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Cover

With the increase in drug smuggling by sea and the already overburdened job of illegal immigrant interdiction, the Coast Guard is faced with a huge law enforcement challenge. Here, a Coast Guard cutter prepares to intercept a suspect vessel. (Photo by PA1 Tom Gillespie)

The Waiting Game

PA1 Tom Gillespie

It's 3:00 a.m., and the bridge of the cutter **Manitou** is rigged for red. The cutter sits off the coast of Bimini Island -- waiting. The only light is the red lumination from the instruments and the green glow of the radar screen on gunner's mate Richard Stiff's face as he peers into the open hood.

The constant growl of the radio monitor is interrupted by Stiff.

"Skipper, I have a contact at two-nine-zero, heading west-southwest at 12 knots."

Two lookouts train their binoculars to the left.

They watch. The quartermaster tracks the vessel for several minutes. Commanding officer Lieutenant Chris Abel makes the decision to investigate the vessel.

"Set LE phase one, gold," he says over the ship's communication system.

The cutter comes alive with action. Boarding party members strap on pistols and lights and grab M-16 rifles from wall racks. The orange, rigid-hull inflatable boarding boat is brought to the railing with the cutter's winch. The crew waits.

Subsistence specialist Kenneth Sylvester stands by an M-60 machine gun mounted on the rail of the bridge wing. He waits.

By now they have intercepted the suspect vessel. The blue light on the mast comes on just as a spotlight breaks through the darkness, entirely lighting the 50-foot sport-fishing boat.

The two boats glide slowly along abreast. The boarding officer walks to the bow of **Manitou** and talks to the vessel's captain by loud-hailer.

"What is your nationality?" "Where are you heading, and what was your last port?"

Petty Officer First Class Tom Gillespie is a public affairs specialist in the Seventh Coast Guard District, Miami, Florida.



The deck crew prepares the 5-meter Avon for the boarding party. Rough seas can often add another element to the boarding party's already dangerous job. (Photo by PA1 Tom Gillespie)

"How many people do you have on board?" "Do you have any weapons?"

After several minutes of routine questions, the boarding officer goes back to the bridge and talks to LT Abel.

On the fishing vessel, the captain and three others wait. Crew member Sylvester waits -- his hand on the M-60.

LT Abel looks hard at the vessel. Questions race through his mind: Why are they running with no lights? Why are they transiting one of the world's heaviest drug corridors at 3:00 a.m.? Why is a Honduran captain piloting an American-registered vessel with a Bahamian crew?

The story doesn't add up, and LT Abel decides to board.

"Set LE phase two," he says.

Again the crew breaks into a controlled rush. The boarding party boat is lowered into the water, and the crew goes over to the vessel.

On board the **Manitou**, they wait -- waiting to see what the boarding party finds. For 45 minutes they wait.

Finally they decide the vessel is "clean." The boarding party returns, and it's back to the radar screen and the binoculars.

Since March 1986, when **Manitou** joined sister ships **Farralon**, **Maui**, and **Matagorda** at Base Miami Beach, the 110-foot patrol boat has patrolled the waters between Miami and the Bahamas.

"There are still the classic things we look for during boardings, like widened exhaust ports to accommodate larger fuel tanks, new fiberglass inside the vessel, unaccounted-for space, and the general 'look' of the crew. When we question the captain, his story needs to agree with the observations we've already made."

Drug interdiction is dangerous work, and many of the people on the boarded boats are felons who have a lot to lose. These are people who face up to 15 years of imprisonment for smuggling sufficient amounts of narcotics into the United States.

"It's a high-stakes game, and for this reason the potential for violence is always present."

"I worry a lot about the boarding party's safety," LT Abel said. "But I'm satisfied that our procedures are sufficient to create in the minds of criminals the idea that even attempting resistance would be futile. We've never had any violent resistance, but we can't do this level of law enforcement work and not expect the level of violence that other police agencies have."

"It's amazing that we've gone this far and not seen someone killed. It only takes one individual, though, who thinks the stakes are too high to lose to make it a really nasty situation out there."

According to LT Abel, it can be a frustrating process when drug boats get through, but he feels that **Manitou** and other law enforcement units are making a difference in the flow of drugs into the United States.

"We know we're making enough of a difference that we saw the smugglers go from just packing boatloads of drugs and shipping them north, to having to go to more elaborate smuggling techniques," LT Abel said. "It costs



MK3 Tony D'Auria mans the 50-caliber onboard **Manitou** during a boarding as LT Chris Abel, **Manitou's** commanding officer, looks on. (Photo by PA1 Tom Gillespie)

them more money now. I think we're making our presence felt."

For the **Manitou** and the other cutters of Patrol Boat Squadron One, the players change, but the scenario remains the same -- stop the drugs coming into South Florida. It's the new cutters' main job and is what the high-speed patrol boats do best.

"This business is reactive," LT Abel said. "Either we wait for the initial information to target a certain vessel, or we wait for a specific vessel that we think is engaged in illegal activity. It's a fair amount of driving around and waiting for trouble. We place ourselves in high traffic density areas and smuggling routes, but there is still a lot of waiting."

The new 110-foot island-class cutters like **Manitou** are well-suited for the interdiction of drugs into South Florida. Their ability to run at high speeds for sustained periods adds a new dimension to the Coast Guard's interdiction mission. Although other cutters are capable of the 110's speed -- in excess of 30 knots -- none combines the dependability, fast transit capabilities, fuel economy, and range of the island-class cutters.

"Our speed can allow us to quickly transit from one operations area to another," LT Abel said. "We can be in one area in the morning and easily be in another area in the afternoon."

"We have the capability to run for weeks without refueling if we run at a moderate speed. At 9 knots, we can go 5,000 miles."

"Our best use is to maximize our fuel efficiency on one hand, and to use our dash speed on the other. On a trip that would run all the fuel out of a 95-footer, we can get there with plenty of fuel left to do business. That is effective use of the platform."

With the increase in drug smuggling by sea and the already overburdened job of illegal immigrant interdiction, the Coast Guard is faced with a huge law enforcement challenge. Since the 110s increase the total number of drug enforcement platforms, their presence is a direct increase in the Coast Guard's law enforcement abilities in the Seventh District.

"These new 110s increase the number of law enforcement officers out here looking for the bad guys," LT Abel said. "That has to make a difference."

"Because of our speed, we can often run down boats that before would have certainly gotten away. These boats were made primarily

for law enforcement, and that's how we're using them."

As the Coast Guard has stepped up its drug interdiction mission, drug smuggling has become more sophisticated. According to LT Abel, the days of the stereotypical drug boat are practically over.

"With the secret compartments and the ease of hiding cocaine," he said, "we have to be more like detectives. We have to be far more attuned to detail now."

"Some get away, but it's a good feeling to know that for every one we stop, that many tons of marijuana and cocaine never reach the country. And that many criminals are taken out of the business."■

Statistics

In 1987, the Coast Guard seized 124 vessels in the course of drug interdiction duties. Other agencies operating with Coast Guard assistance seized another 29 vessels, bringing the total to 153. Although the Coast Guard was armed during its drug interdiction duties, no seizures required weapons to be fired in 1987. A total of 611 arrests were made.

In the same period, the Coast Guard and other agencies operating with Coast Guard assistance confiscated 1,318,513 pounds of marijuana and almost 25,130 pounds of cocaine. The value of all contraband seized in 1987 was approximately \$3.202 billion.

The increase in cocaine traffic is staggering. Prior to 1983, about a half-ton of cocaine was intercepted. However, from 1983 through 1987, approximately 23.5 tons were seized. Stemming the flow of cocaine into the United States is one of the Coast Guard's greatest challenges.

(Statistics provided by the Coast Guard's Operational Law Enforcement Division)

Busted!

The Coast Guard cutter **Chase** returned to Boston on June 8, 1986, after towing the seized vessel **Juan Robinson** into port. **Chase** seized the 160-foot offshore supply boat and arrested its crew of nine for suspected drug trafficking. The seizure took place approximately 680 miles southeast of Boston.

The vessel claimed Panamanian registry, but the government of Panama could not find a record of the vessel.

Initially, an estimated 350 bales of a substance believed to be marijuana were found in one of the ship's compartments. A further inspection yielded more bales, bringing the total to about 662 bales -- almost 17 tons.

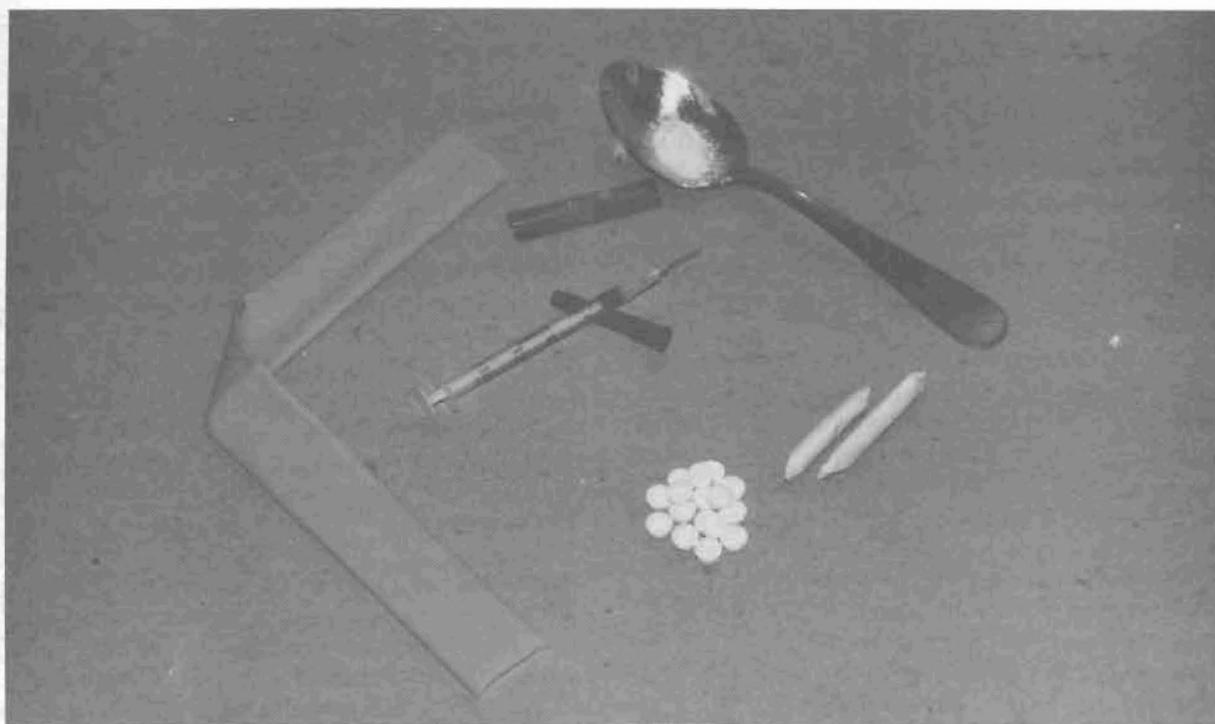
The **Juan Robinson's** Latin American crew members were taken into custody, and a crew from the **Chase** remained on board the suspected drug vessel for the 5-day tow into Boston. ■



Suspected marijuana aboard the seized vessel. (Photo by the **Chase** crew)

A suspected smuggling compartment aboard the **Juan Robinson**. (Photo by the **Chase** crew)





Drugs Can Cost You Your Job

LT Mark C. Gould

In early 1985, a merchant seaman was found unconscious in his stateroom on the **American North Carolina** at Howland Hook Marine Terminal, Staten Island, New York. Emergency medical technicians were summoned from ashore, and the victim was rushed by ambulance to Saint Vincent's Hospital. He was revived after being injected with Narcan, a drug which interferes with a narcotic's effect on the nervous system. He later admitted to doctors that he had injected himself with a "speedball," which is a mixture of cocaine and heroin. He also admitted that he had a history of opiate dependency. He had been out drinking with friends the night before, celebrating the completion of a voyage. He told the doctors that this "problem" must have occurred because the

drugs were more potent than usual. Upon release several days later, he was strongly encouraged to seek substance abuse counseling.

Meanwhile, a search of his stateroom by the vessel's master uncovered one open hypodermic syringe and eight small glassine envelopes of an unknown white substance. Lab analysis revealed that four of these bags contained heroin.

Title 46 United States Code 7704 requires the revocation of a seaman's license, certificate of registry, or merchant mariner's document for conviction of a violation of a dangerous drug law or for use or addiction to dangerous drugs. Therefore, the Coast Guard placed this individual on its Seaman Wanted List for continued investigation looking toward the revocation of his merchant mariner's document. The Seaman Wanted List identifies individuals wanted either for investigation of offenses they are suspected of committing or in connection with suspected offenses of others which they may have witnessed. The Coast Guard also

LT Gould is the Assistant Chief, Investigations Department, at the Coast Guard's Marine Safety Office in Hampton Roads, Virginia.

maintains a Seaman Locator List, which identifies personnel for whom formal hearings have already been held before an Administrative Law Judge and who have either not been served with the Judge's decision or who have not yet complied with a decision and order. However, this was one individual the Coast Guard couldn't find quickly enough. About 20 months after the incident, he was found dead in Savannah, Georgia, with a hypodermic needle in his arm. The syringe had traces of heroin in it.

Recently, a urinalysis test was conducted aboard a U.S.-flag vessel. Lab analysis revealed the three crew members had tested positive: one for marijuana, one for cocaine, and one for PCP, commonly known as angel dust. A charge was brought against the cocaine user in Charleston, South Carolina, seeking the revocation of his merchant mariner's document. Upon receiving a guilty plea from the drug user, the Administrative Law Judge found the charge proved, and the document was revoked. A charge was also brought against the marijuana user seeking revocation of his merchant mariner's document. After documentary evidence was submitted, including laboratory results showing that the urine sample contained in excess of 100 nanograms/liter of THC, which is a metabolite of marijuana, the Administrative Law Judge found the charge proved. After a successful plea of experimentation, his merchant mariner's document was suspended outright for 9 months. (Note: Marijuana is the only drug for which experimental use may be used as a mitigating factor in the sanction awarded by the Administrative Law Judge.) Similar charges are pending against the remaining drug user.

Some companies have instituted random drug urinalysis testing. The Coast Guard

encourages this policy and asks to be notified in the event of any positive findings. This is just one of many tools available to help us rid American-flag vessels of seamen engaged in the illicit use or trade of drugs.

The Coast Guard is responsible for ensuring the safety of both American-flag vessels and their crew members. Promoting safety aboard merchant vessels is a full-time job, without being compounded by the use and abuse of drugs in our merchant marine. There is a Coast Guard final rule which will establish intoxication standards in support of Title 46 United States Code part 2302. *[See related article in this issue. Ed.]* This regulation will prohibit operation of inspected vessels by intoxicated individuals and will describe additional restrictions and responsibilities for these personnel. Moreover, there are additional proposals under consideration and being prepared in conjunction with other Department of Transportation agencies which could mandate drug testing for all mariners and require post-casualty drug and alcohol testing. Questions regarding drug urinalysis as a basis for revocation of a seaman's license, certificate of registry, or merchant mariner's document can be directed to the Investigations Department at Marine Safety Office Hampton Roads, telephone (804) 441-3276, or Marine Safety Office Charleston, telephone (803) 724-4392.

The two individuals who faced suspension and revocation hearings were lucky, although they might not realize it. They will get another chance to beat their drug dependency. Urinalysis didn't help the first individual. He stopped using drugs for good. But what a way to stop. ■

What Do You Do With a Drunken Sailor?

LCDR Christopher Walter

"What do you do with a drunken sailor?" Until recently, this sea chanty's refrain was also an unanswerable lament dating to when man first crushed grapes and bent sails onto a mast. Ship owners, masters, unions, and the Coast Guard have been concerned for a long time about the drunken sailor and his (or her) devastating impact on safety. Now there is an answer to that age-old question, "What do you do with a drunken sailor?" But before exploring any solutions, let's look at several recent cases caused by alcoholism in the merchant marine.

Case One

In April 1986, the licensed operator of a vessel certified to carry 393 passengers between Puerto Rico and the Virgin Islands went ashore in Charlotte Amalie, St. Thomas. He returned 2 hours later reeking of alcohol and took his vessel and passengers 33 nautical miles to Vieques, Puerto Rico, where he wasn't able to dock the vessel, appeared confused, and couldn't walk steadily. Witnesses thought that he was drunk.

The vessel departed that evening for Fajardo, Puerto Rico, 16 miles away. The operator wandered off course directly toward Chinchorro Light; for the safety of the vessel, crew, and passengers, an unlicensed mate took control and safely guided the ship through the night to port.

The Administrative Law Judge's decision in the hearing against the operator's license stated, "It would be difficult to imagine a more serious dereliction of duty (than) for a captain of a passenger-carrying vessel to be relieved by an unlicensed mate because he is drunk and not in control of his faculties."

In November 1985, the same operator was given a Letter of Warning for operating under

his license while intoxicated. His license was also suspended in 1983 for negligence.

Case Two

In April 1985, a drunken Able Seaman was found in his room while his ship was at sea; he also had alcohol in violation of a ship's regulation. According to the vessel's official logbook, "Seaman was found in his room apparently under the influence of alcohol, sitting on his deck in a puddle with a bottle of rum next to him. Seaman appeared to be incoherent and unaware of his surroundings." Later, while discharging cargo at the Louisiana Offshore Oil Port, he was drunk and assaulted another crew member without provocation.

Case Three

In November 1986, a vessel master in Guam missed two crew payoffs and behaved erratically during a Coast Guard pollution investigation. Company officials found him in his stateroom later, unconscious and smelling of alcohol; he didn't regain consciousness until the next morning when he was fired. He missed his flight back to the States after buying an unknown amount of alcohol and drinking until he passed out.

Alcoholism

These cases have a common theme: inappropriate, excessive alcohol use and continued heavy drinking without regard for safety at sea or the drinker's own continued livelihood. While only physicians and trained practitioners can diagnose alcoholism, a mariner is obviously alcoholic when his drinking jeopardizes a lengthy seagoing career or endangers life and property.

There is a growing national awareness that alcoholism is a disease (indeed, it is so classified by the medical profession) and that it can be successfully arrested. At the same time, there is an overwhelming need to remove seamen from the merchant marine if their drinking endangers safety. There are several

LCDR Walter is Chief of the Investigations Department, U.S. Coast Guard Marine Safety Office, Hampton Roads, Virginia.

solutions to this problem, one of which is regulatory.

Solution -- Regulation Changes

On May 23, 1986, the Coast Guard published a Notice of Proposed Rulemaking (Federal Register, page 18902) that, if adopted, will permit a mariner to voluntarily deposit a license or document when mental or physical incompetence is caused by alcohol use. This proposal lets the mariner avoid a certain revocation for incompetence if he is enrolled in a bonafide alcohol rehabilitation program, if the incompetence did not cause a marine casualty, and if it was not discovered by a federal, state, or local government investigation. The license or document would be returned after alcohol rehabilitation and if the mariner actively participates in a monitoring program similar to Alcoholics Anonymous.

Solution -- Suspension and Revocation Hearings

Another approach is used by Administrative Law Judges to balance the needs of safety against those of the mariner. When the evidence is clear that misconduct or negligence was caused by alcoholism, a sanction is imposed that encourages the mariner to seek treatment or be permanently removed from the merchant marine. For example, in Case One, the Judge's decision stated:

In order to balance the interests of safety while at the same time provide an inducement to enter an alcoholic rehabilitation program, I announced that the respondent's license would be suspended outright for a period of one year...subject to the express condition that he attend an intensive alcoholic rehabilitation program with continuing outpatient support...If he undertakes a good faith effort and is determined to be rehabilitated at the end of the suspension period, his license will be returned. If he fails to enter such program, his license will be revoked permanently at the end of the suspension period.

A similar approach was used in Case Two when the Judge said:

...he is not fit to serve aboard a ship until he successfully completes the rehabilitation program and a subsequent period of observation for a

period of time not to exceed one year. That order is subject to the condition that (respondent) completes the Union's alcoholic rehabilitation program and submits evidence of that fact. Otherwise, his document will be revoked...When I am satisfied...that the respondent has returned to the status of a responsible individual no longer held captive by his urge to drink intoxicants, his document will be returned...All parties including the Investigating Officer and the respondent's Union agree that at this time (respondent) presents a danger to life and property at sea and should not be allowed to return unless he "shapes up." On the other hand, all are agree(d) too, that he was a competent seaman of good character and has manifested a sincere desire to try to conquer his problem. This order will afford him that opportunity while protecting the lives of others.

These answers on what to do with a drunken sailor are coercive -- they involve the loss of a license or document for a period of time or perhaps forever. Another solution is to voluntarily seek treatment for alcoholism before trouble starts.

Solution -- Voluntary Alcoholism Treatment

Carmelo Guastella started the National Maritime Union (NMU) alcoholism program in 1976 and remains as its director. Able Seaman Guastella, who first sailed in 1945, says 70 percent of the alcoholics going through the union's treatment and an aftercare program return to useful service. NMU's program is free to their members, dependents, and retirees. It consists of 4 to 6 weeks of inpatient treatment at a rehabilitation service near the member's home, preceded by medical detoxification from alcohol if required. The length of treatment varies with the seaman's willingness to acknowledge his powerlessness over alcohol.

Guastella says that it makes sense to rehabilitate alcoholic seamen. "If a winch breaks down," he points out, "what do we do? We try to repair it or take it to the shop for repairs and then bring it back to the ship. We don't throw it away or leave it on the dock for another ship to pick up; that would be a disservice. "The most important part of a ship is the human being -- why not repair the human being, salvage him? It saves money, makes good business sense, is cost effective, and saves a life and family." Management agrees; Guastella

says that cooperation from shipping companies has been outstanding.

NMU's program now averages six seamen in treatment at a time. Post-treatment progress is monitored -- annual physical exams are checked, and the seaman is interviewed if signs of drinking are discovered. Active participation in Alcoholics Anonymous (AA) is strongly encouraged, and mariners are cautioned that treatment won't work without this ongoing support. They're also urged to maintain contact with other NMU members who've been treated for alcoholism. Guastella says NMU's program has another advantage -- "Here at NMU, we are seaman and we understand each other."

Guastella views alcoholism as a disease often disguised by poor performance, sickness, and discipline problems. "If alcohol causes a problem, then alcohol is the problem. Let's get rid of the problem -- alcohol -- not the person. Some don't make it (recover from alcoholism), some will never make it, but we do save a lot of lives." He is also enthusiastic about the new Coast Guard regulations on alcohol abuse.

According to Guastella, the percentage of alcoholics in the U.S. merchant marine follows the national average. Having a license does not grant immunity from this disease. He is quick to point out that seaman don't have to stop sailing to get sober and that they don't have trouble getting sober just because they are seamen.

How do NMU members get treatment for alcohol abuse? By calling Carmelo Guastella at (212) 337-4980 (4981, 4982) or the nearest NMU port agent.

The Seafarer's International Union (SIU) has administered its own rehabilitation program since 1975 and it, like NMU's, is an intensive inpatient program treating 10 or 11 patients at any one time. According to its director, Richard Reisman, their individualized treatment varies between 42 and 90 days in length and focuses on helping the seaman to see his problems and the connection between these problems and alcohol or drug use (SIU's program also deals with drug addictions since many seamen in their program have problems with one or more drugs). Treatment also helps the seaman to "look at how they need to change for when they go back to the real world." Reisman is adamant that recovery only begins at their rehabilitation center and strongly recommends to his patients that they participate in Alcoholics Anonymous or

Narcotics Anonymous. He occasionally suggests to some seaman that they continue treatment on an outpatient basis. Reisman says that his program has this advantage: "We are seafarers dealing with seafarers."

According to Reisman, if drinking causes problems, it is time to stop drinking. Reisman says that problems start when the seaman "cannot not drink, when the person becomes addicted to alcohol and can't have just one, when he has to go the whole route."

There is no cost to any SIU member who is eligible for general welfare benefits, and arrangements for alcohol or drug rehabilitation can be made through any SIU port office.

What does a mariner do if his union doesn't have an alcohol rehabilitation program or if he is not eligible for it? He can admit himself to a private program, using his own funds or health insurance benefits, or he can go to AA meetings which are free, available almost everywhere, and listed in the phone book.

The Final Solution

Voluntary admission to alcohol rehabilitation is one way to stem the downward spiral of alcoholism; forced entry into rehabilitation as a condition of keeping a license or a document is another. There is a third way that the course of alcoholism is stopped.

On December 17, 1986, a 54-year-old man was hoisted from a merchant vessel by a Coast Guard helicopter and flown ashore to a hospital after suffering from seizures and tremors. At the hospital, he admitted to normally drinking a pint of liquor daily but said he had not used alcohol for 2 days. He was diagnosed as suffering from alcohol withdrawal with seizures and tremors and liver problems caused by his drinking (which leads to an enlarged liver and deadly cirrhosis). This man lived; he could have died. Remarkably, he denied having a drinking problem.

Death via severe alcohol withdrawal is one way to stop drinking alcoholically. So is death by cirrhosis, alcohol-related accidents, pancreatitis, ulcers, cancer, and heart disease. Or recovery can begin with alcohol rehabilitation treatment followed by an effective aftercare program.

And that's what you do with a drunken sailor. There are no other choices. ■

Federal Rules on Operating a Commercial Vessel While Intoxicated

Sean T. Connaughton

On December 14, 1987, after 3 years of intense effort, the Coast Guard published a final rule concerning "Operating a Vessel While Intoxicated" in the *Federal Register*. This rule, which became effective on January 13, 1988, will have a dramatic impact on the boating public and commercial merchant mariners who operate a vessel under the influence of drugs and/or alcohol. For the first time, there will be in place a federal marine blood alcohol concentration (BAC) and an independent behavioral standard to ascertain whether an individual is intoxicated and subject to possible civil, administrative, as well as criminal penalties. In addition, the rule (1) prescribes several operating requirements for vessels subject to Coast Guard inspection; (2) provides for personnel licensed, registered, or documented by the Coast Guard to seek rehabilitation prior to being subject to a proceedings to suspend or revoke their license, certificate of registry, or merchant mariner's document for alcohol or drug-related incompetence; (3) allows law enforcement personnel to terminate the use of a vessel when the operator appears to be under the influence of an intoxicant to the extent that further operation of the vessel creates an unsafe condition; and (4) amends the regulations requiring reports of all marine casualties to include specific information on the role of alcohol or drug use in the casualty.

The Coast Guard wants the entire marine public to understand the importance of this rule and how serious the Coast Guard is in enforcing it. This article will explain some of the history of the rule and its important sections. Hopefully, education will lead to prevention.

Mr. Connaughton is Assistant Chief of the Coast Guard's Merchant Vessel Manning Branch.

Background

The Coast Guard was required by provisions of the Coast Guard Authorization Act of 1984 (Public Law 98-557) to establish appropriate standards for determining whether an individual is intoxicated while operating a vessel. The act also requires that marine casualty reports include information as to whether the use of alcohol or drugs contributed to a casualty.

On May 23, 1986, the Coast Guard published, concurrently, an Advance Notice of Proposed Rulemaking and a Notice of Proposed Rulemaking to implement the statutory requirements. The Advance Notice posed several questions and issues relating to the operation of recreational vessels while intoxicated, while the Notice proposed rules and standards for individuals operating a commercial vessel while intoxicated, most of which would be incorporated into a new Part 95 of Title 33, Code of Federal Regulations.

The comment period for both Notices ended on August 21, 1986, and, based on comments received, a combination Notice and Supplemental Notice of Proposed Rulemaking was published on February 9, 1987. While intended primarily to address issues relating to recreational boating, the Supplemental Notice proposed several revisions to the commercial marine rulemaking. The Notice/Supplemental Notice comment period ended on May 11, 1987.

Based on all comments received, the Coast Guard issued a final rule on December 14, 1987, containing standards and rules designed to monitor, control, and reduce alcohol and drug use in both recreational and commercial vessel operations. The final rule combines the two separate recreational and commercial vessel proposals into one.

Final Rule

Vessel Applicability

Generally, the rules apply to every vessel operated on waters subject to the jurisdiction of the United States, and to a vessel owned in the United States on the high seas. This includes a foreign vessel operated on waters subject to the jurisdiction of the United States. The rules will be applicable at all times to vessels inspected, or subject to inspection, under Chapter 33 of Title 46 United States Code.

Standards of Intoxication

For commercial vessels, the rules define intoxication in the following manner: (1) an individual has an alcohol concentration of .04 percent by weight or more in their blood, or (2) the effect of intoxicant(s) consumed by an individual on that person's manner, disposition, speech, muscular movement, general appearance, or behavior is apparent by observation. (Note: "Intoxicant" means any form of alcohol, drugs, or combination thereof.)

The issue of which alcohol concentration standard to use for the commercial marine industry was a controversial one, with different commenters on the notices recommending .00, .05, .08, or a universal .10 alcohol concentration. The Coast Guard decided to make the .04 standard applicable to all commercial vessels. There have been several studies which indicate that impairment due to intoxicants begins around .04, and the Federal Aviation Administration and the Federal Railroad Administration have adopted similar standards. The Coast Guard realizes that this standard may appear low and that the commercial vessel standard will be a more stringent standard than the .10 BAC recreational vessel standard. However, commercial operators normally operate more frequently and transport passengers or cargo or conduct other operations where the effect of errors can result in significant harm extending beyond the vessel and its crew; therefore, the lower alcohol concentration level is intended to ensure that these persons are held to a higher standard of conduct.

Who Is Subject to the Standards

The standards apply to individuals, who are engaged on board commercial vessels, including licensed, registered, and documented members of the crew, pilots, "night mates," deckhands on small passenger vessels, industrial workers on mobile offshore drilling units, processing personnel on fish processing vessels, and personnel on fishing vessels. While the standards do not apply to a crew member ashore, even on ship's business, certain operating rules for inspected vessel personnel (discussed later) must still be complied with. The rules will apply to a crew member whenever that individual is operating a vessel, which, in most cases, will be whenever the individual is on board the vessel.

There were concerns as to whether individuals who do not appear to be directly operating or navigating a vessel, such as stewards, should be considered to be "operating a vessel." It is the position of the Coast Guard that all crew members on board a vessel contribute to the function of the vessel or the accomplishment of its mission. In addition to their regularly assigned duties, each crew member has additional safety-related responsibilities, including emergency duties. All of these duties are inherently associated with the vessel's operation, and the effects of intoxicants upon an individual's performance of these duties could pose a threat to the safety of the individual as well as to the vessel, its equipment, passengers, or crew. For these reasons, all crew members of a commercial vessel are considered to be "operating a vessel" and, as such, will be limited in their use of intoxicants.

Evidence of Intoxication

Acceptable evidence of intoxication includes, but is not limited to, (1) personal observation of an individual's manner, disposition, speech, muscular movement, general appearance, or behavior, and (2) a chemical test. (Note: "Chemical test" means a test which analyzes an individual's breath, blood, urine, saliva, and/or other bodily fluids or tissues for evidence of drug or alcohol use.) This evidence may then be submitted at an administrative or judicial proceeding where the actual determination of intoxication would be

made. The rule does not preclude the use of other evidence at a hearing, nor does it mandate the use of the specified evidence.

Only a law enforcement officer or a marine employer may direct an individual operating a vessel to undergo a chemical test when reasonable cause exists. Reasonable cause exists when (1) an individual was directly involved in the occurrence of a marine casualty as defined in Chapter 61 of Title 46, United States Code, or (2) an individual is suspected of being in violation of the standards. (Note: "Law enforcement officer" means a Coast Guard commissioned, warrant, or petty officer, or any other law enforcement officer authorized to obtain a chemical test under federal, state, or local law. "Marine employer" means the owner, managing operator, charterer, agent, master, or person in charge of a vessel other than a recreational vessel.)

The Coast Guard permits employers to require chemical testing for reasonable cause because marine employers are most likely to be in a position to recognize the need for testing an employee. The acceptability of a particular tests required by a marine employer will be established during an administrative or judicial proceeding.

Refusal To Submit to Chemical Testing

If an individual refuses to submit to or cooperate in the administration of a timely chemical test when directed by a law enforcement officer based on reasonable cause, evidence of the refusal is admissible in evidence in any administrative proceeding, and the individual will be presumed to have been intoxicated. If an individual refuses to submit to or cooperate in the administration of a timely chemical test when directed by the marine employer based on reasonable cause, evidence of the refusal is admissible in evidence in any administrative proceeding, but, by itself, is not a presumption of intoxication.

Additional Rules for Inspected Vessels

The rules have additional requirements for crew members on board a vessel inspected, or subject to inspection, under Chapter 33 of Title 46 United States Code. Such individuals (1) shall not perform or attempt to perform any scheduled duties within 4 hours of consuming

any alcohol, (2) shall not be intoxicated at any time, (3) shall not consume any intoxicant while on watch or duty, and (4) may consume a legal, non-prescription or prescription drug provided the drug does not cause the individual to be intoxicated.

Although an imposed period of abstinence cannot guarantee the sobriety of an individual, it will limit the individual's ability to assume a watch or duties after drinking, while not entirely prohibiting moderate consumption of alcohol, such as with meals. Violations of the 4-hour rule and of the provisions prohibiting consumption of intoxicants while on duty for individuals on inspected vessels will not be a violation of 46 U.S.C. 2302(c) (the statute enacted in Public Law 98-557), but could subject an individual to other administrative actions such as suspension or revocation proceedings against a Coast Guard-issued license, certificate, or document.

The issue of prescription drug use has been controversial. It should be realized that any drug may have side effects possibly resulting in intoxication and that a physician may not know how a certain drug will affect a particular individual. The individual taking a drug has the knowledge of its effects, and a supervisor or other can witness the effects. Therefore, the regulation puts the responsibility for compliance primarily on the individual. While this section of the regulations specifically applies to inspected vessels, persons operating uninspected vessels must ensure they are not intoxicated due to the use of legal drugs.

Marine Employer Responsibilities

The marine employer shall exercise due diligence to assure compliance with the applicable provisions of the regulations. If the marine employer has reason to believe that an individual is intoxicated, the marine employer shall not allow that individual to stand watch or perform other duties. The Coast Guard will limit the effect of this provision to instances when the marine employer has actual knowledge that an individual is intoxicated; however, this does not diminish the responsibility of the vessel's crew or marine employer to observe crew members' actions and take appropriate action to prevent personnel from operating a vessel when there is reason to believe an individual is intoxicated.

Penalties

An individual who is intoxicated when operating a vessel in violation of 46 U.S.C. 2302(c) shall be (1) liable to the United States Government for a civil penalty of not more than \$1,000 or (2) fined not more than \$5,000, imprisoned for not more than 1 year, or both. In addition, those who are licensed, registered, or documented may be subject to suspension and revocation proceedings.

Post-Casualty Requirements

In the areas of post-casualty reporting, the regulations require a vessel's owner, managing operator, charterer, master, or person in charge of a vessel to determine if there is any evidence of alcohol or drug involvement by persons directly involved in reportable marine casualties. The Coast Guard recognizes that the ultimate responsibility to determine whether an individual used alcohol or drugs, or was intoxicated, most appropriately rests with the person who is authorized to impose sanctions or penalties for such conduct (i.e., a Coast Guard administrative law judge, Coast Guard civil penalty hearing officer, or judge of a federal district court). For this reason, the regulation requires the marine employer to only determine when there is "evidence" of drug or alcohol use by individuals involved in marine casualties. The documentation of such "evidence" is through the submission of Form CG-2692 or through entries in an official log book. Methods of obtaining such evidence are at the employer's option, but may include personal observation and/or chemical testing.

Rehabilitation

The Coast Guard firmly believes that encouraging voluntary rehabilitation efforts of seamen who abuse drugs or alcohol will result in a safe marine industry. However, at the same time, the Coast Guard continues to take seriously its responsibility under 46 U.S.C. 7704

to revoke a seaman's license, certificate, or document if it is shown at a hearing that the seaman has been convicted of violation of a dangerous drug law, or has been a user of, or addicted to, dangerous drugs. The Coast Guard feels that allowing a seaman to voluntarily deposit his or her license, certificate, or document in lieu of a hearing, and to not return those papers under specific circumstances, is an appropriate effort to merge these disparate purposes.

Preemption of Employer Programs

There was some concern over the possible interference of the rule with more stringent existing employer-sponsored programs. In response to this concern, the Coast Guard included the following statement in the regulations: *"Nothing in this part shall be construed as limiting the authority of a vessel's marine employer to limit or prohibit the use or possession of alcohol on board a vessel."* The Coast Guard encourages employers to implement comprehensive programs to prevent the misuse of alcohol on their vessels, and it is believed that the final rule will not negate company programs.

Conclusion

Operation of vessels by intoxicated individuals pose unacceptable risks to the lives and safety of the public, however, the problem of intoxicated vessel operators will not completely disappear due solely to the publication of this rule. It is incumbent upon individuals who operate vessels to recognize the risks posed by drunk and drugged vessel operators and take action to ensure compliance with the rule. Through a cooperative effort by the Coast Guard, other federal agencies, state and local law enforcement officials, marine employers and the public, we can significantly reduce the incidence of alcohol and drug-related marine casualties. ■

Furfural

Furfural is a colorless, liquid aldehyde with the molecular formula C_4H_3OCHO , ($C_5H_4O_2$). The compound has an almond-like odor and shows a light brown color when exposed to air. The chemical is derived from steam-acid digestion of corncobs or oathulls (pentosans) and other cellulosic waste materials. It has been commercially produced since 1922.

Furfural is used as a general synthetic intermediate in preparing chemicals that take the place of coal and petroleum derivatives. It is also used to prepare molding resins and polymers valuable to the plastics industry. The chemical's solvent properties make it useful in refining vegetable and lubricating oils and extracting butadiene and other components from cracked refinery gases. Furfural has also been used as an insecticide, herbicide, fungicide, and embalming fluid.

Because this chemical does not evaporate rapidly, inhalation of toxic quantities is not likely, although furfural's vapors may cause irritation to the eyes and respiratory system. First aid procedures include removing the victim from further contamination, washing the affected area with water, and getting medical attention as soon as possible.

Employees working with furfural should be provided with appropriate protective clothing to prevent repeated or prolonged skin contact with the liquid. Safety goggles should be worn to prevent contact with the eyes.

Heat may contribute to instability of this compound. Strong acids and oxidizing materials may cause fires and explosions, and toxic gases and vapors may be released in fires involving the compound. Furfural fires can be

extinguished with carbon dioxide, dry chemical or alcohol foam.

U.S. Coast Guard regulations for shipment of furfural by tanker are contained in 46 CFR 150, 151, and 153. DOT regulations in 49 CFR 172 cover all other methods of transportation. EPA's hazardous chemical number for furfural is U-125, and EPA's regulations can be found in 40 CFR 116, 117, 180, and 261. ■

Chemical Name

Furfural

Formula

C_4H_3OCHO

Synonyms

2-furaldehyde, furfuraldehyde, fural

Physical Properties

boiling point: 161.7°C (323.1°F)
freezing point: -36.5°C (-33.7°F)
vapor pressure at 20°C: 2 mm/Hg

Threshold Limit Value

5 ppm

Flammability Limits in Air

lower limit: 2.1%
upper limit: 19.3%

Combustion Properties

flash point (c.c): 60°C (140°F)
autoignition temperature 392°C (797°F)

Densities

vapor (air = 1): 3.3

U.N. Number: 1199

CHRIS Code: FFA

Cargo Compatibility Group: 2 (sulfuric acid)

Julie S. Mehta was a Third-Class Cadet at the Coast Guard Academy when this article was written. It was written under the direction of LCDR J. J. Kuchner for a hazardous materials transportation class.

New Publications

U.S. Coast Guard Licenses and Certificates: How To Qualify -- Apply -- Prepare

Contrary to what the title may lead the reader to believe, this book is not a U.S.-Coast Guard sanctioned publication. It is, however, a creditable effort by the author, Mr. Gregory D. Szczurek, to provide the public with an interpretation of the rules and regulations regarding the licensing of mariners. This license guide is particularly timely insofar as it scrutinizes the recent revisions to the regulations concerning the licensing of mariners (46 CFR Parts 10 and 15) which went into effect on December 1, 1987.

This text patiently explains the qualification, application, and examination procedures for all Coast Guard licenses, certificates, and merchant mariner documents. A supplemental section has also been added which addresses several miscellaneous topics, i.e., manning standards, examination preparation, license renewals, and waiver requests.

The book uses high-quality bond paper and large, bold-faced print which results in a visually appealing product. Through the use of easy-to-understand text and creative diagrams, the author gently guides the reader through the regulations with reasonable success. Mr. Szczurek has obtained the bulk of his reference material from four sources: Title 46 of the U.S. Code, Title 46 Code of Federal Regulations (Parts 10, 12, and 15), the Coast Guard Marine Safety Manual, and a series of "clarification letters" published by the Coast Guard's Merchant Vessel Personnel Division.

Mr. Szczurek has written a book which attempts to provide mariners with an easy-to-understand guide to the U.S. Coast Guard licensing, certification, and documentation program at a time when many significant changes to the regulations are being implemented. It is not meant to be all-

inclusive. The author freely admits that this edition does not incorporate all of the policy determinations and rule changes which have been promulgated since the new rules were published in the October 16, 1987, *Federal Register*. In order to help the reader research any additional topics not covered in the text, the author has included a copy of the revised license regulations (46 CFR Parts 10, 12, and 15).

U.S. Coast Guard Licenses and Certificates: How To Qualify -- Apply -- Prepare, by Gregory D. Szczurek. Available from Houston Marine Training Services, 1600 20th Street, Kenner, Louisiana 70062. Price: \$14.95 plus \$3.00 shipping.

New ABS Guide for Crane Certification

Maritime cranes have a wide range of purposes and lifting capacities, ranging from the standard pedestal-mounted cranes for use aboard ship and offshore platforms, to the 6,000-ton, heavy lift revolving cranes used on barge units. The differences in crane applications, and methods of operation, as well as required planning for heavy lifts are covered in the American Bureau of Shipping's new 78-page, 1987 *Guide for Certification of Cranes*.

The 1987 crane guide supersedes the ABS requirements for cranes contained in the 1975 publication, Requirements for Certification of Construction and Survey of Cargo Gear on Merchant Vessels, in which the cranes were grouped together with conventional-type cargo gear.

A copy of the 1987 *Guide for the Certification of Cranes* can be obtained from the American Bureau of Shipping, Book Order Dept., 45 Eisenhower Drive, P.O. Box 910, Paramus, New Jersey 07563-0910, or from your local ABS office. The price is US\$11.00 when purchased in the U.S.A. In Canada, Mexico, Central America, Colombia, and Venezuela, the price is US\$13.00. Elsewhere in the world, the book is available for US\$15.00. ■

Nautical Queries

The following items are examples of questions included in the Third Mate through Master examinations and the Third Assistant Engineer through Chief Engineer examinations:

Engineer

1. An air vent is installed on some reduction gear casings to _____.

- A. avoid the accumulation of flammable oil vapors
- B. overcome static air pressure
- C. admit cooling air to the gearing
- D. decrease the possibility of corrosion

Reference: U.S. Naval Institute, *Naval Turbines*

2. The steam coils in a high pressure evaporator used for salt water service should be descaled with _____.

- A. a needle gun
- B. soap and water
- C. a wire brush
- D. a chipping hammer

Reference: NAVSHIPS Bureau of Ships *Technical Manual*

3. During warm-up, expansion of valve stems due to engine heat is allowed for by the _____.

- A. valve springs
- B. hydraulic governor
- C. valve lash
- D. cooling system

Reference: Maleev, *Diesel Engine Operation and Maintenance*

4. To detect the presence of explosive gases in any space, tank, or compartment, you should use a _____.

- A. flame scanner
- B. halide torch
- C. combustible gas indicator
- D. detector filament

Reference: Osbourne, *Modern Marine Engineer's Manual*

5. High water in a boiler can cause carryover and _____.

- A. damage to the economizer
- B. warped screen tubes
- C. warped water wall tubes
- D. damage to the propulsion turbine

Reference: NAVPERS 10536-D, *Boilerman 1 & C*

Deck

1. All of the following are advantages of shipboard cranes over conventional gear *except* that shipboard cranes _____.

- A. are easier to secure for sea
- B. can handle their safe working load without special rigging
- C. give more precise control of cargo fall
- D. handle more drafts of cargo per hour

Reference: Sauerbier, *Marine Cargo Operations*

2. You are in a tropical port. The refrigeration machinery on a container loaded with air-cooled fruit fails. It cannot be repaired or 18 to 24 hours. Which step should you take to reduce the temperature rise and spoilage of the fruit?

- A. Discharge a cylinder of nitrogen into the container.
- B. Shade the container and periodically hose it down.
- C. Seal any ventilation openings and add dry ice

- D. Spread ice over the top layer and in any voids within the container.

Reference: *Thomas' Stowage*

3. An advantage of nylon rope over manila rope is that nylon rope

- A. can be used in conjunction with wire or spring-lay rope.
- B. can be stored on decks exposed to sunlight.
- C. can hold a load even when a considerable amount of the yarns has been abraded.
- D. gives audible warning of overstress whereas manila does not.

Reference: *Knight's Modern Seamanship*

4. The critical point in nylon line elongation is considered to be

- A. 20%
- B. 30%
- C. 40%
- D. 50%

5. Which product is most likely to accumulate static electricity?

- A. crude oil
- B. hard asphalt
- C. lubricating oil
- D. residual fuel oil

Reference: CG-174

Answers

Engineer

1-B; 2-C; 3-C; 4-C; 5-D

Deck

1-D; 2-B; 3-C; 4-C; 5-C

If you have any questions concerning "Nautical Queries," please contact Commanding Officer, U.S. Coast Guard Institute (mvp), P.O. Substation 18, Oklahoma City, Oklahoma 73169; telephone (405) 686-4417.

Correction to Nautical Queries, December 1987 issue:

On page 298 of the December 1987 issue of *Proceedings*, question 4 in the Engineering Section contained an incorrect choice in the list of possible answers. Choice "B" was listed as ".06 amperes" but should have been ".6 amperes." The correct form of the question and possible answers are shown below:

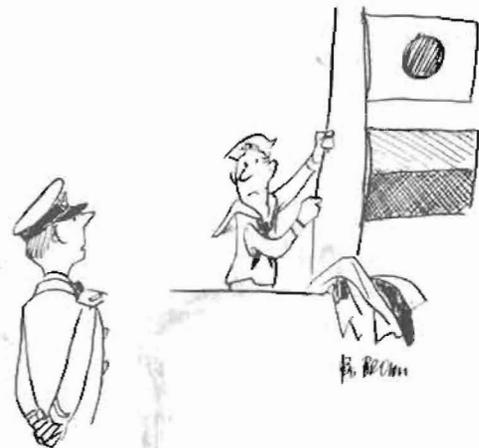
4. An electrical component is connected across at 120 volt 60 hertz AC supply. What is the current drawn by the component if the impedance is 200 ohms?

- A. .01 ampere
- B. .6 ampere
- C. 1.67 amperes
- D. 100 amperes

(The correct answer is B, .6 ampere.)

Notice to Proceedings Readers

This issue of *Proceedings* is being published as a double issue for the months of February and March 1988. The next issue of *Proceedings* will appear in early April 1988.



How many times do I have to tell you?
It's "i" before "e," except after "c."

Keynotes

Final Rule, Correction

CGD 86-031, United States Aid to Navigation System; Correction (December 7)

The Coast Guard is correcting errors in the final rule which appeared in the *Federal Register* on November 6, 1987 (52 FR 42639). In rule document 86-031 beginning on page 42640 in the issue of Friday, November 6, 1987, make the following corrections:

§62.21 [Corrected]: On page 42641, at §62.21(g), line 7, change "Temporary aid to navigation" to read "temporary aid to navigation".

§62.23 [Corrected]: On page 42642, at §62.23(b)(3), line 3, change "to factors limiting the reliability," to read "to factors limiting their reliability."

§62.41 [Corrected]: On page 42643, at §62.41, line 7, change "also to ascertain that section of the" to read "also to ascertain what section of the".

§62.49 [Corrected]: On page 42644, at §62.49, (b), line 6, change "or in a northerly and westerly direction" to read "or in a westerly direction."

For further information, contact LTJG G. R. Wulfskuhle, U.S. Coast Guard (G-NSR-1), Washington, DC 20593-0001; telephone (202) 267-0349.

Notice of Proposed Rulemaking

CGD 87-015a, Delegation of Authority To Measure Vessels (December 4)

The Coast Guard is proposing to establish the criteria necessary for an organization to qualify as a delegate to formally measure U.S. commercial, recreational, and public non-combatant vessels. This rulemaking would implement the statutory provision authorizing the Coast Guard to delegate measurement functions, yet ensure high quality service to the maritime industry.

Comments must be received on or before February 2, 1988. Comments may be mailed to Commandant (G-CMC/21) (CGD 87-015a), U.S. Coast Guard, Washington, DC 20593-0001.

For further information, contact Mr. Joseph T. Lewis, telephone (202) 267-2992.

CG 84-098b, Emergency Evacuation Plan for Manned OCS Facilities (December 24)

The Coast Guard is proposing to issue regulations which would require a comprehensive, site specific contingency plan for the emergency evacuation of all personnel from manned fixed facilities and Mobile Offshore Drilling Units on the Outer Continental Shelf (OCS facilities). In addition, although it is not the Coast Guard's intention to require the use of standby vessels, this proposal would establish specific standards for standby vessels if they are identified as an integral part of the evacuation plan. This proposal is a continuance of Coast Guard initiatives to require contingency planning for evacuation of personnel under emergency conditions, such as hurricanes, blowouts, and major fires. This proposal is also in response to recent legislation concerning evacuation procedures. The ultimate effect of this proposal would be to provide facility and emergency assistance personnel with the direction and equipment necessary for a timely and safe evacuation of the OCS facility in an emergency.

For further information, contact LCDR Anthony Dupree, Offshore Activities Branch, telephone (202) 267-2307.

Notice of Proposed Rulemaking, Extension of the Comment Period

CGD 85-061, Intervals for Required Internal Examination and Hydrostatic Testing of Pressure Vessel Type Cargo Tanks on Barges (December 1)

This notice extends the comment period on the notice of proposed rulemaking (NPRM)

published on September 8, 1987 (52 FR 33841) concerning the intervals between internal examinations and hydrostatic testing of pressure vessel type cargo tanks on barges. The comment period, as originally published, would have expired on December 7, 1987. An extension was formally requested by Ashland Petroleum Company, The American Waterways Operators, Inc., Hollywood Marine, Inc., Southern Towing Co., and Chotin Transportation, Inc. Ashland Petroleum simply requested an extension; all the other comments specifically requested a 90-day extension. Generally, the reasons for requesting the extension were the same: the comment period was too short to adequately analyze the effect of the NPRM on the segment of the barge industry with pressure vessel type cargo tanks. The American Waterways Operators and Hollywood Marine, Inc., also suggested that an extension to the comment period will allow the Towing Safety Advisory Committee to schedule a publicly docketed Subcommittee meeting to pursue an analysis and discussion of the NPRM. The Coast Guard believes that the quality of the final rule will be enhanced by extending the comment period. Therefore, the comment period is extended for 90 days.

Comments must be received on or before March 7, 1988. Comments should be submitted to Commandant (G-CMC/21) (CGD 85-061), U.S. Coast Guard, Washington, DC 20593-0001. For further information, contact LT Geoffrey D. Powers, telephone (202) 267-1185.

Supplementary Notice of Proposed Rulemaking

CGD 76-080, Hopper Dredge Working Freeboard; Load Line and Stability Requirements (December 14)

The Coast Guard is proposing load line and stability regulations which would allow self-propelled hopper dredges to obtain working freeboards. Private dredging interests have requested authorization to load to a deeper draft (working freeboard) in order to carry more spoil per trip. These regulations would authorize working freeboards upon complying with the proposed requirements and limitations.

Comments must be received on or before February 12, 1988. Comments may be mailed or delivered to Commandant (G-CMC/21) (CGD 76-

080), U.S. Coast Guard, 2100 Second Street, SW, Room 2110, Washington, DC 20593-0001. A draft regulatory evaluation has been included in the public docket for this rulemaking and may be inspected and copied at the Marine Safety Council (G-CMC/21) at the address listed above between the hours of 8:00 a.m. and 3:00 p.m. on normal federal workdays. For further information, contact LCDR James McCarthy, telephone (202) 267-2988.

Final Rule

CGD 84-099, Operating a Vessel While Intoxicated (December 14)

The Coast Guard is setting standards and establishing rules designed to monitor, control, and reduce alcohol and drug use in both recreational vessel operation and commercial marine operations including operations on the Outer Continental Shelf and at deepwater ports. This final rule sets forth those standards for both recreational and commercial vessels, as well as delineating who is considered to be operating a vessel. In addition, the rule (1) prescribes several operating requirements for vessels subject to inspection under Chapter 33 of Title 46, United States Code; (2) provides for personnel licensed, registered, or documented by the Coast Guard to seek rehabilitation prior to being subject to a proceeding to suspend or revoke their license, certificate of registry, or merchant mariner's document for alcohol or drug-related incompetence; (3) allows Coast Guard personnel to terminate use of certain vessels when the operator appears to be under the influence of an intoxicant to the extent that further operation of the vessel creates an unsafe condition; and (4) amends the regulations requiring reports of all marine casualties to include specific information on the role of alcohol or drug use in the casualty. The rule also makes miscellaneous amendments to several subparts.

The effective date of the rule is January 13, 1988. For further information, contact Mr. Sean T. Connaughton, U.S. Coast Guard (G-MVP), telephone (202) 267-0214, for information on commercial vessel operating requirements. For information on recreational boating intoxication standards, casualty reporting, and the terminations for unsafe use, contact Mr. Carlton Perry, U.S. Coast Guard (G-BBS),

telephone (202) 267-0979. LCDR David Wallace, U.S. Coast Guard (G-MMI), telephone (202) 267-1420, can provide further information on commercial vessel casualty reporting and the rehabilitation program.

Notice of Extension of Comment Period

CGD 77-115, Defect Notification and First Purchaser Information (December 17)

A supplementary notice of proposed rulemaking (52 FR 20115) published May 29, 1987, proposed amendments to the Defect Notification regulations in Part 179 of Title 33, Code of Federal Regulations. Public comments were invited by August 27, 1987. The notice was published in the Boating Safety Circular and distributed to approximately 21,000 recreational boat manufacturers, dealers, distributors, and other interested parties. After the close of the comment period, a number of inflatable boat manufacturers and importers learned of the

notice and requested copies of the notice and an opportunity to comment. Those manufacturers and importers could be adversely affected by the proposed amendments. Due to these requests, the comment period is being extended 60 days from the publication of this notice.

Comments must be received on or before February 16, 1988. Comments should be submitted to Commandant (G-CMC/21) (CGD 77-115), U.S. Coast Guard, Washington, DC 20593-0001. For further information, contact Mr. Alston Colihan, telephone (202) 267-0981.

Requests for copies of NPRMs should be directed to the Marine Safety Council. The address is Commandant (G-CMC/21), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593. The office, located in Room 2110, is open between the hours of 8:00 a.m. and 3:00 p.m. Monday through Friday, excluding federal holidays. Comments are available for inspection or copying during those hours. ■