

Marine Safety Newsletter

US Coast Guard Marine Safety and Environmental Protection Directorate

The Coast Guard and Ballast-Water Management

By Admiral James M. Loy, reprinted with permission from the
Journal of Commerce

There is a critical issue that affects the maritime industry now and will affect it even more in the future. It begins with a small stream of water.

This stream meanders along at less than 3 cubic meters per second. However, this apparently insignificant stream has major consequences for everybody in this country — consequences that are far out of proportion to its size.

This stream is the accumulated flow of ballast water from commercial ships in U.S. ports and coastal waters each year. It is the habitat for a host of non-indigenous species that inadvertently hitch rides in commercial ships in foreign ports.

Unopposed by their natural predators and competitors, some of these species thrive in our waters to the point that they seriously disrupt our ecosystems. They can have staggering impacts on our food supply, economy, health, and overall biodiversity.

This stream of ballast water carries hundreds, possibly thousands, of species ranging from microscopic bacteria and viruses to mollusks and crustaceans. Managing the threat posed by the introduction and spread of non-indigenous species is quickly coming to be viewed as the most pressing marine environmental problem facing the United States.

When invasive species spread, they can cause enormous damage. It is estimated that the zebra mussel alone will have caused more than \$5 billion in damage to water pipes, boat hulls, and other hard surfaces in the Great Lakes by the end of next year.

The economic losses from aquatic nuisance species are significant. What is being done about this issue?

There have been two federal laws and one executive order directed its way this decade. The Non-indigenous Aquatic Nuisance Prevention Control Act of 1990 created the Aquatic Nuisance Species Task Force (ANSTF) and required mandatory ballast-water exchanges to protect the Great Lakes.

The National Invasive Species Act of 1996 reauthorized

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the earlier act and amended it by extending ballast-water management regulations for the rest of U.S. waters. It lays out a regime of voluntary ballast-water exchange.

This year, an Executive Order directed federal agencies to prevent the introduction of invasive species.

The U.S. Coast Guard established the mandatory ballast-water exchange program in 1993 in response to the 1990 law. To comply with the 1996 law, we implemented voluntary national guidelines in July of this year.

Exploring Technologies

The Coast Guard is randomly sampling vessels to assess the truthfulness of their reported actions, and we are exploring promising technologies that offer better long-term approaches than ballast exchange.

The voluntary nature of this program has come under criticism from a variety of interests. The intent of the 1996 law is to give industry the opportunity to demonstrate that it can be a good corporate citizen without the immediate threat of civil and criminal penalties that looms over vessels calling on Great Lakes ports.

The Coast Guard is not the only authority with interest in the issue. The U.S. Environmental Protection Agency has been asked by environmental interests to regulate ballast water under the Clean Water Act. The United States is also working with the International Maritime Organization to develop a legally binding ballast water management treaty. The California legislature passed a bill on ballast-water management that goes beyond federal regulations and requires implementation of ballast-water management practices.

A Variety of Solutions

These prospective agency enforcement actions, international treaties, and state laws reveal one truth about the connection between aquatic nuisance species and ballast water management: We can be absolutely sure that the aquatic nuisance species problem will attract a lot of solutions from a lot of directions.

Undoubtedly, the solutions will impose requirements on the maritime industry; however, the requirements may not consider the interests and concerns of those who will be asked to effect whatever solutions are imposed.

The Coast Guard must submit a report to Congress by Jan. 1, 2002, on the level of vessel compliance with the voluntary guidelines and the effectiveness of those voluntary guidelines. That report will determine whether we follow a voluntary or a mandatory regime.

It is critical that the maritime industry encourages maximum participation of its members in the voluntary program. Higher participation will lead to better data. Better data will lead to better decisions on an issue that has the potential to affect us all very significantly.

The Coast Guard's goal is to address this problem prudently and reasonably. I do not want a mandated solution if voluntary measures can prove adequate, or a solution that doesn't respect the legitimate needs of different classes of ships.

I do want an approach that protects the environment without crippling the marine industry and builds on the cooperative partnerships that have yielded so much progress on other marine safety and environmental protection issues. One that works toward feasible technological solutions that makes sense for all of us.

With that goal, the Coast Guard remains committed to working with environment, industry and government interests in addressing the threats posed by ballast water.

Correction to Revision of User Fees

On August 5, 1999, the Coast Guard published a final rule entitled "User Fees for Licenses, Certificates of Registry, and Merchant Mariner Documents." The rulemaking changed merchant mariner licensing and documentation fees based on the latest cost recalculations. The evaluation fees listed in the chart below included a charge for criminal record checks. This correction removes that charge from the evaluation fees for original documents.

Category	Evaluation Fee
License:	
Original upper level	\$100
Original lower level	100
Radio Officer License:	
Original	\$50
Certificate of Registry:	
Original (MMD holder)	\$90
Original (MMD applicant)	105
Merchant Mariner Document:	
Original without endorsement	\$95
Original with endorsement	95



Improving Boating Safety With Lifejackets

In an effort to reduce the number of recreational boaters who drown while engaging in boating activities on the water, the Coast Guard is looking for comments from interested people, groups, and businesses about the need for, and possible alternatives to Federal requirements for people to wear lifejackets during specific boating activities.

A number of responses to the initial notice commented that the best way to prevent drowning was to keep people from falling into the water in the first place. The review of data on recreational boating accidents indicates that most people who drowned had ended up in the water unexpectedly and were not able to put on lifejackets during the incidents. Federal requirements to prevent unexpected falls overboard would unreasonably restrict moving about on the vessel and would also likely interfere with operating the vessel. The majority of those who responded believe that the best way to minimize the number of deaths due to drowning is to maximize the number of recreational boaters wearing lifejackets, also known as personal flotation devices (PFDs). Each year the Coast Guard sponsors a national campaign for boating safety based on educational methods aimed at encouraging boaters to wear lifejackets. It is also recognized, however, that these non-regulatory methods of modifying behavior have not been successful enough.

When the initial notice was published, public comment was sought on the need for Federal requirements that any or all recreational boaters wear lifejackets. The request asked the public to identify the various conditions under which the use of lifejackets should be mandatory or optional, or would be inappropriate.

Over 600 written comments have been received in response to the initial notice. Most of them opposed any Federal requirements that all boaters wear lifejackets all the time. However, almost 120 of them supported Federal or State PFD requirements for at least some categories or recreational vessels, boaters, or activities.

The Coast Guard encourages you to participate in this project by submitting comments and related material about the need for, or alternatives to, Federal requirements and incentives for recreational boaters to wear lifejackets under specific circumstances. Comments must reach the Coast Guard by Feb. 2, 2000.

For further information, contact Carlton Perry, Office of Boating Safety, by phone: (202) 267-0979

or e-mail: cperry@comdt.uscg.mil. To obtain a copy of the notice, call the U.S. Coast Guard Infoline at (800) 368-5647, or go to the website for the Office of Boating Safety at www.uscgboating.org or <http://dms.dot.gov>.

Cruise Ship Safety Hearing

On October 7, 1999 the Coast Guard and Maritime Transportation Subcommittee of the U.S. House Committee on Transportation and Infrastructure held a hearing to consider various issues regarding cruise ship safety.

Although the casualty rate for cruise ships operating from U.S. ports has been remarkably low over the years, there needs to be better understanding of how the U.S. and international law mesh to protect U.S. citizens and waterways.

A major focus of the hearing centered around the issues of fire safety as the greatest threat to cruise ship safety. The National Transportation Safety Board (NTSB) noted that of the 25 major accidents investigated since 1979 involving foreign cruise ships operating from U.S. ports, 16 involved fires.

A number of NTSB recommendations aimed at improving fire safety on board cruise ships have been implemented, either voluntarily by cruise lines or through amendments to the IMO's Safety of Life at Sea Convention. These recommendations have addressed such areas of concern as sprinkler systems; smoke detectors; protected means of escape; remote operation of fire doors; fire suppression systems in exhaust ducts from galley ranges; low-level emergency lighting; and the ability of crew members to convey emergency instructions to passengers in a language the crew can understand.

Currently, the NTSB is urging adoption of an international safety standard requiring passenger ships to install smoke alarms that sound in crew and passenger accommodation areas. With existing detection systems, there can be a sufficient time-delay between the start of a fire and activation of the general alarm to allow a lethal amount of smoke to spread to living quarters before passengers and crew hear the alarm. This proposed warning system is already

“Immediate warning of the presence of smoke is absolutely essential to escape...”

Jim Hall, chairman of the NTSB



required of all hotels and motels throughout the United States.

Another safety recommendation discussed at the hearing was the installation of "black box" voyage data recorders (VDR) similar to the ones that have long been used on passenger planes. The IMO has already proposed a regulation that would require the use of VDRs on passenger vessels on international voyages. The recommendation could receive final approval in May of next year.

Great Lakes Committee—Reopening Membership Deadline

In the April 16 Federal Register Notice, the Coast Guard announced that the application period for membership on the Great Lakes Pilotage Advisory Committee (GLPAC) closed on June 15, 1999. The Coast Guard has reopened the deadline for applications until December 15, 1999.

To be eligible for membership in GLPAC, applicants must have at least five years of practical experience in maritime operations.

Application forms are available on the Internet at <http://dms.dot.gov> or can be requested in writing to Commandant (G-MW), U.S. Coast Guard, 2100 Second Street SW, Washington, DC 20593-0001; Tel.: (202) 267-6164; or Fax: (202) 267-4700. Applications should be sent to the same address.

The Coast Guard has also announced a correction regarding reimbursement for travel and expenses for members. In the April 16 notice, the Coast Guard advises that, "All members serve at their own expense and receive no salary, reimbursement of travel expenses, or other compensation from the Federal Government." The notice should have read, "All members serve without compensation from the Federal Government; however, travel reimbursement and per diem will be provided."

For further information, contact Frank Flyntz, Executive Director of GLPAC, or Tom Lawler, Assistant to the Executive Director, tel. (202) 267-8140 or (202) 366-0091 or fax (202) 267-4570.

WWW.



What's New on the World Wide Web

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

Updated Approved Courses

www.uscg.mil/hq/g-m/marpers/examques/achome.htm

Fire Fighting Turnout Gear for Live Fire Training – NMC Policy Letter 10-99

www.uscg.mil/hq/g-m/marpers/pag/10-99.pdf

Information on the G-M Business Plan

www.uscg.mil/hq/g-m/nmc/gendoc/ppo.xls

www.uscg.mil/hq/g-m/nmc/gendoc/preamble.pdf

Lastest OSRO Reports

www.uscg.mil/hq/g-m/nmc/response/index.htm#OSRO

Updated Exam Questions for Both Deck and Engineering

www.uscg.mil/hq/g-m/marpers/examques/index.htm

ASTM F25 Hosted Seminar Addressing US Navy/US Coast Guard Acquisition Reform 12/08 in New Orleans

www.uscg.mil/hq/g-m/nmc/standards/index.htm

Advisory Committee Updates, Minutes and Agendas

www.uscg.mil/hq/g-m/advisory/index.htm



Maritime Y2K Contingency Planning Exercise Workshop

A workshop on maritime Y2K contingency planning exercises was convened in Berlin on 21 September 1999. Maritime Transportation Sector Workshop participants from France, Germany, United Kingdom, Italy, Russia, Japan, Canada and United States agreed on the importance of conducting contingency exercises in ports throughout the world to maximize port community preparedness to deal with potential Y2K induced disruptions, and to ensure safety as well as continuity of commerce through ports.

The workshop participants recommended that ports in the G-8 countries continue their efforts on completing remediation of affected systems, preparing contingency plans for ports and shipping and on conducting port exercises with voluntary participation from the shipping industry, terminals, and facilities.

A Y2K Contingency Plan Exercise Guidance has been adopted and is available to any port authority, and owners or operators of any vessel or shipping company anywhere in the world. International interest and cooperation by shipping organizations for conducting exercises is key to the success of this endeavor.

Benefits of Y2K contingency plan exercises:

The benefits of contingency plan exercises are a key element of the guidance contained in IMO Circular letter No. 2121 and illustrate due diligence by nations to prepare for potential Y2K induced maritime transportation disruptions. Such benefits also include:

1. sharing of lessons learned, open communication and synergy between nations;
2. reducing tensions that may exist between trading partners unsure of the continuity of marine transportation;
3. capitalizing on public-private nature of the global marine transportation system Y2K preparedness to improve links worldwide; and
4. providing an excellent opportunity to demonstrate to the public the seriousness of preparation activities undertaken by stakeholders in the marine transportation system.

Methodology for contingency plan exercises:

Workshop participants developed a final action plan for exercises upon returning to their respective nations. The Y2K Contingency Plan Exercise Guidance describes potential problems, exercise steps, and contingency actions that must be anticipated in ports due to the Y2K transition. Workshop participants resolved methods for information collection and dissemination, public relations, and a suggested timeline for exercise development and execution with helpful points of contact for making port preparations. Each maritime nation was encouraged to sponsor their own exercise in a key port and share any lessons learned with the other countries in their region and their trading partners.

Workshop participants were encouraged to invite observers to contingency exercises and publicize port exercises via industry associations, public outreach and normal relationships. Pre- and Post-exercise handout information should be prepared by the lead organization in each port. Each exercise should be chronicled for presentation at other transportation contingency planning workshops and on Internet sites available to anyone worldwide.

Workshop participants agreed to the adoption of a plan of action by port authorities worldwide to conduct Y2K exercises. Upon completion of the workshop, a series of coordinated exercises would be conducted in ports throughout the world. Key international trade organizations should monitor and participate in exercise planning and coordination as appropriate. Post exercise reports and lessons learned should be disseminated to all participants, trading partners and neighboring states in the region. Interested maritime nations should recognize benefits and plan their own exercises.

It should be noted that prior to the Berlin Workshop, representatives from a number of key international maritime trade associations offered active collaboration in these contingency planning exercises. These international trade organizations also played a leading role in drafting the Year 2000 Code of Good Practice at IMO Headquarters in London in March 1999.

UPCOMING IMO MEETINGS

- | | |
|-----------------------|------------------------------------|
| November 12 | Council—20th extraordinary session |
| November 15-26 | Assembly—21st session |
| November 26 | Council—83rd session |

The International Maritime Organization Corner better informs the maritime community about the vital work conducted through this international organization. The IMO Corner will present highlights of recently completed meetings, a calendar of IMO meetings, as well as a listing of supporting U.S. SOLAS Working Group meetings.

PTP and Manning of the Maritime Industry

Over the years in this column we have addressed a wide range of issues related to the human element and PTP. Up until now, we haven't addressed what may be the most basic of the human element issues—the people themselves.

Admiral North, Assistant Commandant for Marine Safety and Environmental Protection, says that the human element must be addressed in a number of different aspects. His list is:

1. The recruitment of mariners into the industry for careers at sea;
2. The training and qualification of those mariners, including employment of technology;
3. Adequate levels of manning given the level of technology employed;
4. Ship management that recognizes gaps between technology and operations, and;
5. International and national standards and regimes to address the above.

But, the root of all of this is number 1, getting the mariners to sign up in the first place.

This is becoming a serious issue for all industry and geographic sectors within the entire maritime

community. This shortage of qualified mariners, officers and unlicensed crew, is being taken very seriously by the Coast Guard, U.S. Navy, Maritime Administration and the industry. Recently a meeting with representatives from these groups was held to discuss this topic. The group agreed that the problem lies in recruitment of new mariners, retention of existing mariners, and that both of these are affected by the image of the maritime industry, the technological changes, and the training required.

As this is a problem that does or will affect every facet of the maritime industry, the group decided that it should be addressed by the Interagency Committee for the Marine Transportation System and upcoming Marine Transportation System National Advisory Council (MTSNAC). These groups will address issues affecting the marine transportation system (MTS). According to the recent report to Congress, *An Assessment of the U.S. Marine Transportation System*, the MTS consists of waterways, ports and their intermodal connections, vessels, vehicles, and system users. Having sufficient number of qualified mariners is an issue that affects the whole MTS. A report from this meeting has been sent to the MTS committees. Look for more information about the MTSNAC in the Federal Register or on the MARAD web site sometime early in 2000.

UPCOMING MEETINGS

- 11/7-10/99 INFORMS — Philadelphia, PA
The Premier Conference of OR/MS Professionals. Risk & Reliability. For more information, go to INFORMS.
- 11/14-17/99 High Consequence Systems Surety Conference — Albuquerque, NM
This conference will explore system surety from research in human factors and organizational behavior to solutions and technologies for improving system surety in hardware- and software-controlled high consequence systems.
- 12/5-8/99 Information Society for Risk Analysis 1999 Annual Meeting — Atlanta, GA
- 4/25-26/00 Marine Log Conference on the Human Element — To Be announced

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



G-M Studies

The following is a list of G-M studies and reports under development, including their status and contact person. The *Marine Safety Newsletter* will update this listing as new information is received. Small business interests needing assistance in understanding the information may telephone the contacts identified for the study or report.

Research in Tanker Groundings

This non-mandated study is being conducted by the Coast Guard to study the structural behavior of tankers during groundings.

STATUS: Research is being conducted at MIT. The first phase of the study is complete, and the second phase is underway. Availability of the study report will be announced through the *Marine Safety Newsletter*.

CONTACT: Mr. Jaideep Sirkar, Tel.: (202) 267-6925, Fax: (202) 267-4816, e-mail: jsirkar@comdt.uscg.mil

Shipboard Fatigue Countermeasures Analysis

This project is designed to tie the previous fatigue projects together. Project deliverables include lists of fatigue reducing countermeasures prioritized by effectiveness to ease implementation.

Status: This project will start in 2000, and will conclude at the end of 2001.

Contact: Dr. Carlos Comperatore, Tel.: (860) 441-2751, Fax: (860) 441-2792, e-mail: ccomperatore@rdc.uscg.mil

Watchkeeping Alertness in Towing Operations

Conducted by Battelle Seattle Research Center under contract to R&DC. Objectives for this include understanding factors which affect alertness in towing vessel crews. The research team has collected data on line boats and harbor tugs in the lower Mississippi and Ohio Rivers. Companies have participated in the study by offering their crews as test subjects on a voluntary basis. Voluntary participation has been outstanding, approaching 100 percent of solicited crewmembers.

STATUS: The analysis of data is nearly complete. The next phase of the project, development and testing of fatigue countermeasures, should be completed near the end of 2001.

CONTACT: Dr. Carlos Comperatore, Tel.: (860) 441-2751, Fax: (860) 441-2792, e-mail: ccomperatore@rdc.uscg.mil

Improving Crew Alertness on Commercial Vessels

This project will identify the incidence of fatigue in deep draft vessel crews and develop crew endurance plans to mitigate fatigue. Data has been collected from the crew of a tank vessel, and will be used to develop fatigue countermeasures. The deliverable for this project will be a Professional Mariner's Crew Endurance Handbook.

STATUS: Data has been collected, and analysis is in progress. The project is planned to conclude in early 2000 following development and testing of fatigue countermeasures.

CONTACT: Dr. Carlos Comperatore, Tel.: (860) 441-2751, Fax: (860) 441-2792, e-mail: ccomperatore@rdc.uscg.mil

G-M Regulatory Projects



The following is a list of select G-M regulatory projects including their status and point of contact information. For more information on these and other marine safety rulemaking projects, visit the G-M Regulations home page at www.uscg.mil/hq/g-m/regs/reghome.html.

If you are a small business interest needing assistance in understanding and complying with the regulatory requirements, please telephone the applicable contact listed below. The Small Business and Agriculture Regulatory Enforcement Ombudsman and ten Regional Fairness Boards were established to receive comments from small businesses about federal agency enforcement actions. The Ombudsman will annually evaluate the enforcement activities and rate each agency's responsiveness to small business. If you wish to comment on the enforcement actions of the Coast Guard, call (888) REG-FAIR (734-3247).

ANPRM-Advance Notice of Proposed Rulemaking • **NPRM**-Notice of Proposed Rulemaking • **IR**-Interim Rule • **DFR**-Direct Final Rule

CGD 89-050 Vessel Identification System

This rulemaking establishes a Vessel Identification System (VIS) and will prescribe the manner and form for participating States to make information available for VIS; establish guidelines for State vessel titling systems; and establish procedures for certifying compliance with those guidelines. On April 19, 1999 (64 FR 19039), the Coast Guard published a notice delaying the effective date of subpart D until October 24, 1999.

STATUS: IFR published on April 25, 1995 (60 FR 20310). SNPRM being drafted.

CONTACT: ENS Christopher Williamee, Tel.: (202) 267-6989

CGD 94-055 Licensing and Manning for Operators of Towing Vessels

This rulemaking would revise the requirements for licensing those individuals operating towing vessels. It would institute new licenses with levels of qualification and with enhanced training and operating experience. Further, it would require all towing vessels to be manned by officers holding licenses specifically authorizing such service. It is based on the investigation of a collision of a tug and barge with a railroad bridge, near Mobile, AL, in September 1993, which caused 47 deaths. The casualty prompted the Coast Guard's report, "Review of Marine Safety Issues Related to Uninspected Towing Vessels." Some of the recommendations contained in the review are incorporated into this rulemaking.

STATUS: NPRM was published on June 19, 1996 (61 FR 31332). SNPRM was published on October 27, 1997 (61 FR 31332). Four public meetings were held in February 1998. The comment period closed February 24, 1998. Interim Rule is in clearance.

CONTACT: LCDR Luke Harden, Tel.: (202) 267-0229, Fax: (202) 267-4570, e-mail: lharden@comdt.uscg.mil

USCG 1997-3198 Alternate Convention Tonnage

The Coast Guard is considering developing alternate tonnage thresholds for certain vessels based on the measurement system established under the International Convention on Tonnage Measurement of Ships, 1969. Existing tonnage thresholds in domestic laws and regulations are based on the U.S. regulatory measurement system. Establishing the international convention tonnage as an option for applying domestic regulations may result in the building of safer, more efficient vessels and may enable designers and operators of U.S. vessels to be more competitive in the international market. The Coast Guard asks for comments on related issues and questions.

STATUS: Notice and request for comments published on February 4, 1998 (63 FR 5767). Comment period closed October 15, 1998. Preparing proposed rule.

CONTACT: Mr. Peter Eareckson, Tel.: (202) 366-6502, Fax: (202) 366-7991, e-mail: peareckson@msc.uscg.mil

USCG 1998-3423 Implementation of the National Invasive Species Act of 1996 (NISA)

To comply with the National Invasive Species Act of 1996 (NISA), the Coast Guard establishes both regulations and voluntary guidelines to control the invasion of aquatic nuisance species (ANS). Ballast water from ships is one of the largest pathways for the intercontinental introduction and spread of ANS. This rule amends existing regulations for the Great Lakes ecosystem, establishes voluntary ballast water management guidelines for all other waters of the United States, and establishes mandatory reporting for nearly all vessels entering waters of the U. S.

STATUS: Interim rule with request for comments published on May 17, 1999 (64 FR 26672). Effective date is July 1, 1999. Comment period closed on July 16, 1999.

CONTACT: LT Pat McKeown, Tel.: (202) 267-0500, Fax: (202) 267-4690, e-mail: mmckeown@comdt.uscg.mil



G-M Regulatory Projects

USCG 1998-3786 Commercial Diving Operations

The Coast Guard requested comments on the type and scope of needed revisions to the commercial diving operations regulations. The regulations are over 20 years old and do not include current safety and technology standards and industry practices. At this early stage of the rulemaking process we need information on current safety practices, diving technology, and industry standards to help us identify the scope of any necessary regulatory revisions.

STATUS: ANPRM published on June 26, 1998 (63 FR 34840). Comment period closed on November 9, 1998.

CONTACT: LT Diane Kalina, Tel.: (202) 267-1181, Fax: (202) 267-4570, e-mail: dkalina@comdt.uscg.mil

USCG 1998-3798 Numbering of Undocumented Barges

The Coast Guard is establishing a statutorily required numbering system for operating undocumented barges over 100 gross tons. The numbering of these barges would increase owner accountability and deter their abandonment, making fewer barges available for disposal of hazardous substances.

STATUS: ANPRM published on July 6, 1998 (63 FR 36384). Comment period closed on November 3, 1998.

CONTACT: Mr. Thomas Willis, Director, National Vessel Documentation Center, Tel.: (304) 271-2506, Fax: (304) 271-2405, e-mail: twillis@nvdc.uscg.mil

USCG 1998-4302 Handling of Class I (Explosive) Mate- rial or Other Dan- gerous Cargoes within or Contigu- ous to Waterfront Facilities

This rulemaking will revise the regulations covering waterfront facilities handling dangerous cargoes. Current regulations would be updated to reflect improved safety procedures and modern transportation methods, such as the use of containers. This proposed rule would also update the requirements for the handling of these dangerous cargoes and incorporate industry standards.

STATUS: NPRM published on October 29, 1998 (63 FR 57964). Comment period closed March 1, 1999. Final Rule being drafted.

CONTACT: LT Charles Srioudom, Tel.: (202) 267-2498, Fax: (202) 267-4570, e-mail: csrioudom@comdt.uscg.mil

USCG 1998-4354 Tank Vessel Response Plans for Hazardous Substances

The Coast Guard proposes regulations that would require response plans for certain tank vessels operating on the navigable waters of the United States that could reasonably be expected to cause substantial or significant and substantial harm to the environment by discharging a hazardous substance. These regulations are mandated by the Oil Pollution Act of 1990 (OPA 90), which requires the President to issue regulations requiring the preparation of hazardous substance response plans. The primary purpose of requiring response plans is to minimize the impact of a discharge of hazardous substances into the navigable waters of the United States.

STATUS: NPRM published March 22, 1999 (64 FR 13734). Comment period closed on Aug. 30, 1999. Public meeting held Aug. 12 and 13 in Houston (64 FR 31994).

CONTACT: LT Michael Roldan, Tel.: (202) 267-0106, Fax: (202) 267-4570, e-mail: mroldan@comdt.uscg.mil

USCG 1998-4399 Automatic Identi- fication System Carriage Require- ment; Vessel Traffic Service Lower Mississippi River

The Coast Guard held a public meeting in New Orleans to solicit comments on the establishment of a new Vessel Traffic Service (VTS) in the Lower Mississippi River area and a potential Automatic Identification System (AIS) carriage requirement for certain vessels operating in the new VTS area. We are currently reviewing public input to help develop a proposed rule.

STATUS: NPRM being drafted.

CONTACT: Mr. Jorge Arroyo, Tel.: (202) 267-0407, Fax: (202) 267-4826, e-mail: jarroyo@comdt.uscg.mil

USCG 1998-4441 Deepwater Ports

The Coast Guard is revising its deepwater ports regulations to update the regulations with current technology and industry standards. It will also align them with certain regulations for other offshore facilities.

Status: ANPRM published on August 29, 1997 (62 FR 45774). Comment period closed on October 14, 1997. NPRM being drafted.

Contact: LT Diane Kalina, Tel.: (202) 267-1181, Fax: (202) 267-4570, e-mail: dkalina@comdt.uscg.mil

G-M Regulatory Projects



USCG 1998-4443 Emergency Control Measures for Tank Barges

This interim rule implements measures for maintaining or regaining control of a tank barge that will reduce the likelihood of a tank barge's grounding and spilling its cargo. These measures are necessary because without them a tug that loses its tow lacks ready means for regaining control of it.

STATUS: Interim rule (IR) with request for comment published on December 30, 1998 (63 FR 71754). The IR is effective March 30, 1999 except for 33 CFR 155.230(b)(1) and 46 CFR 32.15-15(e), which are effective on December 11, 2000. Notice of meeting; reopening of comment period published on April 15, 1999 (64 FR 18576). Public meeting held in Washington, DC on May 12, 1999. Comment period closed on June 10, 1999.

CONTACT: Mr. Robert Spears, Tel.: (202) 267-1099, Fax: (202) 267-4547, e-mail: rspears@comdt.uscg.mil; or Mr. Allen Penn, Tel.: (202) 267-2997, Fax: (202) 267-4816, e-mail: apenn@comdt.uscg.mil

USCG 1998-4445 Fire Protection Measures for Towing Vessels

With this Interim Rule, the Coast Guard plans to implement measures for the early detection and control of fires on towing vessels. It will require the lower cost, noncontroversial fire protection measures introduced in the Notice of Proposed Rulemaking entitled, Towing Vessel Safety (62 FR 52057), that was published on October 6, 1997. They include: general alarms; engine-room fire detection systems; internal communication systems; and remote fuel-shutoff valves. Furthermore, fire-fighting drills will need to be conducted and training requirements established for crews on towing vessels. These measures should decrease the number and severity of injuries to vessels' crews, prevent damage to vessels, structures and other property, and reduce the likelihood of a tank barge's drifting, grounding, and ultimately spilling its cargo. A separate supplemental notice of proposed rulemaking on Fire Suppression System and Other Measures for Towing Vessels (CGD 97-064) will contain the two issues not addressed in either of the IRs that came from the Towing Vessel Safety NPRM—fixed fire-suppression systems for towing vessels, and proper voyage planning for masters and operators of towing vessels.

STATUS: Fire Protection Measures IR in final clearance; Fire Suppression Systems and Other Measures SNPRM being drafted.

CONTACT: Mr. Robert Spears, Tel.: (202) 267-1099, Fax: (202) 267-4547, e-mail: rspears@comdt.uscg.mil

USCG 1998-4501 Improvements to Marine Safety in Puget Sound-Area Waters

The Coast Guard seeks public comment on potential rules that would improve marine safety in Puget Sound-area waters including Puget Sound, the Strait of Juan de Fuca, passages around and through the San Juan Islands, and the Olympic Coast National Marine Sanctuary. Based on a recent determination by the Secretary of Transportation regarding the status of marine safety in the Puget Sound-area, the Coast Guard has begun a comprehensive cost-benefit analysis to study the feasibility of implementing new safety measures, including extended tug escort requirements for certain vessels and a dedicated pre-positioned rescue vessel. Public input will help focus the cost-benefit analysis and help us develop any future proposed rules that may be necessary.

STATUS: ANPRM was published November 24, 1998 (63 FR 64937). Comment period closed on May 24, 1999.

USCG 1998-4623 Limited Service Domestic Load Lines for River Barges on Lake Michigan

This rulemaking incorporates into 46 CFR part 45 the present load line exemption routes that have been announced in Federal Register notices for unmanned dry cargo barges carrying nonhazardous cargoes on river barges operating on Lake Michigan between Chicago, IL and Milwaukee, WI; and Chicago and Muskegon, MI.

STATUS: The notices were published on September 21, 1992 (57 FR 43479), March 31, 1995 (60 FR 16693), September 28, 1995 (60 FR 50234), and August 26, 1996 (61 FR 43804). NPRM was published on November 2, 1998 (63 FR 58679). Comment period extended on December 28, 1998 (63 FR 71411). Comment period closed on March 4, 1999. Interim rule being drafted.

CONTACT: Mr. Thomas Jordan, Project Manager, Tel.: (202) 267-0142, Fax: (202) 267-4816, e-mail: tjordan@comdt.uscg.mil



G-M Regulatory Projects

**USCG 1998-4951
Cargo Securing
Manuals for
Vessels carrying
Hazardous
Materials when
operating in U.S.
Waters**

This rulemaking will add regulations requiring cargo securing manuals for U.S. or foreign vessels of 500 gross tons or more when on international voyages, consistent with Chapter VI/5 and VII/6 of SOLAS, which became effective December 31, 1997. This rulemaking will also propose to amend the cargo stowage and securing management requirements consistent with the requirements Chapters VII/6 of SOLAS, for certificated U.S. ships and barges when operating in U.S. waters.

STATUS: Workplan in clearance.

CONTACT: Mr. Bob Gauvin, Tel.: (202) 267-1053, Fax: (202) 267-4570, e-mail: rgauvin@comdt.uscg.mil.

**USCG 1999-4976
Frequency of
Inspection, Hull
Examination
Alternative**

The Coast Guard proposes amending its vessel inspection regulations. These amendments would introduce a 5-year Certificate of Inspection cycle in accordance with the Coast Guard Authorization Act of 1996 to harmonize our inspections with most internationally required certificates. It will provide vessel owners and operators additional latitude in scheduling inspections. The proposed rule would also establish hull examination alternative for certain passenger vessels. These vessels must operate exclusively in fresh water, on restricted routes, and in benign environments. In addition, the proposed rule would provide the option of alternating drydock examinations with underwater surveys for passenger, nautical school, and sailing school vessels.

STATUS: NPRM published in November 1999. Comment period closes in December 1999.

CONTACT: Mr. James W. Cratty, Tel.: (202) 267-6742, Fax: (202) 267-4547, e-mail: jcratty@comdt.uscg.mil.

**USCG 1999-5004
Alternate
Compliance
Program;
Incorporations
by Reference**

This direct final rule (DFR) amends part 8 of Title 46, Code of Federal Regulations, to add recently approved incorporations by reference. Adding several recently approved sets of classification society rules and supplements through incorporation by reference is essential for the continued viability and validity of the Alternate Compliance Program (ACP) regulations. This rule also inserts the address and telephone numbers of the Coast Guard office identified in several parts as the source for additional information to facilitate our ACP. This rule makes no substantive changes to current regulations. It enables continuation of the ACP, which was developed to reduce redundant vessel inspections without jeopardizing safety. The final rule on the ACP was published in the Federal Register (62 FR 67526) on December 24, 1997.

STATUS: DFR was published on June 8, 1999 (64 FR 30437). Comment period open until August 9, 1999. Effective date is September 7, 1999.

CONTACT: Mr. Jaideep Sirkar, Tel.: (202) 267-6925, Fax: (202) 267-4816, e-mail: jsirkar@comdt.uscg.mil.

**USCG 1999-5040
Safety of
Uninspected
Passenger Vessels
under the
Passenger Vessel
Safety Act
of 1993**

The Coast Guard will propose regulations that implement safety measures for uninspected passenger vessels under the Passenger Vessel Safety Act of 1993 (PVSA). These regulations will implement the new class of uninspected passenger vessel of at least 100 gross tons, address the confusion regarding bareboat charters, provide for the issuance of special permits to certain uninspected passenger vessels, and develop specific manning, structural fire protection, operating, and equipment requirements for a limited fleet of PVSA exempted vessels.

STATUS: ANPRM published on April 1, 1999 (64 FR 15709). Comment period closed on June 30, 1999. Proposed rule being drafted.

CONTACT: Mr. James Cratty, Tel.: (202) 267-6742, Fax: (202) 267-4547, e-mail: jcratty@comdt.uscg.mil.

**USCG-1999-5117
Barges Carrying
Bulk Liquid
Hazardous
Material Cargoes**

The Coast Guard requests comments on the type and scope of any necessary revisions to the barges carrying bulk liquid hazardous material cargoes regulations. The regulations are almost 30 years old and do not include current safety information, technology, etc.

STATUS: ANPRM published on September 9, 1999 (64 FR 48976). Comment period open until March 7, 2000.

CONTACT: Mr. Thomas Felleisen, Tel.: (202) 267-0085, Fax: (202) 267-4570, e-mail: tfelleisen@comdt.uscg.mil.

G-M Regulatory Projects



**USCG-1999-5118
Standard
Measurement
System Exemption
from Gross
Tonnage**

The Coast Guard is revising its tonnage regulations to reinstate a previously allowed method of holding tonnage opening cover plates in place. The reinstated method was deleted in error during a comprehensive rewrite of the tonnage regs in 1989.

STATUS: Direct Final Rule published August 31, 1999 (64 FR 47402). Comment period ends: November 1, 1999.

CONTACT: Mr. Peter Eareckson, Tel.: (202) 366-6502, Fax: (202) 366-7991, e-mail: peareckson@uscg.mil.

**USCG 1999-5525
Mandatory Ship
Reporting
Systems**

The Coast Guard is implementing two mandatory ship reporting systems in an effort to reduce the threat of ship strikes to endangered northern right whales (also known as the North Atlantic right whale). Based on a proposal by the United States, the International Maritime Organization adopted a resolution to establish these systems. The mandatory ship reporting systems are designed to inform mariners of the presence of whales in certain areas, so that mariners travelling in those areas can take actions to avoid collisions with the whales.

STATUS: Interim rule with request for comments published on June 1, 1999. Comment period closed on August 2, 1999.

CONTACT: Mr. Edward LaRue, Tel.: (202) 267-0416, Fax: (202) 267-4826, e-mail: elarue@comdt.uscg.mil.

**USCG-1999-5700
Traffic Separation
Schemes: Off San
Francisco, in the
Santa Barbara
Channel, in the
Approaches to Los
Angeles-Long
Beach, California**

The Coast Guard proposes amending the existing Traffic Separation Scheme (TSS) off San Francisco and the TSS in the Santa Barbara Channel. The proposed amendments are adopted by the International Maritime Organization and have been validated by several recent vessel routing studies. Once implemented, the amended TSSs would route commercial vessels farther offshore, providing an extra margin of safety and environmental protection in the Monterey Bay National Marine Sanctuary and adjacent waters. Additionally, this proposed rule would incorporate descriptions of these TSSs, as well as a description of the existing TSS in the approaches to Los Angeles-Long Beach, into the Code of Federal Regulations.

STATUS: NPRM published on June 17, 1999. Submit comments on or before August 16, 1999.

CONTACT: LCDR Brian Tetreault, Tel.: (510) 437-2951, Fax: (510) 437-2961, e-mail: btetreault@d11.uscg.mil.

**USCG 1999-5705
Marine
Transportation
Related Facility
Response Plans
for Hazardous
Substances**

This rulemaking would require owners or operators of onshore marine transportation-related facilities to submit a response plan for worst case discharges of hazardous substances.

STATUS: ANPRM published in 61 FR 20084. Comment period closed September 3, 1996. Proposed regulations are in clearance.

CONTACT: LT Michael Roldan, Tel.: (202) 267-0106, Fax: (202) 267-4570, e-mail: mroldan@comdt.uscg.mil.

**USCG 1999-6097
Federal Pilotage
for Foreign-Trade
Vessels in
Maryland**

The Coast Guard will publish an NPRM requiring that vessels engaged in foreign trade, under way on the navigable waterways within the state of Maryland, be under the direction and control of Federally licensed pilots when the vessels are not under the control and direction of Maryland State pilots. This measure is necessary to ensure that vessels are navigated by qualified persons, knowledgeable in the local area and accountable to either the state or the Coast Guard. This measure will increase navigational safety in the area of Baltimore Harbor and reduce the risk of marine casualties in the waters of Maryland.

STATUS: We will be asking for comments on this proposed rule, which is expected to be published in the Federal Register by the end of October 1999.

CONTACT: Timothy Farley G-MOA, Tel.: (202) 267-1414, e-mail: tfarley@comdt.uscg.mil.



G-M Regulatory Projects

USCG 1999-6098 Great Lakes Pilotage Rates

This project will allow annual adjustments to rates that Great Lakes registered pilots will charge for their services based on a review of actual expenses. This will keep pilot compensation comparable to the “target pilot compensation” specified in Appendix A to 46 CFR part 404, Ratemaking Analyses and Methodology, and to set the rate at the lowest possible level. Additionally, by making annual adjustments, large rate changes seen in the past can be avoided.

STATUS: Workplan in clearance.

CONTACT: Mr. Frank J. Flyntz, Tel.: (202)366-8981, Fax: (202) 366-7147, e-mail: frank.j.flyntz@dot.gov/slsdc.

USCG 1999-6164 Oil Pollution Act of 1990 (OPA 90), Phaseout Requirements for Single Hull Tank Vessels

This rulemaking will place language in 33 CFR 157 to ensure an understanding of the Coast Guard's enforcement policies for the phaseout regulations of OPA 90 on conversions to single hull tank vessels. The Coast Guard published a Notice of Policy (64 FR 19575) on April 21, 1999, which announced this rulemaking. The Workplan for this project has been approved.

STATUS: NPRM in clearance.

CONTACT: Mr. Bob Gauvin, Tel.: (202) 267-1053, Fax: (202) 267-4570, e-mail: rgauvin@comdt.uscg.mil.



The following is a list of National Fire Protection Association Safety Standards affecting the maritime community. Each Standard listed includes news and points of contact. This list will be updated as new information becomes available.

NFPA 12 Carbon Dioxide (CO₂)

The Coast Guard asked the National Fire Protection Association (NFPA) to develop a section within NFPA 12 to address marine CO₂ systems. The committee has drafted a marine chapter (6), which is contained in the 1999 Request of Proposals (ROP), to be considered at the November 1999 annual meeting in New Orleans.

NFPA POINT OF CONTACT: Mark Conroy, (617) 984-7403

USCG POINT OF CONTACT: Klaus Wahle, G-MSE-4, (202) 267-0256

e-mail: kwahle@comdt.uscg.mil

NFPA 13 Automatic Sprinklers

The NFPA has completely revised NFPA 13 to address all aspects of automatic sprinkler system design. At their July 1997 meeting, NFPA Standards Council approved a new project to centralize all requirements pertaining to the design and installation of automatic sprinkler systems into NFPA 13. The new project called for the relocation of those portions of NFPA 24, NFPA 231, and NFPA 231C pertaining to sprinkler systems and fire mains into NFPA 13. Additionally, the project called for the review of all NFPA standards containing sprinkler system requirements to determine how they can best be centralized. The new 1999 edition of NFPA 13 should be available shortly.

NFPA POINT OF CONTACT: Milosh Puchovsky, (617) 984-7408

USCG POINT OF CONTACT: Randall Eberly, G-MSE-4, (202) 267-1444

e-mail: reberly@comdt.uscg.mil

NFPA 750 Standards on Water Mist Fire Protection Systems

The committee responsible for writing NFPA 750 met in May 1999 to take action on the previously submitted proposals for changes to the standard. The final list of amendments is currently being circulated among the committee members for balloting. Final consideration of the modified standard will occur at the Fall 1999 meeting in New Orleans.

NFPA POINT OF CONTACT: Christian Dubay, (617) 984-7435

USCG POINT OF CONTACT: Randall Eberly, G-MSE-4, (202) 267-1444

e-mail: reberly@comdt.uscg.mil

NFPA 1123 Code for Fireworks Display

The Coast Guard is working with the NFPA 1123 committee to develop a chapter addressing the safe conduct of outdoor fireworks aboard vessels and floating platforms. The committee met in March to discuss and respond to the public proposals including a draft chapter. The committee's responses to the public proposals were published in the May edition of the NFPA Report on Proposals (ROP). Members of the public, the marine community, the fire service, and the US Coast Guard are encouraged to submit comments on the committee's responses by October 8, 1999. The form is provided on the back of the standard or using NFPA's "Proposals On-Line" at www.nfpa.org under the Codes and Standards menu item. Within the ROP, a Tentative Interim Amendment (TIA) based on the draft marine chapter has been submitted. If passed, the TIA will establish a new marine chapter in the existing NFPA 1123 to provide guidance for both operators and enforcers of these types of fireworks displays. The Coast Guard is concurrently composing a Navigation and Vessel Inspection Circular (NVIC) to incorporate the TIA with other Coast Guard specific requirements. The committee will meet again in late fall.

NFPA POINT OF CONTACT: Guy Colonna, (617) 984-7435

USCG POINT OF CONTACT: Suzette Hartmann, G-MSE-4, (202) 267-0138

e-mail: shartmann@comdt.uscg.mil

NFPA 2001 Standards on Clean Agent Extinguishing Systems

The Coast Guard asked NFPA to develop a section within NFPA 2001 to address marine clean agent systems. At the December 1998 meeting the committee drafted a revised marine chapter (5) which incorporates recent ROP and Report on Comments (ROC) changes. The changes will be discussed at the July 1999 meeting in Halifax, Canada.

NFPA POINT OF CONTACT: Mark Conroy, (617) 984-7403

USCG POINT OF CONTACT: Klaus Wahle, G-MSE-4, (202) 267-0256

e-mail: kwahle@comdt.uscg.mil



Calendar of Events

Please note: Events without dates will no longer be published. To see which courses are Coast Guard-approved, visit <http://www.uscg.mil/hq/g-m/marpers/examques/achome.htm>
Course information is listed in the following order: Sponsor • Dates • Location • Contact
**Conference or Meeting

BASIC PRINCIPLES OF CHARTERING (HOME STUDY COURSE)

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BASIC SAFETY TRAINING

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HAZWOPER (Q) – FIRST RESPONDER AWARENESS, OPERATIONS, AND HAZARDOUS MATERIALS TECHNICIAN

Sponsored by IMS Environmental Services • Nov. 15-19, 1999 • IMS Environmental Services Training Center, Chesapeake, VA • Phil Biedenbender/Steve May, Tel.: (757) 436-3000, Fax: (757) 549-0990, e-mail: IMStrain@aol.com

INDUSTRIAL FIRE BRIGADE LEADERSHIP (INCIDENT COMMAND SYSTEM)

Sponsored by Lamar University-The Center for Industrial Fire and Hazardous Materials Training • Nov. 15-19, 1999 • Beaumont, TX • Lamar University-Industrial Fire Training, P.O. Box 10008, Beaumont, TX 77701, Tel.: (409) 832-5881, Fax: (409) 838-7029, e-mail: hubacjc@lub002.lamar.edu

OIL SPILL MANAGEMENT

Sponsored by Texas A&M University Corpus Christi National Spill Control School • Nov. 15-19, 1999 • Texas A&M University Corpus Christi • Tel.: (512) 980-3333, Fax: (512) 980-3337, e-mail: nscs@tamucc.edu, Web site: www.sci.tamucc.edu/nscs

OPA-90 QUALIFIED INDIVIDUAL TRAINING PROGRAM

Sponsored by Massachusetts Maritime Academy, Center for Marine Environmental Protection and Safety • Nov. 15-19, 1999; Mar. 13-17, 2000 • MMA Campus, 101 Academy Drive, Buzzards Bay, MA 02532 • Jane Joska, Tel.: (508) 830-5098, Fax: (508) 830-5018, e-mail: jjoska@mma.mass.edu

Calendar of Events



PETROLEUM TANKER SAFETY

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STCW BASIC SAFETY TRAINING

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SAFE CARGO HANDLING

Sponsored by NPFVOA Vessel Safety Program • Nov. 16; Dec. 14, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285–3383, Fax: (206) 286–9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

BRIDGE RESOURCE MANAGEMENT

Sponsored by RTM Star Center • Nov. 16–18; Dec. 7–9, 1999 • RTM Star Center, 2 W. Dixie Hwy., Dania, FL 33004 • RTM Star Center, Tel.: (800) 445–4522, Fax: (954) 920–4268, Web site: www.star-center.com

TRAWL DECK SAFETY

Sponsored by NPFVOA Vessel Safety Program • Nov. 17; Dec. 15, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285–3383, Fax: (206) 286–9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

1999 NATIONAL DREDGING CONFERENCE**

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OILED WILDLIFE REHABILITATION

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Calendar of Events

TANKERMAN FAMILIARIZATION—DANGEROUS LIQUIDS

Sponsored by Northeast Maritime Institute • Nov. 22–25, 1999 • Northeast Maritime Institute, 66 Spring St., New Bedford, MA 02740 • Kendall Carpenter, Tel.: (800) 767–4025, Fax: (508) 992–9184, e-mail: carpentr@northeastmaritime.com

GMDSS

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HYDRODYNAMICS OF HIGH SPEED CRAFT**

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STCW BASIC SAFETY TRAINING

Sponsored by Northeast Maritime Institute • Nov. 28–Dec. 4, 1999 • Northeast Maritime Institute, 66 Spring St., New Bedford, MA 02740 • Kendall Carpenter, Tel.: (800) 767–4025, Fax: (508) 992–9184, e-mail: carpentr@northeastmaritime.com

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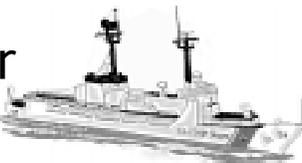
MEDICAL FIRST AID

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Calendar of Events



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SHIPHANDLING SIMULATOR COURSE

Sponsored by Maritime Institute of Technology and Graduate Studies • Nov. 29–Dec. 10, 1999 • MITAGS Campus, Linthicum Heights, MD • Mary Matlock, Tel.: (410) 859-5700, Fax: (410) 859-5181, e-mail: admissions@mitags.org, Web site: www.mitags.org

NATIONAL SAFETY COUNCIL FIRST AID/CPR CERTIFICATION

Sponsored by IMS Environmental Services • Nov. 30–Dec. 1, 1999 • IMS Environmental Services Training Center, Chesapeake, VA • Phil Biedenbender/Steve May, Tel.: (757) 436-3000, Fax: (757) 549-0990, e-mail: IMStrain@aol.com

24 HOUR OSHA/RCRA SAFETY

Sponsored by Texas A&M University Corpus Christi National Spill Control School • Nov. 30–Dec. 2, 1999 • Texas A&M University Corpus Christi • Tel.: (512) 980-3333, Fax: (512) 980-3337, e-mail: nscs@tamucc.edu, Web site: www.sci.tamucc.edu/nscs

PRACTICAL RESPONSE TO OIL SPILLS: A "REAL WORLD" MANAGEMENT APPROACH

Sponsored by Miller Environmental Group • Nov. 30–Dec. 2, 1999 • 588 Edwards Avenue, Calverton, NY 11933 • George Wallace III, Tel.: (516) 727-2662, Fax: (516) 727-2776, e-mail: gwallace@nrcxchange.nrc.com

UNITED STATES MARINE SAFETY ASSOCIATION**

Sponsored by USMSA • Dec. 1–3, 1999 • New Orleans, LA • Tel.: (215) 564-3484, Fax: (215) 564-2175, e-mail: usmsa@fernley.com

CREW ENDURANCE MANAGEMENT WORKSHOP

Sponsored by NPFVOA Vessel Safety Program • Dec. 2, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285-3383, Fax: (206) 286-9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

SAFE TRANSPORTATION OF HAZARDOUS MATERIALS (HM 126F/181)

Sponsored by IMS Environmental Services • Dec. 2, 1999 • IMS Environmental Services Training Center, Chesapeake, VA • Phil Biedenbender/Steve May, Tel.: (757) 436-3000, Fax: (757) 549-0990, e-mail: IMStrain@aol.com

VESSEL STABILITY FOR CRABBERS

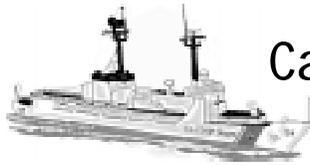
Sponsored by NPFVOA Vessel Safety Program • Dec. 3, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285-3383, Fax: (206) 286-9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

Sponsored by NPFVOA Vessel Safety Program • Dec. 4; Dec. 18, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285-3383, Fax: (206) 286-9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

BRIDGE RESOURCE MANAGEMENT FOR PILOTS II

Sponsored by Maritime Institute of Technology and Graduate Studies • Dec. 6–7, 1999; Feb. 7–8, 2000 • MITAGS Campus, Linthicum Heights, MD • Mike Wein, (410) 859-5700, Fax: (410) 859-5181, e-mail: mwein@mitags.org, Web site: www.mitags.org



Calendar of Events

TANKER OPERATIONS I

Sponsored by ABS Group Inc., Training and Consulting Division • Dec. 6–7, 1999, New Orleans, LA • ABS Group Inc., Training and Consulting Division, 4 Research Place, Suite 200, Rockville, MD 20850, Tel.: (301) 921–2345, Fax: (301) 921–0373, e-mail: bkibler@eagle.org

HAZWOPER (e) – Hazardous Waste Site Cleanup

Sponsored by IMS Environmental Services • Dec. 6–10, 1999 • IMS Environmental Services Training Center, Chesapeake, VA • Phil Biedenbender/Steve May, Tel.: (757) 436–3000, Fax: (757) 549–0990, e-mail: IMStrain@aol.com

ISM CODE AND ISO STANDARD INTERNAL AUDITOR TRAINING

Sponsored by Tecslut Eduplus, Inc., Marine Safety and Environmental Protection Training • Dec. 6–10, 1999; Feb. 28–Mar. 3, 2000 • Metropolitan Place, 99 Wyse Road, Dartmouth, Nova Scotia B3A 4S5, CANADA • Captain Roger Day, Tel.: (902) 461–6600 ext. 264, Fax: (902) 461–6601, e-mail: rday@eduplus.ca

MARINE ELECTRICAL BASICS BOOTCAMP

Sponsored by ABS Group Inc., Training and Consulting Division • Dec. 6–10, 1999 • Norfolk, VA • ABS Group Inc., Training and Consulting Division, 4 Research Place, Suite 200, Rockville, MD 20850, Tel.: (301) 921–2345, Fax: (301) 921–0373, e-mail: bkibler@eagle.org

MEDICAL PERSON IN CHARGE

Sponsored by Maritime Institute of Technology and Graduate Studies • Dec. 6–17, 1999; Feb. 14–25, 2000 • MITAGS Campus, Linthicum Heights, MD • Mary Matlock, Tel.: (410) 859–5700, Fax: (410) 859–5181, e-mail: admissions@mitags.org, Web site: www.mitags.org

RADAR OBSERVER RENEWAL, RIVERS, INLAND, AND UNLIMITED ORIGINAL COURSES

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RADAR OBSERVER, UNLIMITED

Sponsored by Northeast Maritime Institute • Dec. 6–10, 1999 • Northeast Maritime Institute, 66 Spring St., New Bedford, MA 02740 • Kendall Carpenter, Tel.: (800) 767–4025, Fax: (508) 992–9184, e-mail: carpentr@northeastmaritime.com

TRAIN THE TRAINER

Sponsored by RTM Star Center • Dec. 6–10, 1999; Jan. 24–28, 2000 • RTM Star Center, 2 W. Dixie Hwy., Dania, FL 33004 • RTM Star Center, Tel.: (800) 445–4522, Fax: (954) 920–4268, Web site: www.star-center.com

GMDSS

Sponsored by Maritime Institute of Technology and Graduate Studies • Dec. 6–17, 1999; Jan. 3–14; Jan. 17–28, 2000 • MITAGS Campus, Linthicum Heights, MD • Mary Matlock, Tel.: (410) 859–5700, Fax: (410) 859–5181, e-mail: admissions@mitags.org, Web site: www.mitags.org

GLOBAL MARITIME DISTRESS & SAFETY SYSTEM (GMDSS)

Sponsored by RTM Star Center • Dec. 6–17, 1999 • RTM Star Center, 2 W. Dixie Hwy., Dania, FL 33004 • RTM Star Center, Tel.: (800) 445–4522, Fax: (954) 920–4268, Web site: www.star-center.com

GMDSS

Sponsored by U.S. Merchant Marine Academy • Dec. 6–17, 1999 • Kings Point, NY • John Hazlett, Tel.: (516) 773–5164, Fax: (516) 773–5353, e-mail: hazlettj@usmma.com

GMDSS

Sponsored by Training Resources, Ltd. and Mercomms Unlimited • Dec. 6–17, 1999 • San Diego, CA • Ray Addicott, Training Resources, Tel.: (510) 704–8978, Fax: (510) 704–8975

Calendar of Events



GMDSS

Sponsored by Pacific Northwest Maritime Institute • Dec. 6–17, 1999 • Seattle, WA • Gregg Trunnell, Tel.: (206) 441–2880, Fax: (206) 441–2995, e-mail: pnwradar@mates.org, Web site: www.stcw95.com

BASIC SAFETY TRAINING—BASIC FIRE FIGHTING AND FIRE PROTECTION

Sponsored by RTM Star Center • Dec. 7, 1999 • RTM Star Center, 2 W. Dixie Hwy., Dania, FL 33004 • RTM Star Center, Tel.: (800) 445–4522, Fax: (954) 920–4268, Web site: www.star-center.com

FIRE PREVENTION AND CONTROL

Sponsored by NPFVOA Vessel Safety Program • Dec. 7, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285–3383, Fax: (206) 286–9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

SHIPBUILDING DECISIONS**

Sponsored by Marine Log • Dec. 7–8, 1999 • Washington, DC • Jane Poterala, Director, Tel.: (212) 620–7209, Stacey O'Connor, Tel.: (212) 620–7208, Fax: (212) 633–1165

24-HOUR AMMONIA HAZWOPER

Sponsored by NPFVOA Vessel Safety Program • Dec. 8–10, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285–3383, Fax: (206) 286–9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

FAST RESCUE BOAT IMO STCW

Sponsored by Texas A&M Center for Marine Training and Safety • Dec. 8–10, 1999 • Galveston, TX • Cherry Young, Tel.: (409) 740–4893, Fax: (409) 744–2890, Web site: <http://teexweb.tamu.edu/cmts>

TANKER OPERATIONS II

Sponsored by ABS Group Inc., Training and Consulting Division • Dec. 8–10, 1999, New Orleans, LA • ABS Group Inc., Training and Consulting Division, 4 Research Place, Suite 200, Rockville, MD 20850, Tel.: (301) 921–2345, Fax: (301) 921–0373, e-mail: bkibler@eagle.org

BASIC SAFETY TRAINING—PERSONAL SURVIVAL TECHNIQUES REFRESHER

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BRIDGE RESOURCE MANAGEMENT FOR PILOTS I

Sponsored by Maritime Institute of Technology and Graduate Studies • Dec. 9–10, 1999 • MITAGS Campus, Linthicum Heights, MD • Mike Wein, Tel.: (410) 859–5700, Fax: (410) 859–5181, e-mail: admissions@mitags.org, Web site: www.mitags.org

8-HOUR AMMONIA HAZWOPER REFRESHER

Sponsored by NPFVOA Vessel Safety Program • Dec. 11, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285–3383, Fax: (206) 286–9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

24-HOUR ADVANCED MEDICAL EMERGENCIES AT SEA

Sponsored by NPFVOA Vessel Safety Program • Dec. 13–15, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285–3383, Fax: (206) 286–9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

ARPA & RADAR RECERTIFICATION

Sponsored by RTM Star Center • Dec. 13–17, 1999; Jan. 10–14, 2000 • RTM Star Center, 2 W. Dixie Hwy., Dania, FL 33004 • RTM Star Center, Tel.: (800) 445–4522, Fax: (954) 920–4268, Web site: www.star-center.com



Calendar of Events

INTRODUCTION TO GIS-ARCVIEW

Sponsored by Texas A&M University Corpus Christi National Spill Control School • Dec. 13-14, 1999 • Texas A&M University Corpus Christi • Ms. Fran Trevino, Tel.: (512) 980-3333, Fax: (512) 980-3337, e-mail: nscs@tamucc.edu, Web site: www.sci.tamucc.edu/nscs

BASIC/ADVANCED SHIPBOARD FIRE FIGHTING

Sponsored by Resolve Fire & Hazard Response, Inc. • Dec. 13-17, 1999 • Resolve Fire & Hazard Response, 3305 SE 19th Ave., Fort Lauderdale, FL 33316 • Todd Duke, Tel.: (888) 886-FIRE, Fax: (954) 356-5898, e-mail: resolvfire@aol.com

BASIC AND ADVANCED FIREFIGHTING

Sponsored by Northeast Maritime Institute • Dec. 13-17, 1999 • Northeast Maritime Institute, 66 Spring St., New Bedford, MA 02740 • Kendall Carpenter, Tel.: (800) 767-4025, Fax: (508) 992-9184, e-mail: carpentr@northeastmaritime.com

DAMAGE CONTROL

Sponsored by Northeast Maritime Institute • Dec. 13-17, 1999 • Northeast Maritime Institute, 66 Spring St., New Bedford, MA 02740 • Kendall Carpenter, Tel.: (800) 767-4025, Fax: (508) 992-9184, e-mail: carpentr@northeastmaritime.com

TRAIN THE TRAINER

Sponsored by Maritime Institute of Technology and Graduate Studies • Dec. 13-17, 1999 • MITAGS Campus, Linthicum Heights, MD • Mary Matlock, Tel.: (410) 859-5700, Fax: (410) 859-5181, e-mail: admissions@mitags.org, Web site: www.mitags.org

FLASHING LIGHT

Sponsored by Maritime Institute of Technology and Graduate Studies • Dec. 15, 1999; Jan. 28; Mar. 3, 2000 • MITAGS Campus, Linthicum Heights, MD • Mary Matlock, Tel.: (410) 859-5700, Fax: (410) 859-5181, e-mail: admissions@mitags.org, Web site: www.mitags.org

HAZWOPER REFRESHER

Sponsored by Miller Environmental Group • Dec. 15, 1999 • 588 Edwards Avenue, Calverton, NY 11933 • George Wallace III, Tel.: (516) 727-2662, Fax: (516) 727-2776, e-mail: gwallace@nrcxchange.nrcc.com

SPILL MANAGEMENT SYSTEMS WITH GIS-GPS

Sponsored by Texas A&M University Corpus Christi National Spill Control School • Dec. 15-16, 1999 • Texas A&M University Corpus Christi • Ms. Fran Trevino, Tel.: (512) 980-3333, Fax: (512) 980-3337, e-mail: nscs@tamucc.edu, Web site: www.sci.tamucc.edu/nscs

DRILL INSTRUCTOR WORKSHOP

Sponsored by NPFVOA Vessel Safety Program • Dec. 16, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285-3383, Fax: (206) 286-9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

POWERED INDUSTRIAL TRUCKS FUNDAMENTALS AND OPERATIONS

Sponsored by IMS Environmental Services • Dec. 16, 1999 • IMS Environmental Services Training Center, Chesapeake, VA • Phil Biedenbender/Steve May, Tel.: (757) 436-3000, Fax: (757) 549-0990, e-mail: IMStrain@aol.com

OSHA COMPLIANCE REVIEW FOR FISHING VESSELS

Sponsored by NPFVOA Vessel Safety Program • Dec. 17, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285-3383, Fax: (206) 286-9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

Calendar of Events



MEDICAL EMERGENCIES AT SEA

Sponsored by NPFVOA Vessel Safety Program • Dec. 21, 1999 • Fisherman's Terminal, Seattle, WA • Kasi VerBruggen, Tel.: (206) 285-3383, Fax: (206) 286-9332, e-mail: kasi@npfvoa.org, Web site: www.npfvoa.org

FCC LICENSE ELEMENT 1 AND 7 TRAINING/TESTING

Sponsored by MCC • Jan. 3-7, 2000 • 2503 E. Austin Ave., Pasadena, TX • Frank Dawsey, Tel.: (713) 473-6143, Fax: (713) 473-6296

HAZARDOUS MATERIALS COURSE

Sponsored by Maritime Institute of Technology and Graduate Studies • Jan. 3-7; Mar. 20-24, 2000 • MITAGS Campus, Linthicum Heights, MD • Mary Matlock, Tel.: (410) 859-5700, Fax: (410) 859-5181, e-mail: admissions@mitags.org, Web site: www.mitags.org

SHIPBOARD MEDICAL CARE

Sponsored by Maritime Institute of Technology and Graduate Studies • Jan. 3-30, 2000 • MITAGS Campus, Linthicum Heights, MD • Mary Matlock, Tel.: (410) 859-5700, Fax: (410) 859-5181, e-mail: admissions@mitags.org, Web site: www.mitags.org

8-Hour OSHA HAZWOPER Refresher

Sponsored by Massachusetts Maritime Academy, Center for Marine Environmental Protection and Safety • Jan. 10; Mar. 6, 2000 • MMA Campus, 101 Academy Drive, Buzzards Bay, MA 02532 • Jane Joska, Tel.: (508) 830-5098, Fax: (508) 830-5018, e-mail: jjoska@mma.mass.edu

OSHA HAZWOPER

Sponsored by Massachusetts Maritime Academy, Center for Marine Environmental Protection and Safety • Jan. 10-14; Mar. 6-10, 2000 • MMA Campus, 101 Academy Drive, Buzzards Bay, MA 02532 • Jane Joska, Tel.: (508) 830-5098, Fax: (508) 830-5018, e-mail: jjoska@mma.mass.edu

STCW-95 IMPLEMENTATION AND IN-SERVICE ASSESSOR

Sponsored by DNV Training • Jan. 11-13, 2000 • Houston, TX; River Edge, NJ; Vancouver, BC • Tel.: (770) 279-0001, Fax: (770) 279-0282, e-mail: sheq-atl@dnv.com, Web site: www.dnvtraining.com

PRACTICAL RISK ASSESSMENT

Sponsored by DNV Training • Jan. 17-18; Mar. 20-21, 2000 • Atlanta, GA; Houston, TX; Calgary, AB; Toronto, ON; Vancouver, BC; Mexico City, ME; Monterrey, ME; Valencia, VEN • Tel.: (770) 279-0001, Fax: (770) 279-0282, e-mail: sheq-atl@dnv.com, Web site: www.dnvtraining.com

CHEMICAL TANKER SAFETY

Sponsored by Tecslult Eduplus, Inc., Marine Safety and Environmental Protection Training • Jan. 24-28, 2000; Mar. 27-31, 2000 • Metropolitan Place, 99 Wyse Road, Dartmouth, Nova Scotia B3A 4S5, CANADA • Captain Roger Day, Tel: (902) 461-6600 ext. 264, Fax: (902) 461-6601, e-mail: rday@eduplus.ca

TANKSHIP/BARGE DANGEROUS LIQUID CARGO

Sponsored by U.S. Merchant Marine Academy • Jan. 24-28, 2000 • Kings Point, NY • John Hazlett, Tel.: (516) 773-5164, Fax: (516) 773-5353, e-mail: hazlettj@usmma.com

STCW SAFETY MODULES

Sponsored by U.S. Merchant Marine Academy • Jan. 31-Feb. 4, 2000 • Kings Point, NY • John Hazlett, Tel.: (516) 773-5164, Fax: (516) 773-5353, e-mail: hazlettj@usmma.com

ISO 14001 INTERNAL AUDITOR

Sponsored by DNV Training • Feb. 1-3; Feb. 22-24, 2000 • Houston, TX; Atlanta, GA; Mexico: Mexico City, Ciudad Juarez, Guadalajara, and Reynosa • Tel.: (770) 279-0001, Fax: (770) 279-0282, e-mail: sheq-atl@dnv.com, Web site: www.dnvtraining.com



Calendar of Events

ISO 9000 LEAD ASSESSOR

Sponsored by DNV Training • Feb. 7–11, 2000 • Houston, TX; Atlanta, GA; San Diego, CA • Tel.: (770) 279-0001, Fax: (770) 279-0282, e-mail: sheq-atl@dnv.com, Web site: www.dnvtraining.com

ISO 9000 INTERNAL AUDITOR

Sponsored by DNV Training • Feb. 15–17; Mar. 7–9, 2000 • Houston, TX; Atlanta, GA; River Edge, NJ; San Diego, CA; Monterrey, MX • Tel.: (770) 279-0001, Fax: (770) 279-0282, e-mail: sheq-atl@dnv.com, Web site: www.dnvtraining.com

SAFE PASSAGE, SAFE HARBOR**

Sponsored by Marine Log and BIMCO (Baltic and International Maritime Council) • Feb. 16–17, 2000 • Washington, DC • Jane Potala, Director, Tel.: (212) 620-7209, Stacey O'Connor, Tel.: (212) 620-7208, Fax: (212) 633-1165

SHIPBOARD MANAGEMENT

Sponsored by DNV Training • Feb. 21–25, 2000 • Houston, TX; River Edge, NJ; Vancouver, BC • Tel.: (770) 279-0001, Fax: (770) 279-0282, e-mail: sheq-atl@dnv.com, Web site: www.dnvtraining.com

ARPA

Sponsored by U.S. Merchant Marine Academy • March 6–10, 2000 • Kings Point, NY • John Hazlett, Tel.: (516) 773-5164, Fax: (516) 773-5353, e-mail: hazlettj@usmma.com

INTRO TO ISO 9000 YEAR 2000 UPDATE

Sponsored by DNV Training • Mar. 14, 2000 • Atlanta, GA; Detroit, MI; Houston, TX; Long Beach, CA; San Diego, CA; Monterrey, MX • Tel.: (770) 279-0001, Fax: (770) 279-0282, e-mail: sheq-atl@dnv.com, Web site: www.dnvtraining.com

ACCIDENT INVESTIGATION

Sponsored by DNV Training • Mar. 22–24, 2000 • Atlanta, GA; Houston, TX; Washington, DC; Calgary, AB; Toronto, ON; Vancouver, BC; Mexico City, MX; Monterrey, MX; Valencia, VEN • Tel.: (770) 279-0001, Fax: (770) 279-0282, e-mail: sheq-atl@dnv.com, Web site: www.dnvtraining.com

17TH BIENNIAL INTERNATIONAL CONFERENCE ON THE PREVENTION, BEHAVIOR, CONTROL AND CLEANUP OF OIL SPILLS**

March 26–29, 2001 • Tampa, FL • Web site: www.iosc.org

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.

Calendar of Events Submissions

Due to the large number of submissions for the Calendar of Events Section, we will list all events that occur the month after publication and later in chronological order. Other events will be included, if space permits.

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

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