *MSN*?

Would you like the *G-M Regulatory Projects* placed back in paper form? (please circle) yes no

Would you like the *Calendar of Events* placed back in paper form? (please circle) yes no

Do you have access to the Internet? (please circle) yes no

Do you have access to the *Federal Register*? (please circle) yes no

To receive our FREE quarterly sister magazine, *Proceedings*, please provide information below:

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To receive a FREE paper or electronic copy of the *MSN*, please provide information below if you are not a subscriber already:

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Comments:



IMO Leads Anti-Piracy Initiative

A team of senior IMO officials undertook a high-level mission to southeast Asia in March to initiate the second phase of the Organization's latest anti-piracy project.

In the first phase of the project, a series of regional seminars and workshops held during 1999 and 2000 identified a range of measures that could be undertaken to alleviate the problem of piracy and armed robbery against ships. The principal purpose of the second phase will be to evaluate and assess the steps taken by regional governments as a result.

Incidents of piracy and armed robbery against ships have been rising steadily in recent years, both in number and in severity. Armed gangs board ships both underway and at anchor, often injuring and occasionally murdering crew members. The thieves' objectives range from petty cash to stealing the entire ship and its cargo, often with dire consequences for the crew.

1999 Meeting

The 1999 meeting brought together representatives from Asia and Pacific countries, either which experience extensive piracy or armed robbery activities in waters off their coasts, or can play a substantial role in addressing the problem due to their strategic location in relation to the most affected areas, which stretch from the South China Sea, through the Malacca Strait to the Eastern Indian Ocean. It will also include representatives of other countries that have a genuine interest in seeing the problem effectively addressed.

Among the key elements identified in the previous meetings was the importance of regional cooperation and coordination in the fight against piracy and armed robbery. It was suggested at the 1999 meeting that authorizing local commanders to respond in concert with other agencies and regional security forces without the need to gain prior approval could help prevent attacks. Coordination could be achieved, it was agreed, through a raft of practical measures such as the exchange of officers, the sharing of common radio frequencies, and agreeing in advance to follow common practices and pre-arranged operational procedures.

2000 Meeting

The March 2000 meeting recommended improving the exchange of information within the region and recognized that issues of bureaucracy needed to be addressed. Two conferences in Tokyo at the initiative

of the Japanese Government adopted a Model Action Plan covering a range of anti-piracy measures, including self-protection measures that can be taken aboard ships, reporting to authorities, cooperation among different authorities within the same country, the establishment of a national network for the exchange of information and the subsequent analysis of information.

In this latest initiative, IMO will be concentrating on evaluating the actions taken by governments to implement the anti-piracy measures recommended by the Organization within the areas under their jurisdiction, identifying where such measures have not been successful and what has impeded their implementation, examining the reasons behind any total or partial inability to implement the measures and finding ways in which IMO could assist in overcoming any difficulties the participating countries have encountered in the process.

Before the meeting, IMO said it would look for information on any ideas or proposals the participating governments may have with respect to regional cooperation for combating piracy and armed robbery.

IMO has long been campaigning and working to raise the profile of the problem of piracy and, in particular, to provide authorities and ship operators with practical guidelines about how to avoid such attacks and how to minimize the effects of any incidents that do occur. IMO produces monthly, quarterly and annual summaries highlighting the high-risk areas, which are published on the Organization's Web site, www.imo.org.

Draft Code

In 1999, IMO revised and re-issued its recommendations to governments, shipowners and operators, masters and crew on suppressing acts of piracy and armed robbery against ships. The IMO Maritime Safety Committee has approved a draft code of practice for governments on the investigation and prosecution of acts of piracy and armed robbery against ships. The code is scheduled for adoption as a resolution by the 22nd IMO Assembly in November this year.

The current mission to southeast Asia will be followed later this year by similar exercises in the Latin America/Caribbean and West African regions, which have also been identified as piracy hot-spots. The governments of Greece, Japan, the Netherlands, Norway and the U. K., as well as the International Transport Workers' Federation (ITF) have supported the initiative with funding; IMO has encouraged other potential donors to do the same. Further information: www.imo.org/imo/library/piracy/piracy.htm and www.imo.org/imo/circs/msc/piracy/list.htm

RBDM:

The Questions You Need Answered

During the winter issues of MSN, risk-based decision making was addressed from two different angles: *Support for RBDM* and the *USCG's Internal and External Risk Management*. Based on feedback from our readers, this article will address some of the most commonly asked questions regarding RBDM. The saying goes that the more you learn, the less you feel you know. If this is the case, please visit the USCG Risk Web site (www.uscg.mil/hq/g-m/risk) where a series of articles regarding RBDM and information on the 2nd Edition of the RBDM Guidelines is now being featured.

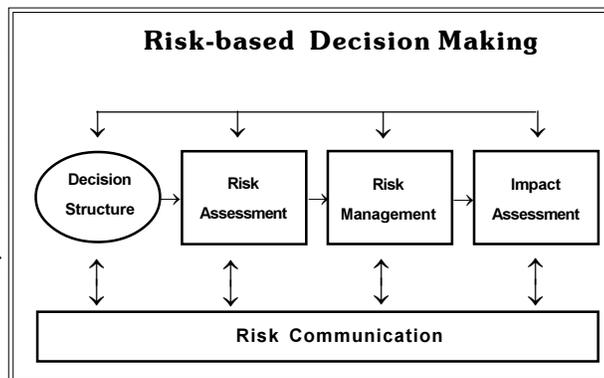
What is RBDM?

Everyone who works with or within the marine community makes risk-based decisions everyday, both on and off the job. Some decisions are elementary, such as "Should I change lanes on a highway," while others require a more formal analysis. Either way, RBDM asks the following questions and uses the answers in the decision-making process:

- *What can go wrong?*
- *How likely will potential problems occur?*
- *How severe might the potential problems be?*
- *Is the risk of potential problems tolerable, or can the risk be reduced?*

How does it work?

Regardless of how formally you address RBDM or the specific tools you use, RBDM is made up of the five major components shown in the following figure. The 2nd Edition of the RBDM Guidelines will provide a good description of each of these elements.



Is it hard to implement?

Actually, the RBDM process is relatively straightforward and intuitive. It is true that learning how to apply some of the risk analysis tools may take some effort, and some of the more sophisticated tools may be fairly involved. However, the 2nd Edition of the RBDM Guidelines will provide you with the explanation and support you'll need to use any of the tools. With regards to providing pertinent risk information to decision makers, you will find that for most of the situations you are likely to encounter, it is easily within your grasp. In the past, knowing where to get data to support your analyses could be difficult. Again, the 2nd Edition will offer a data compendium on CD-ROM (one of the articles to be featured on the risk website will also focus on data).

Why should I learn about it?

RBDM is for everyone; no one should perceive experience as a barrier. An inexperienced person, given basic training in the use of a well-developed risk-based checklist, will be able to make good risk-based decisions. Imagine that you are tasked with one of the following responsibilities: planning for a marine event (such as fireworks, boat racing, or fleet week), carrying out successful rescues, or managing port construction. Using RBDM will offer many benefits: **1) A** systematic process that will reveal valuable information which may lead to different solutions; **2) Decisions** are easier to defend; and **3) It** offers a common decision-making process that your peers, superiors, and the Coast Guard will already understand and accept.

Finally, the question you should be left asking is not "Should I use risk-based decision making?" but rather, "*How* should I use risk-based decision making?"

PRINCIPLES

- Take a Quality Approach
- Honor the Mariner
- Seek Non-Regulatory Solutions
- Share Commitment
- Manage Risk

VISION

To achieve the world's safest, most environmentally sound and cost-effective marine operations by emphasizing the role of people in preventing casualties and pollution.

GOALS

- Know More
- Train More
- Do More
- Offer More
- Cooperate More

Contact us directly with your PTP story:

Commandant (G-MSE-1), U.S. Coast Guard Headquarters, 2100 Second Street, SW, Washington, DC 20593-0001; (202) 267-2997; (202) 267-4816 FAX; e-mail: fldr-he@comdt.uscg.mil

Contributions

Marine Safety Newsletter and *Proceedings* magazine welcome manuscript and photo submissions for publication. No payment can be made for manuscripts or photos submitted for publication. However, an author or photo credit byline will be given. The Editor reserves the right to make any editorial changes in manuscripts, which he believes will improve the material without altering the intended meaning. All correspondence should be addressed to: Editor, U.S. Coast Guard, National Maritime Center, 4200 Wilson Boulevard, Suite 630, Arlington, VA 22203-1804.

Deadlines

- The Marine Safety Newsletter is published monthly on the 5th of each month.
- The deadline for articles, calendar events, and regulatory information is on the 25th of the previous month.
- Readers receive their copy of the *Marine Safety Newsletter* around the 15th of each month.

Up to the Minute News

Items missing the deadline for the *Marine Safety Newsletter* are posted on the World Wide Web at:

www.uscg.mil/hq/g-m/gmhome.htm

Address Changes

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