

Marine Safety Newsletter

US Coast Guard Marine Safety and Environmental Protection Directorate

QUALSHIP 21 Program Established

In trying to eliminate substandard shipping, the U.S. Coast Guard recently formed its QUALSHIP 21 (Quality Shipping, 21st Century) program. The motivational program will reward high quality foreign vessels that call at U.S. ports with a reduction in port state control examinations and an honorable certificate. The incentive program also hopes to streamline inspection procedures for commercial ships.

A similar program is under consideration for domestic vessels, as well. The program goes into effect Jan. 1, 2001 with the first certificates to be issued in March.

To be eligible for the QUALSHIP 21 program, a vessel must:

Be a non-U.S. flagged ship; **Have** no substandard vessel detentions in the U.S. within previous 36 months; **Have** no marine violations or serious marine casualties, and no more than one ticket in the U.S. within the previous 36 months; **Have** a successful port state control exam within previous 12 months; **Not** be owned or operated by any company that has been associated with any port state control detention in U.S. waters within the previous 24 months; **Not** be classed by, or have their Statutory Convention Certificate issued by, a targeted class society; **Not** be registered with a Flag State that has a detention ratio more than 1/3 of the overall U.S. detention ratio and the vessel's Flag State must have at least 10 distinct intervals in each of the previous 3 years; **The** vessel's Flag State must have submitted its Self-Assessment of Flag State Performance to the IMO and provided a copy to the U.S. Coast Guard.

Vessel owners do not need to apply for QUALSHIP 21 designation. The Coast Guard will develop a preliminary list of eligible vessels and send letters to those owners to notify them of this initiative and their opportunity to participate. The Coast Guard expects about

800 foreign vessels that enter U.S. ports to qualify for the quality ship designation.



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The *Marine Safety Newsletter* is published by the USCG Marine Safety and Environmental Protection Directorate to collect and disseminate information of general interest to the maritime community. The monthly newsletter prints abstracts of major USCG rulemakings, studies, special projects, and related events. Articles from non-Coast Guard sources may not represent USCG policy or views.

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NTSB Recommends Towing Safety System

The National Transportation Safety Board wants the Coast Guard to require domestic towing companies to have documented and effective safety management systems.

According to a recent *Journal of Commerce Online* article, NTSB Chairman Jim Hall has urged the Coast Guard to seek Congressional authority to allow these systems, as well as formal training in crowd management, periodic drills and contingency plans for marine-related incidents. The NTSB also made recommendations regarding increased protection for permanently moored vessels.

Before the NTSB made its request, the Coast Guard had said it agrees in principle with the use of safety management systems but that the law does not give it the power to require them on domestic vessels.

USCG Seeks Funding for Safety Efforts

The U.S. Coast Guard is seeking applications for grants and cooperative agreements from national, nongovernmental, nonprofit, public service organizations. These grants and cooperative agreements will be used to fund projects on various subjects promoting boating safety on the national level.

Proposals for the fiscal year 2001 grant cycle must be received before 4:30 p.m. eastern time, January 12, 2001. Application packages may be obtained by calling the Coast Guard Infoline at (800) 368-5647. Submit proposals to: Commandant (G-OPB-1), U.S. Coast Guard Headquarters, 2100 Second Street, SW., Room 3100, Washington, DC 20593. For further information contact Mr. Albert Marmo or Ms. Vickie Hartberger, Office of Boating Safety, U.S. Coast Guard (G-OPB-1/room 3100), 2100 Second Street, SW., Washington, DC 20593, (202) 267-0950 or (202) 267-0974.



USCG Budget Increases

President Clinton authorized a \$495 million increase for its 2001 fiscal year operational budget through the Department of Transportation, in part for the Coast Guard. The substantial increase in money will improve the Coast Guard's small boats stations and includes some funding for search and rescue missions, law and treaty enforcement and drug interdiction.

According to the Associated Press, however, the bill is \$90 million less than requested and \$158 million less than last year's total money. Rep. William Delahunt, D-Mass., said the measure cuts back on long-term investments in ship repair and construction for an aging fleet. He said Coast Guard officials will be forced to request more money as the months pass.

Resources for Locating Boating Classes

To help teach and refresh boaters with new skills, the BoatU.S. Foundation's Courseline is a valuable resource that will assist boaters in finding valuable boating course in their area. The free Courseline provides information to more than 70,000 boaters each year. It is available on the Internet and a toll-free phone number, and is a great resource to boaters who want to customize their search for a course. Courses provided by the U.S. Power Squadron and the Coast Guard Auxiliary are available, as well as listings from state agencies and private organizations. To reach the Courseline call (800) 336-2628 or search the Web at www.BoatUS.com.

USCG Recruiting Cadets

The U.S. Coast Guard is accepting applications for the class of 2005. The deadline is Dec. 15, 2000.

Appointments are based on high school records, SAT or ACT scores, school activities, and community service and employment history. Candidates must be unmarried at the time of appointment, free of legal obligations and between the ages of 17 and 23 as of July 1, 2001.

Cadets earn undergraduate education at no personal expense, plus they receive pay and allowances for living expenses. Engineering and science are emphasized fields of study.



Boating Tips to Prevent Hypothermia

According to researchers at BoatU.S., many drowning deaths during the colder months are not caused by water in the lungs, but by hypothermia, which is abnormally low body temperature.

“Cold water robs the body of heat 25-30 times faster than air,” said Ruth Wood, director of the BoatU.S. Foundation for Boating Safety and Clean Water. “When someone falls overboard their core temperature begins to drop within 10-15 minutes. And the water doesn’t have to be icy, it just has to be colder than you are to cause hypothermia,” she said.

Once overboard, a boater’s natural tendency is to flail around in trying to get back into the boat. The more energy someone spends when overboard, the more quickly his or her body temperature drops, reducing survival time. Wearing a life jacket adds to survival time in the water by minimizing motion needed to keep afloat, and also by insulating the body, Wood said. Panicked movements cause a body to lose heat more quickly. Wood added that the body’s head, neck, sides of the chest and groin lose heat most quickly and need to be protected the most. Should a boater fall overboard, BoatU.S. hopes these tips will help avoid hypothermia:

- ❖ Don’t take off your clothes. Button, buckle, zip and tighten collars, cuffs, shoes and hoods. If possible, cover your head.
- ❖ Devote all your efforts to getting out of the water; board anything floating. Remember most boats will support you even when full of water. If you can’t right the boat, climb on top of it.
- ❖ Don’t try to swim, unless it is to reach a nearby boat, person or object.
- ❖ Even if it’s painful, remain as still as possible. Intense pain and severe shivering in cold water are natural reflexes that will not kill you.
- ❖ If you’re with other people, huddle together for warmth. Or, hold your knees to your chest and clasp your arms around your calves.

USMSA Disseminating Inflatable Liferaft Info

The United States Marine Safety Association, in cooperation with inflatable raft manufacturers marketing rafts in the U.S., is providing commercial vessel and recreational boating inflatable liferaft authorized service station information via its Web page, www.usmsa.org, section Life Raft Service Stations.

USMSA believes it is in everyone’s interest to have this information readily available for both U.S. and non-U.S. manufactured rafts. Providing this information on the USMSA Web site could serve to further marine safety.

WWW.



What’s New on the World Wide Web

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

Oil Spill Compendium Updated

<http://www.uscg.mil/hq/g-m/nmc/response/stats/aa.htm>

NEW! Operating Environmental Standards

<http://www.uscg.mil/hq/g-m/mso/>

Last Korean War Cutter Decommissioned

After completing almost 57 years of service to the day, the U.S. Coast Guard retired its second oldest commissioned cutter in service, Ironwood, early last month, following three wars, eight homeports and more than 500,000 miles at sea. The Ironwood is a 180-foot “B” class buoy tender, who served her purpose of conducting navigation duties for the Coast Guard.

According to a report by KINY Radio News, the Ironwood is the only U.S. active duty ship to receive the Korean Service Medal. The honored ship is also the only 180-foot buoy tender built at the Coast Guard Yard in Baltimore, MD. The Ironwood might have retired, but she will continue her service for the Nigerian navy performing tender work in the country’s oil fields.



45th Delegation Report

The 45th Session of Marine Environment Protection Committee (MEPC) of the International Maritime Organization convened October 2-6 under the chairmanship of M. Julian (Australia). A spokesman reports that all major U.S. objectives were achieved, including approval of amendments to Annex I of MAROPL 73/78 regarding an accelerated phase-out of single hull tankers under Regulation 13G; Finalization of the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas (PSSA) for approval at MEPC 46; Approval, in principle, of a third International Oil Spill R & D Forum in France in 2002 to focus on the aspects of responding to heavy oil spills; And an agreement to consider an IMO strategy for greenhouse gas reduction at MEPC 46.

Double-hull tankers: Because of the sinking of oil tanker Erika last year off the coast of France, the Committee spent considerable time discussing France's initial proposal and 12 alternative proposals to accelerate the phase-out of single-hull tankers under Regulation 13G of MARPOL. The U.S. supported the French proposal, in principle, because the proposed phase-out dates were more in line with the requirements for double-hull tankers under OPA 90 and an international solution at IMO was more desirable than a regional solution within the European Union. The Committee approved a compromise-revised text of Regulation 13G for consideration for adoption at MEPC 46. The U.S. reserved its position on this revised text, which contains two alternatives for new tankers. In addition, a number of developing countries expressed concern about the revised text because they were not sure what the impact would be on oil supplies to their country.

Particularly Sensitive Sea Areas: The Committee finalized the Guidelines for the Designation of Special Areas and the Guidelines for the Identification and Designation of PSSA. The Guidelines will be before the Committee for approval at its next session, in order for the Guidelines to be forwarded to the 21st Session of Assembly for adoption.

Implementation of the OPRC Convention and the OPRC-HNS Protocol: The OPRC working group agreed to continue revising Section IV (oil spill

response) of the IMO Manual on Oil Pollution via an ongoing correspondence group led by the Netherlands with a goal of having consolidated draft text of all of Section IV ready for OPRC review at MEPC 46. The U.S., having completed its earlier assigned work on this manual, agreed to assist Canada with the completion of a chapter of Section IV in response to spills of heavy oils and emulsified oils. The working group also completed its review of a document titled "Guidance on Managing Seafood Safety During and After Oil Spills." Contingent upon final approval by FAO, this document will be presented to the Committee at MEPC 46 for approval and publication as a joint IMO/FAO guidance document. The OPRC working group also agreed that a 3rd International Oil Spill R & D Forum should be held primarily with an emphasis on the technical and operational aspects of responses to heavy oil spills. France agreed to host this R & D Forum in March 2001 in the City of Brest. It also was agreed that the IMO Secretariat would form a Steering Committee of interested members to organize this R & D Forum and solicit additional member country financial support.

Air Pollution from Ships: The Committee noted the submission by the Secretariat that provided background for consideration of an IMO strategy for greenhouse gas reduction. In view of the extremely large volume of this information, the Committee agreed to consider this issue at its next session. The submissions by Japan and Korea regarding shipboard incinerator standards were referred to the DE Subcommittee for consideration; the draft guidelines for the Sampling of Fuel Oil were referred back to the DE Subcommittee to consider the comments by INTERTANKO and IACS.

The Committee also unanimously re-elected Mr. M. Julian (Australia) as chairman for 2001. The Committee unanimously elected Mr. G. Fernandez (Panama) as vice chairman for 2001. The Committee agreed that MEPC 46 would be held next April 23-27. Major agenda items will include Adoption of Amendments to MARPOL 73/78 regarding double-hull requirements, Ballast Water Management, Anti-Fouling Systems, Recycling of Ships, Implementation of the OPRC Convention, Air Pollution Matters, Identification of PPSAs and INF Code Matters.

Going the Distance: Goals of the Marine Corps Marathon

The 25th Marine Corps Marathon was recently held with more than 17,000 people enduring the 26.2 miles winding around the sites of Washington, DC. Proudly called “The People’s Marathon” because of its large number of first-time marathoners, most of the people running on that hot Sunday were fulfilling a hard-earned goal. What inspired these people, how did they do it, and how is running a marathon comparable to PTP?

For a lucky few, running is a sport that comes naturally. However, for many on the course during the marathon, it was a demonstration of commitment and dedication that kept them moving forward to the finish line. For even the most trained of runners, the concept of running a marathon can be very exhilarating ... and very daunting. The pride of crossing the finish line with arms outstretched to a cheering crowd may seem exciting, but reality can quickly set in during the first long training run. Dedication is then put to the test. What so many people, especially those first-time marathoners, from giving up?

The answer is simple – a determined commitment based on creating and maintaining a change within that individual’s life. When a person decides to run a marathon, he or she must create a plan. This plan is often meticulously laid out months in advance, with such detailed items as the times and



distances to run each day, the types of food and drink to consume or avoid, and the amount of sleep to maintain. This involves research about marathon preparation, support from others and a lot of internal determination. Essentially, the runner’s life changes for those months leading up to race day.

Whether it’s running a marathon or implementing a new safety initiative, the process is basically the same. You have to set a goal, create a plan, and then enact the plan to reach that goal. Setting the goal is the easy part; creating and following through with the plan is the tough part, the marathoner’s “training runs” of the process. A cultural change can only occur if commitment and dedication are evident.

Completing a marathon is not an easy goal to achieve, and neither sometimes are implementing new safety initiatives. People may be hesitant to change their way of operating. If they are going to understand the reasons for changing, they need to share in the desire to reach the goal. Rather than simply mandating a new and immediate change, the entire organization needs to be involved in the “training runs” to incorporate the specific goal. This can be accomplished by sharing elements involved with reaching that goal, and openly discussing the potential benefits and challenges of this new idea. Most importantly, people need to feel that they are active players in reaching the goal so that it becomes their goal, too.

When you have everyone participating in the “training runs” together, you increase the chances of achieving the final goal. The determination and commitment to reach that cultural change will become everyone’s goal and, just like the marathoner who successfully crosses the finish line, the sense of accomplishment and satisfaction can be shared by all.

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 510, 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

If you would like to receive the Marine Safety Newsletter or change your address (be sure to send label or include code number), please call **(202) 493-1056** or fax **(202) 493-1065**.