

Marine Safety Council

PROCEEDINGS

U.S. Department
of Transportation

United States
Coast Guard



The Coast Guard Journal of Safety at Sea

January-March 1997

Volume 54, Number 1

ANNUAL INDEX

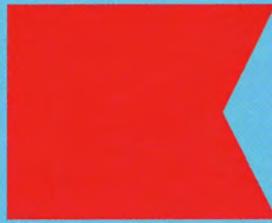


International Marine Signal Flags

The following flags are international signals used by ships at sea. They can be used to spell out short messages, or more commonly, used individually or in combination they have special meanings.



*A - Diver below
(when stationary);
I am undergoing
a speed trial*



*B - I am taking on
or discharging
explosives*



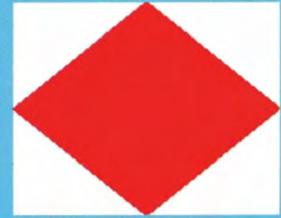
C - (affirmative)



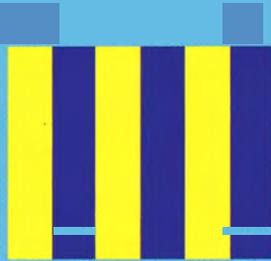
*D - keep clear of
me, I am
manoeuvring
with difficulty*



*E - I am altering my
course to starboard*



*F - I am disabled,
communicate
with me*



G - I require a pilot



*H - I have a pilot
on board*



*I - I am altering
my course to port*



*J - I am going to
send a message by
semaphore*



*K - you should stop
your vessel instantly*



*L - you should stop,
I have something
important to
communicate*



*M - I have a doctor
on board*

(Continued inside back cover)

*Admiral Robert E. Kramek, USCG
Commandant*

*The Marine Safety Council of the
United States Coast Guard*

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Chief Counsel, Chairman

Rear Admiral James C. Card, USCG
Assistant Commandant for Marine Safety
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Member

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Member

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DIST (SDL No. 134)
A: ac(2); ebfghijklmnoprsuv(1).
B: nr(50); cefgipw(10); bklqshj(5); xdmou(2); vyz(1).
C: n(4); adek(3); bio(2); cfgijmpqrutvwxyz(1).
D: ds(5); abcdefghijklmnopqrutvwxyz(1).
E: kn(2). F: abcdehjkloqst(1).
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Our 54th Year

Proceedings

of the Marine Safety Council

January-March, 1997 Vol. 54, No. 1

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RADM CARD SPEAKS ...

By Rear Admiral James C. Card,
United States Coast Guard

A New Year ... A Renewed Commitment



As our Nation's oldest continuous seagoing service, and a versatile branch of the Armed Forces, the U.S. Coast Guard protects the public, the environment and U.S. economic interests through the prevention and mitigation of marine-related incidents. Since 1790, in our predecessor capacity as the Revenue Cutter Service, Lifesaving Service, Bureau of Marine Inspection and Naval Lighthouse Service, we have proudly served the American Public using innovative practices and engineering.

Over the past year, we have continued this proud tradition by fostering a greater understanding of many innovative approaches to marine safety and environmental protection. In the area of technology and engineering, our *Proceedings* issues have spotlighted the emerging role of electronic commerce, a promising Marine Safety Evaluation Program (MSTEP), the expanded use of electronic ship design and system engineering methods and a balanced approach to shipboard automation. In advocating this crucial "balance," our *Prevention Through People* (PTP) strategy is addressing the root cause of nearly 80% of all casualties, the human element, in the design of shipboard and shoreside operations. Related advances in management practices include development and application of risk-based methodologies, growing importance of information management, expanded use of Quality Partnerships and improved services through our "reinventing government" initiative.

To date, these reinvention efforts alone have resulted in significant improvements to our services. We have eliminated the long-standing backlog of vessel documentation requests and removed or "reinvented" (in simpler regulatory terms) a sizable 2,300 pages of text from our regulations. In testimony to our efforts, we received awards of recognition from both the Vice President and the Secretary of Transportation.

While these efforts are notable, we have only begun.

A new year brings renewed commitment to work on these and other important initiatives, among them, efforts to: forge stronger ties with port maritime stakeholders in developing a safe and cost-effective waterways management plan; clarify our Marine Safety Business Plan goals to help our local Commanders make best use of their resources to solve safety and environmental protection programs; and continue our regulatory reinvention initiatives, all without compromising our vital missions.

I believe these times truly are among the most-exciting to be in the marine industry. My Staff and I, along with the National Maritime Center, Coast Guard Captains of the Port and Officers in Charge of Marine Inspection around the country, look forward to working with you on these initiatives over the next year, and as we continue our proud tradition of service to the American Public.

READER'S SURVEY

1997

Proceedings is published for all members of maritime industries by the Coast Guard's Marine Safety, and Environmental Protection, U.S. Coast Guard. Whether you are a retired admiral, fishing vessel captain, river pilot, ocean scientist, marine engineer, tug or tow boat operator, shipping executive, insurance underwriter, oil company representative, cruise line president, ship builder, active duty or retired, vessel operator or maritime lawyer, *Proceedings* is published for you in the interest of safety at sea. While we like being informative, our main business is mishap prevention and dissemination of safety information. To help us evaluate our effectiveness and provide all of our readers with a quality publication, we would appreciate your response to the questions below. We welcome letters, articles and photographs from you for the publication. We value your maritime expertise and input. Please write to:

Editor, *Proceedings*
US Coast Guard, National Maritime Center
4200 Wilson Blvd., Suite 510
Arlington, VA 22203-1804

1. What is your current job?

- Maritime Industry
 - Technical Personnel
 - Operational Personnel
- Non-maritime Industry
- U.S. Federal Government
- Foreign Government
- State/Local Government
- Others Allied to the Field (Please specify):

2. How often do you see the *Proceedings* magazine?

- Every issue
- Most issues
- Only occasionally
- This is the first one I've seen

3. About how much time do you spend reading *Proceedings*?

- 15-30 min.
- 30-60 min.
- One Hour
- More than one hour

4. Do you receive new information and useful ideas?

- Always
- Often
- Seldom
- Never

5. What regular features provide the most safety information?

- Mariner's Seabag
- Nautical Queries
- RADM Card Speaks ...
- By the Way
- Investigator's Corner

6. What types of article(s) do you find most informative?

- Technical
- Environmental
- Industrial
- General

7. To give our readers a better quality product, we're updating our format. Please rate *Proceedings* on each of the following:

Overall opinion

- Excellent
- Good
- Fair
- Poor

Quality of articles

- Excellent
- Good
- Fair
- Poor

Writing style

- Excellent
- Good
- Fair
- Poor

Variety of articles

- Excellent
- Good
- Fair
- Poor

Level of writing

- Too Basic
- Just Right
- Too Technical

Accuracy of articles

- Excellent
- Good
- Fair
- Poor

Ease of reading

- Excellent
- Good
- Fair
- Poor

Layout of magazine

- Excellent
- Good
- Fair
- Poor

Appearance

- Excellent
- Good
- Fair
- Poor

Timeliness of magazine

- Excellent
- Good
- Fair
- Poor

Use of color

- Excellent
- Good
- Fair
- Poor

Use of artwork

- Excellent
- Good
- Fair
- Poor

READER'S SURVEY

8. List articles you found exceptionally interesting or useful to you or your work center, and why? _____

9. Do you have specific issues or concerns that you would like to have addressed in Proceedings magazine? _____

10. Additional comments about Proceedings. _____

Thank you for participating in this survey.

FOLD

FOLD

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FOLD

BY THE WAY...

Editor's Point of View



By Cheryl Robinson

Proceedings magazine, as always, strives to keep you informed about all aspects of the maritime industry.

This is the beginning of the year, and we here at the United States Coast Guard's National Maritime Center anticipate another great one. Our staff is constantly redesigning the magazine and we certainly encourage your input to help us deliver a quality product that all our readers can enjoy. I am aiming for an overall strategy that will move us well into the 21st century. Here at NMC, we try to instill continuous improvement as a way of life.

Our theme for this issue is the "Index and the 1997 Survey." This is a smaller issue and the majority of the articles will be in the up-coming issues. I am asking **for your support in helping to make *Proceedings* magazine one of the best professional journals within the maritime community.**

Please remember to send in your survey and opinions, so we can keep a finger on the pulse of the maritime industry.

A special thank you to all our readers!

NEXT ISSUE:

"SAFETY THROUGH SHARED LESSONS LEARNED"

UPCOMING ISSUES:

"PARTNERSHIPS/ALTERNATE COMPLIANCE"

"PROPULSION FAILURES"

A Look Back ...



By Cheryl Robinson

Pea Island, North Carolina — A Station In Black History

Blacks began to appear in large numbers on the rolls of the Life-Saving Service, a Coast Guard predecessor. Most were employed as cooks and later became regular crew members to rescue boats.

Before long an all-Black life-saving station was formed at Pea Island, NC. This station was established by an Act of Congress in 1878 and was built in the winter of 1878-79.

In 1879, Charles Shoemaker, the assistant inspector of the Life-Saving Service recommended Richard Etheridge, a Black, for the position of Keeper. He asked that Etheridge be allowed to chose his own all-Black crew for the station.

Other crew members over the years at Pea Island were Maxie Berry, Boatswain's mate 1/c, Officer In Charge; Lonnie Gray, Boatswain's mate 1/c; Ruben Gallop, Surfman, Seaman; Fleetwood Dunston, Surfman, Seaman; and Herbert Collins, Surfman, Seaman. Collins later became an expert instructor in boat handling and retired in 1973 as a Lieutenant.

There are numerous written testimonies as to the many outstanding rescues performed by this all-Black crew who valiantly served at Pea Island. This station was manned by an all-Black crew for 67 years.

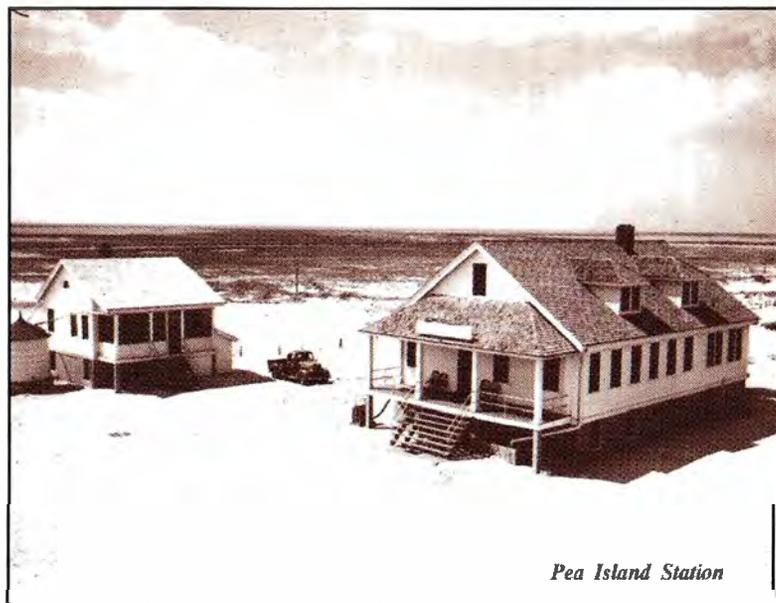
Three Generations of Coast Guard History

Maxie Berry served 25 years at Pea Island — following in his father's footsteps. His father, Joseph Berry, served 15 years at Pea Island and retired in 1917. Maxie Berry's son, LCDR Maxie Berry, Jr., retired from active duty from the Coast Guard Headquarters Civil Rights Office in 1976.

Black History: U.S. Coast Guard Trivia

CAPT Mike Healy, one of ten children born to an Irish immigrant and a mulatto slave, went to sea as a cabin boy on board a merchant ship at age 15. Healy later became the law in the new Alaska Territory as skipper of the Revenue Cutter Bear (Revenue Cutter Service).

ADM Russell Waesche, commandant of the Coast Guard during World War II, commissioned the first Black Officer, Clarence Samuels, a former Warrant Officer. Samuels became the first Black to command a Coast Guard cutter when he assumed command of a lightship and subsequently commanded the CGC Sea Cloud.



Pea Island Station

... Black History

Another famous Black, Alex Haley, who definitely has African-American roots in Black History, was also a member of the Coast Guard.

Today We're Making History For Tomorrow

The first Black (O-6) Captain was CAPT Robert Wilkes.

Currently, there are seven Black Captains on active duty. They are CAPT Percy Norwood, Commander, Coast Guard Recruiting Command; CAPT Samuel Burton, Chief of Personnel, MLC PAC; CAPT Joseph Jones, Headquarters, Asst. Chief of Operation; CAPT Michael Brown, ICAF; CAPT Charles William, Chief of Telecommunications, MLCLANT; CAPT Dwight Meekins, Commanding Officer, Air Station Savannah, a descendant of Pea Island; and CAPT Erol Brown, Commanding Officer, ISC Portsmouth.

There is one command on the East Coast which has a Black Commanding Officer and a Black Executive Officer, a first in Coast Guard history; ISC Portsmouth where CAPT Erol Brown is Commanding Officer and CDR John Williams is Executive Officer.

There are two Coast Guard cutters named



Pea Island crew members (l to r) Maxie Berry, Boatswain's mate 1/c, Officer In Charge; Lonnie Gray, Boatswain's mate 1/c; Ruben Gallop, Surfman, Seaman; Fleetwood Dunston, Surfman, Seaman; and Herbert Collins, Surfman, Seaman.

after a person or place in Black history. The CGC Pea Island (patrol boat) 110 footer and CGC Healy (icebreaker) named after "Roaring" Mike Healy.

Last, but certainly not least is the highest ranking Black female on active duty, LCDR Sharon Donald Baynes.

A "Special Thanks" to LT Sam Short, National Pollution Funds Center, Arlington, VA for helping to compile the Black history facts.



Guardsmen on Pea Island



Coast Guardsmen At Inaugural Events

By Cheryl Robinson

The 1997 Presidential Inaugural, the last for the century, marked more than 200 years of military participation. It all began when George Washington was escorted by the U. S. Armed Forces to his swearing-in ceremony on April 30, 1789. During that same year Congress recognized the need for a “floating police service,” thus beginning the nation’s oldest continuous maritime service the U. S. Coast Guard. Our motto, Semper Paratus, which means “Always Ready,” exemplifies our eagerness to continue our tradition of participation in the Inaugural Event.

The Coast Guard was represented by more than 40 active-duty members who joined the Armed Forces Inaugural Committee for the 53rd Presidential Inauguration (and by several reservists). Our representation included members from the CG Honor Guard based in Alexandria, VA, who marched in the afternoon parade; several Honor Guard members who participated in the swearing-in ceremony; The Coast Guard band from New London, CT who entertained at the pre-inaugural ceremonies; and the Coast Guardsmen included in the joint service cordon who lined the parade route along Pennsylvania Avenue from the Capitol to the White House. The exact number of Coast Guardsmen who participated in the 1997 event was not known at press time; however, Coast Guard people are very proud of their traditions — And the Coast Guard tradition goes on!



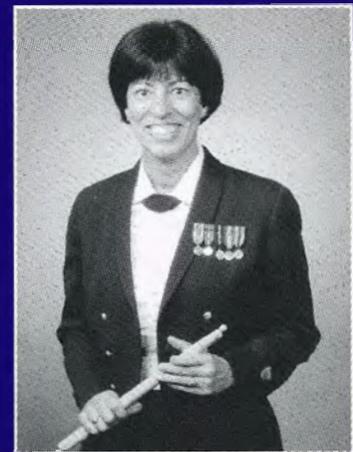


Coasties Making Music In The Spotlight

By Cheryl Robinson

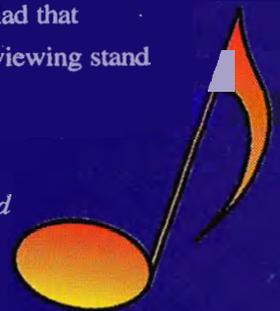
The 1997 Presidential Inaugural Parade was a significant memory for Coast Guard Band members. We would like to share a small portion of those memories with our audience. We interviewed two members of the Band from New London, CT, Constance I. Coghlan, Senior Chief Musician (MUCS), percussion; and Johnathan N. Towne, Musician First Class (MUI), Drum Major. Two very special people from the Coast Guard Band had this to say about the Inaugural Parade.

MUCS Constance Coghlan smiled and said, “Some of the most significant moments in my 23+ year Coast Guard career have been the Presidential Inaugural Parades. What an honor to represent the Coast Guard with the President, Vice President and the Commandant of the Coast Guard all present. How many people can say they’ve ever seen a president and I have seen and played for them all since I joined the Coast Guard Band in 1973. What a thrill! To march in a Presidential Inaugural Parade is to march into the history books. It is an honor to be part of an American tradition.”



MUI Johnathan Towne’s face lit up as he spoke, “It was an honor and a privilege to be one of the five Drum Majors to lead a division in the Inaugural Parade. This was my first Inaugural Parade as Drum Major and I was a bit nervous and excited at the same time. I’m glad that everything went fine, especially when marching past the reviewing stand for President Clinton.”

A special “Thank You” to those Coasties who represented the U. S. Coast Guard family in the familiar tradition!





Maritime Course Approvals

The course approval process

Mariners take many courses to prepare them for their duties at sea. The Coast Guard must review and approve courses that are taken for the following reasons:

1. The course is required by Federal law or regulation. Examples of these courses are Radar, Firefighting, and First Aid.

2. The training will substitute for a Coast Guard examination. Note that this is not training that will prepare a mariner for an examination, but training that will be taken *instead of* sitting for the Coast Guard exam.

3. The mariner will substitute the training for a portion of the sea service required to obtain a license or merchant mariner document.

The Coast Guard does not review training taken for other reasons (e.g., employer requirements, general education).

The course approval process used by the Coast Guard is shown in figure 1.

The Coast Guard's Goal

The Coast Guard's goal is to quickly certify courses that meet approval standards. To help training institutions meet the approval standards, the National Maritime Center (NMC) will publish the guidelines used by the course reviewers. With the Coast Guard's guidelines in hand, training providers will be able to ensure that their course and application are complete before submitting it to the Coast Guard.

Currently Available Information

The Coast Guard now has available limited information on the course approval process. These consist of some guidelines developed by the Coast

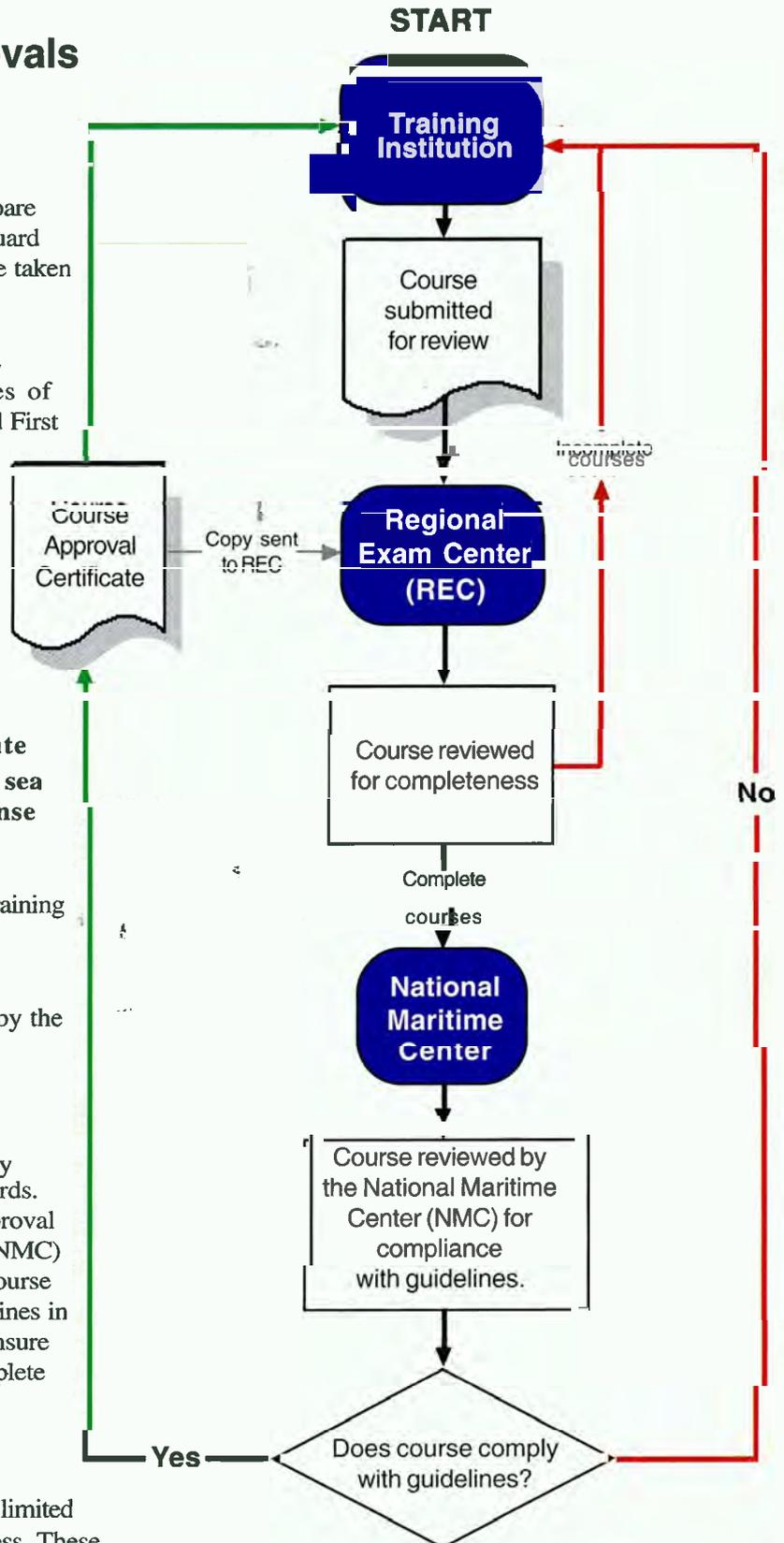


Figure 1 - USCG Course Approval Process



Guard or other groups. For example, the Coast Guard uses the American Red Cross First Aid and CPR guidelines when evaluating First Aid courses required for licenses.

The Coast Guard also has copies of the International Maritime Organization (IMO) model courses. Since these publications are copyrighted, the Coast Guard cannot distribute them. However, we will refer those interested in obtaining the IMO guidelines to private vendors in the United States.

The Coast Guard has published instructions in *Navigation and Vessel Inspection Circular (NVIC) 5-95* that describe how to submit a course for approval. This document is available from any Regional Exam Center (REC), from the National Technical Information Service (tel: 703-487-4650), or on the World Wide Web at <http://www.dotinfo.gov/uscg/hq/g-m/gmhome.htm> (go to "Publications, Reports, & Forms").

Improvements for Better Service

The NMC is working to improve the course approval system by improving the tools that we use in the process.

: We are revising the existing course approval guidelines to conform to a standard format. This will speed up the approval process by converting much of the application into a

"checklist" format. Also, with a standardized guideline, both training institutions and course reviewers will increase their familiarity with the guideline and the process.

: We are improving the course approval database. The database currently contains information on courses approved by the Coast Guard (including the course name, location, approval date, and expiration date). With the revisions, the NMC will be able to track the status of course approvals. The NMC will also be able to measure the time that it takes for a course to move through the approval process. With this information, we will be able to direct our improvement efforts at those stages (again, refer to figure 1) that take the most time.

We are improving the speed and efficiency of the course approval process while maintaining its strength and safeguards. If you have comments or questions about the course approval process, please contact:

Mr. Jerry Miente
Chief, Marine Examination Administration Branch
National Maritime Center
4200 Wilson Blvd, Suite 510
Arlington, VA 22203-1804
Tel: 703-235-0014
Fax: 703-235-1062



1. On vessels subject to 46 CFR subchapter T Certification Expiration Date Stickers _____
 - A. are issued to a "T-Boat" with a valid certificate of inspection to indicate the date the COI expires
 - B. must be readily visible to each passenger prior to boarding and to patrolling Coast Guard law enforcement personnel
 - C. must be placed on glass or other smooth surfaces where they may be removed without damage to the vessel
 - D. All of the above
2. The maximum number of passengers a "T"-Boat may carry _____
 - A. is stated on the vessel's Certificate of Inspection
 - B. is the number authorized in the Navigation Rules
 - C. depends on the number of lifejackets you carry
 - D. is the number authorized by your license
3. ABYC equipment standards are published by the _____
 - A. Association of Boat and Yacht Classifiers
 - B. American Boat and Yacht Council
 - C. American Boat and Yacht Convention 1991
 - D. American Boat and Yacht Club
4. Electrical equipment in spaces that contain gasoline powered machinery must be _____
 - A. explosion-proof
 - B. intrinsically safe
 - C. ignition protected for use in a gasoline atmosphere
 - D. All of the above
5. The service life of distress signals must be not more than _____
 - A. forty two months from the date of manufacture
 - B. six months from the date of the last inspection
 - C. 12 months from the date of manufacture
 - D. three years from the date of purchase
6. For the purposes of distress signalling, small passenger vessels that operate on runs of more than 30 minutes duration on lakes, bays and sounds and river routes must carry _____
 - A. A radiotelephone
 - B. Three hand red flare distress signals, and three
 - C. A "Y" pistol and three distress signals
 - D. An approved noise-making device
7. Which device(s) must be fitted to a fuel line's tank connection?
 - A. A fuel strainer
 - B. A shut-off valve
 - C. A tubular glass gauge to indicate the fuel level
 - D. All of the above
8. What is the minimum diameter allowed for bilge piping on small passenger vessels which are more than 65 feet in length?
 - A. 1" $\frac{1}{2}$
 - B. 1-1/2"
 - C. 2"
 - D. 2-1/2"
9. On small passenger vessels, backfire flame arrestors are installed on _____
 - A. all electric motors
 - B. turbocharged diesel engines
 - C. gasoline engines
 - D. both A and C
10. A Certificate of Inspection issued to a small passenger vessel (SPV) describes _____
 - A. The minimum fire extinguishing equipment, lifejackets, survival and rescue craft she must carry
 - B. the name of the managing operator
 - C. any special conditions or restrictions on her operation
 - D. All the above

Deck Answers

1-D, 2-A, 3-B, 4-D, 5-A, 6-B, 7-B, 8-D, 9-C, 10-D

1. The Pollution Prevention Regulations (33 CFR) requires that No person may transfer oil to or from a vessel unless _____
 - A. all necessary components of the transfer system are lined up before the transfer begins
 - B. all unnecessary parts of the transfer system are open and drained
 - C. the transfer system is connected to a flexible fuel hose
 - D. the transfer system is connected to an automatic back pressure shutoff nozzle
2. Energy losses occurring in a hydraulic system are ultimately absorbed by the _____
 - A. reservoir expansion chamber
 - B. hydraulic piping flexibility
 - C. atmosphere as heat
 - D. fluid as friction
3. On AC vessels, which of the following statements represents the most difficult problem involved in obtaining a DC potential suitable for use by computer components?
 - A. A stepdown transformer is always required
 - B. Vessel vibrations affect the voltage source
 - C. The voltage must be rectified and made ripple free
 - D. Rectifiers cannot operate with voltage regulators
4. Using a diesel engine indicator P-V diagram, the cylinder mean effective pressure is calculated to be 21.3 kg/cm². What is the scale of the spring used on the indicator if the diagram area is 18.46 cm² with a length of 13 cm?
 - A. 0.90
 - B. 1.00
 - C. 1.25
 - D. 1.50
5. Which of the following statements is true concerning the inspection of water-tube boilers?
 - A. All mountings shall be opened up and examined by a Coast Guard inspector at eight year intervals after the initial inspection.
 - B. All boiler mounting studs or bolts shall be removed for examination by a Coast Guard inspector every 4 years after initial inspection.
 - C. Boiler mountings attached to boiler nozzles must be opened and removed for examination every 8 years.
 - D. Boiler mountings attached directly to the boiler plating by screwed studs and nuts shall be removed and examined every 8 years.
6. A tank or compartment is "gas free" when there is an absence of dangerous concentrations of _____
 - A. all flammable liquids
 - B. any combustible liquid
 - C. flammable or toxic gases
 - D. residues from cargo oil
7. In order to properly remove air from the casing of a centrifugal pump when starting, the pump should have a _____
 - A. positive head
 - B. negative suction head
 - C. mechanical seal
 - D. vent valve attached to the casing at the top of the volute
8. Turbine blade erosion is accelerated by _____
 - A. high blade speed
 - B. high moisture content
 - C. high vacuum
 - D. all of the above
9. A large, low-speed, main propulsion diesel engine is operating at rated load and speed while the vessel is in calm seas. As the intensity of the seas increase, the engine speed governor maintains the same RPM, although the load indicator indicates an increase in load beyond its allowable limits. Which of the following actions should be taken?
 - A. Increase the load limit setting
 - B. Decrease the load limit setting
 - C. Increase engine RPM
 - D. Ignore this situation as the engine can handle the load increase
10. Before giving a boiler a surface blow, you must _____
 - A. open the skin valve on the blowdown line
 - B. raise the water level to a full glass
 - C. lower the water level to a half glass
 - D. increase the boiler steam pressure above normal

Engineering Answers

1-A, 2-C, 3-C, 4-D, 5-D, 6-C, 7-D, 8-D, 9-B, 10-A

LICENSE STATISTICS

FROM 01/01/1995 To 12/31/1995

DECK DEPARTMENT

DESCRIPTION	ORIGINAL	ENDORSEMENTS	FAILURES	RENEWALS	DUPLICATE	SNR
Master Ocean Any	114	79	2	764	16	0
Master Near Coastal Any	100	28	0	375	13	0
Chief Mate Ocean Any	111	33	7	207	8	0
Chief Mate Near Coastal Any	1	0	0	3	0	0
Second Mate Ocean Any	109	20	2	188	8	0
Second Mate Near Coastal Any	0	3	0	4	1	0
Third Mate Ocean Any	351	29	20	441	14	0
Third Mate Near Coastal Any	9	1	1	6	0	0
Master Ocean Not More Than 1.6 K	252	144	5	666	31	2
Master Near Coastal Not More Than 1.6 K	118	97	17	423	20	3
Mate Ocean Not More Than 1.6 K	18	17	2	59	4	2
Mate Near Coastal Not More Than 1.6 K	126	31	15	136	14	5
Master Ocean Not More Than 500	19	24	2	122	1	2
Master Near Coastal Not More Than 500	53	59	4	342	14	10
Mate Ocean Not More Than 500	1	4	0	15	2	0
Mate Near Coastal Not More Than 500	11	8	0	60	1	2
Mate Inland Not More Than 100	17	0	1	3	0	0
Mate Inland Not More Than 200	21	3	0	13	2	0
Master Ocean Not More Than 200	3	9	0	46	5	0
Master Near Coastal Not More Than 200	62	75	9	321	8	6
Mate Near Coastal Not More Than 200	162	25	7	85	9	1
Master Near Coastal Not More Than 100	1,863	334	105	4,830	152	30
Master Uninspected Fishing Industry Vessel	36	22	2	154	4	1
Mate Uninspected Fishing Industry Vessel	30	11	0	37	7	0
Master MODU	1	0	0	3	0	0
Mate MODU	0	0	0	0	0	0
Master Great Lakes and In. Any	7	9	0	43	0	0
Master Inland Any						
Mate Great Lakes and In. Any	17	7	1	63	1	0
Master Great Lakes and In. Not More Than 1.6 K	2	4	2	6	0	0
Mate Great Lakes and In. Not More Than 1.6 K	2	2	0	2	0	0
Master Great Lakes and In. Not More Than 200	0	10	0	8	0	0
Mate Great Lakes and In. Not More Than 200	9	1	0	4	0	0
Offshore Installation Manager (GIN)	75	3	0	35	1	0
Barge Supervisor (85)	15	4	0	140	6	0
Ballast Control Operator	23	3	2	6	0	0
Master Inland Not More Than 100	1,211	97	74	1,562	60	4
Master Inland Not More Than 200	14	23	7	36	1	1
Master Great Lakes and In.	411	67	8	555	6	0
First Class Pilot	99	307	4	964	24	1
Operator Uninspected Towing Vessel	317	105	34	1,837	61	34
2ND-Class Operator Uninspected	34	6	4	61	4	0
Operator Uninspected Passenger Vessel	1,893	74	247	2,515	59	0
Assistant Towing Endorsement	1,835	145	64	764	50	0
Total	9,589	1,937	650	18,096	617	104

LICENSE STATISTICS

FROM 01/01/1995 TO 12/31/1995

ENGINE DEPARTMENT

DESCRIPTION	ORIGINAL	ENDORSEMENTS	FAILURES	RENEWALS	DUPLICATE	SNR
Chief Engineer Motor	202	48	9	742	17	3
1ST Asst. Eng. Motor	85	13	6	88	2	0
2ND Asst. Eng. Motor	65	13	5	120	5	0
3RD Asst. Eng. Motor	100	10	5	283	5	0
Chief Engineer Steam	45	6	3	175	1	0
1ST Asst. Eng. Steam	45	2	2	130	2	0
2ND Asst. Eng. Steam	66	6	3	149	1	0
3RD Asst. Eng. Steam	79	2	3	172	4	0
Chief Engineer Steam or Motor	83	17	6	415	11	1
1ST Asst. Eng. Steam or Motor	61	3	3	91	7	1
2ND Asst. Eng. Steam or Motor	54	5	0	95	2	0
3RD Asst. Eng. Steam or Motor	382	15	7	446	10	2
Chief Engineer Ocean	129	39	6	534	15	2
Chief Engineer Near Coastal	59	5	3	74	2	1
Assistant Engineer Designated Duty Eng.	100	14	34	150	8	0
Chief Engineer Uninspected Fishing Industry Vess	30	8	1	134	8	0
Assistant Engineer Fish md.	14	3	1	17	0	0
Chief Engineer MODU	1	0	0	13	0	0
Assistant Engineer MODU	1	0	0	8	0	0
Total	1,820	274	110	3,947	105	13

RADIO OFFICER AND CERTIFICATES OF REGISTRY

DESCRIPTION	ORIGINAL	ENDORSEMENTS	FAILURES	RENEWALS	DUPLICATE	SNR
Radio Officer	27	1	0	154	4	0
Chief Purser	22	0	0	16	0	0
Purser	7	0	0	2	0	0
Sr. Asst. Purser	2	0	0	2	0	0
Jr. Asst. Purser	10	0	0	4	0	0
Medical Doctor	22	0	0	1	1	0
Professional Nurse	9	0	0	2	0	0
Surgeon	3	0	0	4	1	0
Total	102	1	0	185	6	0

SUMMARY LICENSE TRANSACTIONS

DESCRIPTION	ORIGINAL	ENDORSEMENTS	FAILURES	RENEWALS	DUPLICATE	SNR
Deck Department	9,589	1,937	650	18,096	617	104
Engine Department	1,820	274	110	3,947	105	13
Radio and Staff Officers	102	1	0	185	6	0
Total	11,511	2,212	760	22,228	728	117

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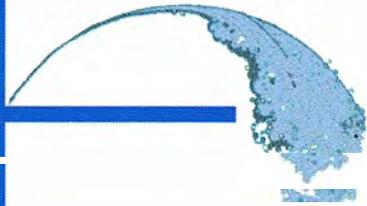
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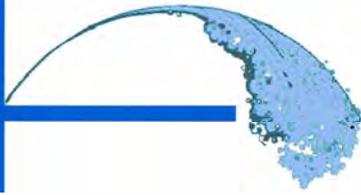
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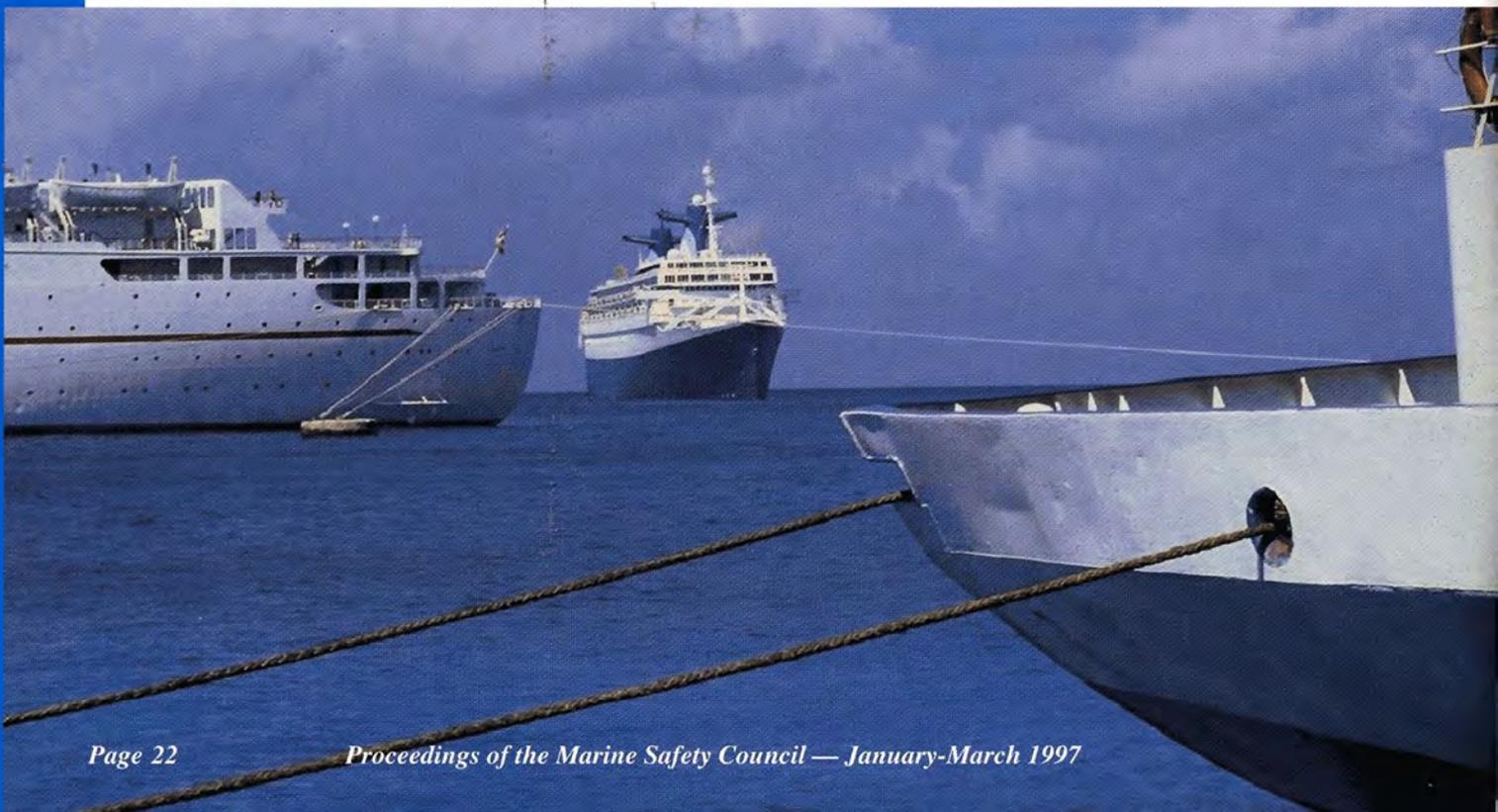
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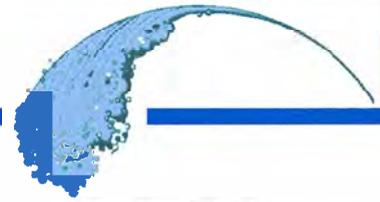
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Inozu, Dr. Bahadir	(April-June/96 p43)		



INVESTIGATOR'S CORNER

Medical Use of Marijuana in California and Arizona



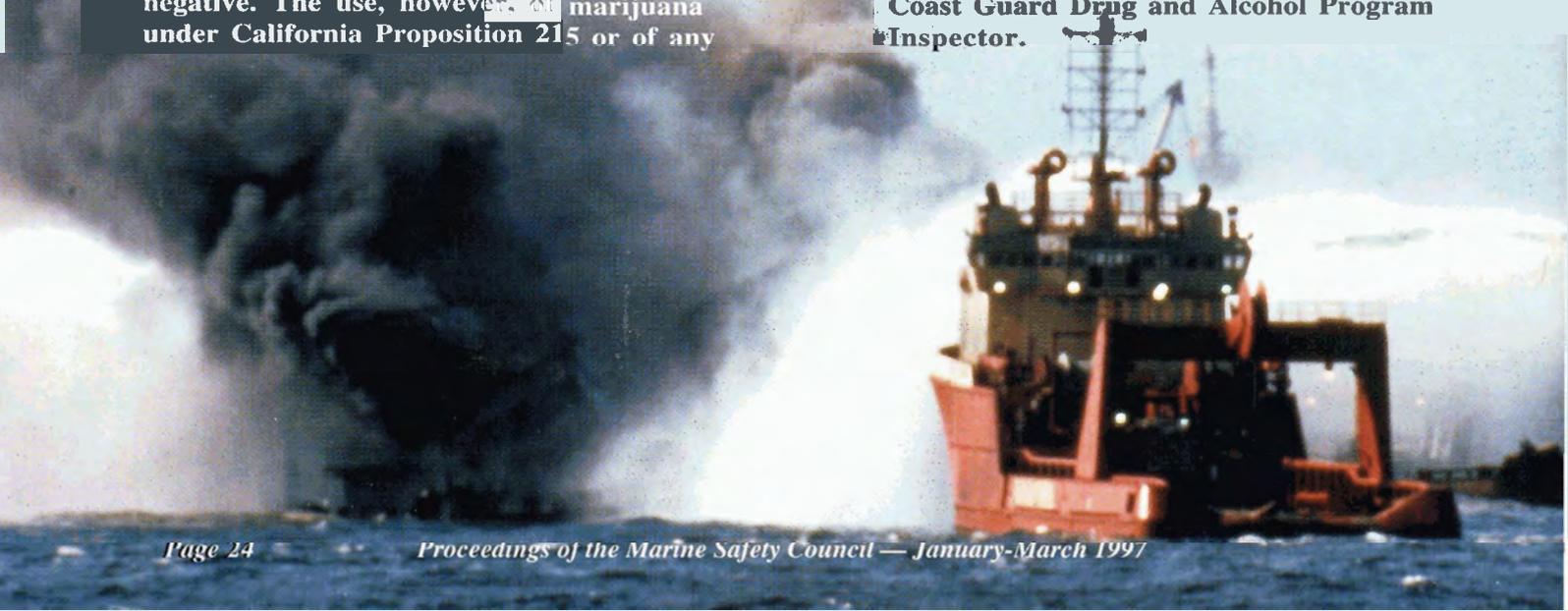
Despite the recent passage of California Proposition 215 and Arizona Proposition 200, the Department of Transportation (DOT) has issued guidance which states that marijuana smoking while holding safety-sensitive jobs is still prohibited. Safety-sensitive transportation workers who test positive under the federally-required drug testing program may not under any circumstance use the new laws as a legitimate medical explanation for the presence of prohibited drugs.

A merchant mariner who tests positive for drugs in a safety-sensitive position and will be subject to administrative action by the U.S. Coast Guard. If a laboratory finds drugs in a mariner's system, they have the opportunity to discuss the test with a Medical Review Officer (MRO). If the MRO finds there is a legitimate medical explanation for the presence of the drug, the MRO will declare the test to be negative. The use, however, of marijuana under California Proposition 215 or of any

Schedule I drug under Arizona Proposition 200 is not a legitimate medical explanation. If a mariner tests positive for marijuana, and tells the MRO that a doctor recommended or prescribed the use of marijuana, the MRO will verify the test positive.

Additionally, MROs have been reminded that the regulations authorize MROs to provide medical information learned during the verification process to employers when the information would result in the medical disqualification of an employee under DOT rules or the information indicates that the continued performance of safety-sensitive functions could pose a significant safety risk.

For additional information, please contact LT Jennifer Ledbetter, Drug and Alcohol Program Administrator at Coast Guard Headquarters, Commandant (G-MOA), (202) 267-0684 or your local Coast Guard Drug and Alcohol Program Inspector.



International Marine Signal Flags

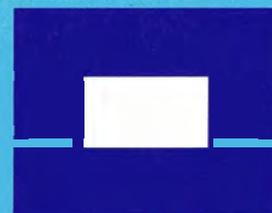
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N - no (negative)



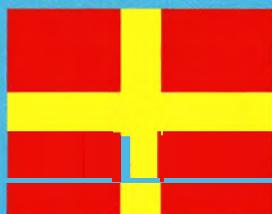
O - man overboard



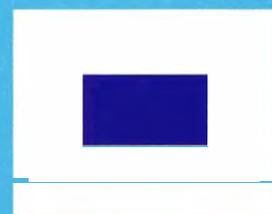
P - the Blue Peter - all aboard, vessel is about to proceed sea. (At sea) your lights are out or burning badly



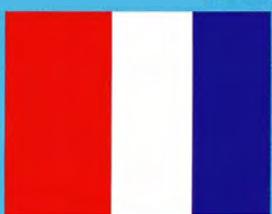
Q - my vessel is healthy and I request free pratique



R - the way is off my ship. You may feel your way past me



S - my engines are going full speed astern



T - do not pass ahead of me



U - you are standing into danger



V - I require assistance (not distress)



W - I require medical assistance



X - stop carrying out your intentions and watch for my signals



Y - I am carrying mails



Z - to be used to address or call shore stations

U.S. Department
of Transportation

United States
Coast Guard

National Maritime Center
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Arlington, VA 22203-1804

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