

# Marine Safety Newsletter

US Coast Guard Marine Safety and Environmental Protection Directorate

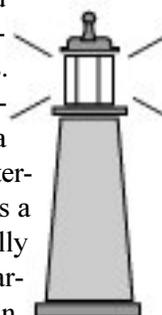
## USCG to Update Search and Rescue Missions

The United States Coast Guard awarded three separate contracts last month to Lockheed Martin, Corp., Motorola Inc. and Science Applications International Corp. to develop, design and demonstrate a National Distress and Response System. This innovative system, which could total nearly \$25 million, will be an addition to the USCG's search and rescue mission and is geared directly towards improving water safety efforts.

The three companies together have formed a parent program, The National Distress and Response System Modernization Program, which will update the communications and data systems that the Coast Guard uses to receive 911 calls from recreational boaters and other mariners and to communicate with its own facilities. The system currently in use has 65 communication gaps.

The Coast Guard hopes the updated Distress and Response System will include a data communications capability that uses commercial terrestrial and satellite communications, as well as a position location capability that will automatically locate a boater in distress. To pinpoint problem areas within the current system, Lockheed Martin, Motorola and SAIC will survey selected Coast Guard sites, develop a functional baseline and demonstrate a preliminary production design. According to the contract, the improved design must include the following critical functions: Enhanced VHF-FM coverage to close existing coverage gaps; Position location beyond simple directional finding; Digital voice recording with immediate enhanced playback capability; Multi-channel usage; Asset tracking; and Protected communications.

Although most facets of the Coast Guard will see the effects of the FY2000 \$225 million budget shortfall, only the search and rescue missions will be unaffected.



### Inside:

- 2 Winterize Your Boat for a Relaxing Spring
- 2 0-Safety in 3 Seconds
- 3 Deadline Near for Exempt Inspections
- 3 SOCP to Host Meeting
- 3 High Crime Found in U.S. Seaports
- 3 New Director of NPFC Chosen
- 4 IMO Corner
- 5 Prevention Through People

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[www.uscg.mil/hq/g-m/gmhome.htm](http://www.uscg.mil/hq/g-m/gmhome.htm)

October 2000



# Winterize Your Boat for a Relaxing Spring

In most states, recreational boaters should take extra precautions to winterize their vessels during the winter months so that no repairs are necessary when fishing season starts again. Any boat that is stored in the water throughout the year could fall victim to freezing water, harsh winds and severe weather. Winterizing is a lengthy process, but well worth the effort.

Although boaters should follow the instructions included in their boat's instruction manual, some steps are common for most diesel boats.



Toilets should be drained and all water systems flushed out; batteries should be removed and stored where temperatures do not reach freezing; change oil filters, elements, gaskets and seals; loosen water pump and alternator belts to lessen tension on belts during the cold. Engines should be covered, as well as the boat, and should never be exposed to rain and sea breeze.

*BoatU.S.* Magazine reports some helpful tips on what not to forget when preparing your recreational boat for winter. The hints stem from a review of maritime insurance claims that shows most seasonal damage can be avoided if a boat is properly cared for. The publication lists the following chores that should not be overlooked or forgotten:

- 1) Do realize the boat needs to be winterized. If there is a chance the temperature could drop below freezing, it is best to be overly cautious than not at all.
- 2) Drain the engine intake sea strainer so that it does not freeze and break the watertight seal.
- 3) Store biminis and dodgers indoors, because they are susceptible to winter weather and can be ruined before the season is complete.
- 4) Close all sealocks – except cockpit drains – when storing the boat in water, including thru-hull fittings above the waterline. If a thru-hole cannot be closed, store the boat on shore. ▶

◀ 5) Clean cockpit drains as a precautionary measure against leaves becoming clogged – this could cause severe interior damage.

6) Add extra lines and chafe protection.

7) Use the correct cover on the boat. Recreational boaters frequently have used shrink-wrap, as long as it is well ventilated. Protective covers should be well supported to protect the boat from precipitation, and should never be secured to the jack stands or support blocks.

8) Check the boat regularly during the season to be sure that all is well.

For a free guide on winterizing your boat, visit [BoatUS.com](http://BoatUS.com), any of the BoatU.S. Marine Centers, or call (800) 283-2883.



# 0-Safety in 3 Seconds



A new U.S. Coast Guard boat will keep Washington state waters safe by battling drug trafficking and unsafe practices. Equipped with high technology electronics, this vessel might be replicated nationwide as the Coast Guard creates more safeguard initiatives with less money and manpower.

The 500 horsepower, 27-foot utility vessel races to 50 mph in about 3 seconds, although it has sped above 60 mph. The unnamed boat, which goes by its identification numbers – 275586, was launched in late August and will patrol the busy area between San Juans and the Canadian border. Already the boat and its 5-member crew have siezed a pleasure boat carrying 126 pounds of marijuana.

No. 275586 protects U.S. waters along the border as part of a team that includes two 30-year-old, 41-foot cutters. Each cutter costs between \$40,000-\$50,000 bi-annually in maintenance; in comparison, the Coast Guard and Safeboats International of Bremerton constructed No. 275586 for \$150,000.

A report titled "Overview of Pipeline Regulatory Requirements, Cook Inlet, Alaska" by the Cook Inlet Regional Citizens Advisory Council is available Online at [www.circac.org](http://www.circac.org).



## Deadline Near for Exempt Inspections

In an effort to assess whether required inspections are beneficial, the Coast Guard will launch a pilot program to exempt certain boats from inspections.

Requests for exemption must include 1) a description of the boat, identification number, owner and flag; 2) a statement describing the boat's intended use – this is not necessary if the vessel's Certificate of Documentation is endorsed only for recreation; 3) a statement that the boat does not carry any passengers or cargo for hire, engage in commercial service, commercial fisheries or oceanographic research or engage in other than "Good Samaritan" towing; 4) a statement that the boat meets requirements under 46 U.S.C. chapter 43 for recreational vessels and related regulatory requirements for recreational boating. The boat also must meet all other applicable statutes and rules such as those on loadlines, manning and pollution. The Coast Guard will consider all written requests from owners and operators of vessels who would like to participate in this pilot program if received by November 13. Requests should be mailed to Commandant, U.S. Coast Guard (G-MOC), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001.

## SOCP to Host Meeting

The co-chairmen of the Ship Operations Cooperative Program have announced their invitation for maritime industry members to attend an informational meeting on October 31 at MITAG's school in Linthicum, MD.

The meeting will feature prominent speakers and panelists who will discuss relevant issues and the future directions of the industry. During this conference, some organizations also will provide commercial presentations.

The SOCP meeting is free, although registration is required. Contact Ram Nagendran to confirm your attendance by e-mail at [nagendran\\_ram@prc.com](mailto:nagendran_ram@prc.com) or by phone at (703) 620-8158. Additional information regarding this meeting is available on SOCP's Web site at [www.socp.org](http://www.socp.org).

## High Crime Found in U.S. Seaports

A report on seaport crime and security recently has found that a high amount of criminal activity is occurring at most of the seaports examined by the Inter-agency Commission on Crime and Security in U.S. Seaports. President Bill Clinton organized the group more than a year ago for the cause of gaining a security report. Twelve seaports were surveyed.

Stowaways and cargo theft are among the top crimes, which correlate with the exportation of goods and contraband, the report states. After evaluating their findings, the group developed approximately 20 recommendations to help lower seaport crime. The recommendations and full report can be viewed at [www.seaportcommission.gov](http://www.seaportcommission.gov).

## New Director of NPFC Chosen

The U.S. Coast Guard has selected Jan P. Lane as its Director of the National Pollution Funds Center in Arlington, VA. Lane succeeds Daniel F. Sheehan, who retired from the position in July.

Before heading the NPFC, she served as its Deputy Director. Prior, Lane was Director of the Program Development Division for the Office of Emergency Planning and Operations at the U.S. Department of Energy. Her 22-year-long career also has included several other assignments within the Department of Energy and U.S. Environmental Protection Agency. Lane is a 1977 graduate of Virginia Polytechnical Institute, and a 1979 graduate of George Washington University where she received a Masters Degree.

The NPFC is responsible for administering all aspects of the liability and compensation provisions of the Oil Pollution Act of 1990, including the management of the billion-dollar Oil Spill Liability Trust Fund. The organization provides money for pollution response and damage compensation, and certifies the financial responsibility of vessels operating in U.S. waters.



## IMO Commissions a Memorial to the World's Seafarers

The International Maritime Organization intends to create a memorial to the world's seafarers at its headquarters on the Albert Embankment in London. The sculpture primarily will serve as a memorial to all mariners who have been lost at sea, but also as a reminder of the pivotal role that seafaring plays in world trade and development.



An exhibition of models, drawings and other materials by the sculptors, Juan Munoz from Spain and Bill Woodrow and Michael Sandle, both from the United Kingdom, began its display at the IMO on September 15. The unveiling of the completed work is scheduled for next year's World Maritime Day.

Because the IMO stands opposite the House of Parliament, IMO Secretary-General William A. O'Neil said the IMO location is an excellent site for such a long overdue and unique monument. "In our discussions it was decided early on that the sculpture chosen be figurative in nature and visually striking. The reason for this is that every delegate from each of the 158 Member States of IMO and every visitor in the building should be immediately aware of the sculpture's significance," said O'Neil.

The memorial project is being financed from a Trust Fund established two years ago to mark IMO's 50<sup>th</sup> anniversary. Other projects earmarked for the fund include the establishment of an additional teaching chair at the World Maritime University in Sweden and fellowships for the training of seafarers. A key contributor to the fund is the International Transport Worker's Federation, whose General Secretary, David Cockroft, said, "We welcome this memorial and hope it will remind people of the hazards faced daily by the world's seafarers."

## Memorandum of Understanding on Port State Control for the Black Sea

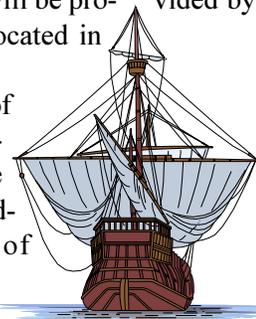
IMO has welcomed the signing of a Memorandum of Understanding on Port State Control for the Black Sea region by six Maritime Authorities of the littoral States as a further step towards ensuring the effective implementation of IMO international conventions and treaties.

The Black Sea MoU is aimed at ensuring effective action by the port states concerned to prevent the operation of substandard ships while harmonizing inspections and strengthening co-operation and the exchange of information. This latest signing follows other similar agreements in Europe, Latin America, Asia and the Pacific, the Caribbean, the Mediterranean, the Indian Ocean and West and Central Africa. IMO has been fully involved in encouraging the establishment of these agreements, which are based on the rights of all countries to survey foreign ships visiting their ports to ensure they meet international requirements.

Bearing in mind the need for an efficient system of inspections, the Black Sea MoU allows for an interim period of two years prior to its full functioning and implementation.

The Secretariat of the Black Sea MoU will be based in Istanbul, Turkey and the Interim Information Centre for the MoU will be provided by the Russian Federation and located in Novorossiysk.

The first session of the Port State Control Committee, established by the Agreement, has been scheduled for the month of October 2000 in Istanbul, Turkey.



### UPCOMING IMO MEETINGS

<b>October 16-20</b>	82nd session-Legal Committee
<b>Oct. 30 - Nov. 3</b>	28th session-Facilitation Committee (FAL)
<b>Nov. 27 - Dec. 6</b>	73rd session-Maritime Safety Committee (MSC)

## Lessons Learned: Working Together Reaps Great Safety Benefits

A scheduled annual inspection on a Subchapter K vessel revealed some alarming deficiencies, particularly in the areas of maintenance, machinery space safety and general housekeeping. Among the problems, several large areas of plating damage (“set-ins”) were discovered in the void spaces. The engine room had many hydraulic oil leaks that resulted in hydraulic oil in the bilges, creating a serious fire hazard. General lighting in passenger areas and void spaces was inoperable. Through bulkhead packing glands were not in place. Bilge pump suction in the void spaces were sitting on the bottom plate, rendering the bilge pump inoperable. The storage and void spaces that were not accessible to passengers were in total disorder. During the inspection it was evident that the maintenance required to stay in compliance with the regulations was not being done. Without a significant increase in maintenance and organization this vessel could not be allowed to continue to operate.

The first step taken after the inspection was a meeting with the owner/operator to explain that the conditions found had rendered the vessel inoperable until substantial corrections could be made. This included the vessel being dry-docked for repairs to the set-ins of the vessel’s hull in the area of mid-ship and stern void spaces. The second step would have been to process a marine violation case and seek a civil penalty or issue a letter of warning. Instead, the Officer in Charge, Marine Inspections (OCMI) chose a different option and introduced the owner/operator to the Prevention Through People approach.

The owner/operator and the OCMI agreed that instead of pursuing a civil penalty the owner/op-

erator would institute a planned maintenance program to be audited by the OCMI on a quarterly basis, and the vessel would be placed on a quarterly re-inspection schedule for one year. The owner/operator used a model planned maintenance program based on the Streamlined Inspection Program and quickly implemented his own modified maintenance program.

The results: Success! Two subsequent re-inspections and audits of the planned maintenance program have shown that the vessel is in excellent operating condition. No major deficiencies have been found and the engine room is in prime operating shape. Audits of the maintenance program revealed two instances where the vessel was preparing to get underway when an inoperative running light was found but corrected in a matter of minutes. On another occasion, a blown fuse in the high bilge level alarm system was found, but it too was quickly repaired.

There are many lessons that can be learned from this example. First is the success of the joint commitment to improve safety that was shared by the OCMI and the owner/operator. Instead of immediately penalizing the owner/operator for the vessel’s deficiencies, the OCMI worked *with* the owner/operator to create a safer vessel. This approach benefited everyone, from the crew and passengers who are on the vessel to other vessels located in the same working area. For the Coast Guard OCMI and inspection team, there is the knowledge that they have helped implement safety (through a combination of regulatory and non-regulatory means). For the owner/operator, his vessel now is being maintained to acceptable standards for carrying passengers for hire, and his business continues to excel.

For more information about this story, contact CWO Ken Raifsnider of the Coast Guard’s Marine Safety Detachment Nashville, TN at (615) 736-5421.

### 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

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**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](http://www.uscg.mil/hq/g-m/gmhome.htm).

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