



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

M-49, / 183.6

FOR RELEASE WEDNESDAY
July 29, 1987

CG 19-87
Contact: W. A. Siems
Tel.: (202) 267-0931

COAST GUARD PROPOSES NEW REGULATIONS FOR OWNERS, OPERATORS OF OFF-SHORE RIGS

Permit owners and operators of all 3,100 fixed manned and unmanned oil and gas exploration and production platforms on the Outer Continental Shelf (OCS) would do their own annual safety inspections, under a new U.S. Coast Guard proposal.

The Coast Guard said owner inspections of platforms would not only save money but make more of the Coast Guard's limited resources available to focus on the 850 platforms that are manned.

Along with annual owner inspections, the Coast Guard would conduct random inspections of manned platforms during the year, concentrating on those with poor safety records or those that are the subject of worker complaints. Owners who inspect their own rigs would have to file reports with the Coast Guard.

Because off-shore facilities differ greatly in size, complexity of equipment and distance from shore, an accurate cost estimate is difficult, but an average self-inspection should run under \$200 for labor and transportation costs, the Coast Guard said.

Most owners and operators already do some form of self-inspection of their facilities, so the safety inspection could be included and the actual cost reduced, the Coast Guard said.

Comments on the proposal may be mailed to Commandant (G-CMC/21) (CGD 84-098a), U.S. Coast Guard, 2100 Second St., S.W., Washington, D.C. 20593-0001 and should arrive no later than Aug. 21. For further information call LCDR Alan J. Cross at (202) 267-2307.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
September 1, 1987

CG 20-87
Contact: W. A. Siems
Tel.: (202) 267-0931

LICENSE RULES PROPOSED FOR TOWING VESSEL OPERATORS

The U.S. Coast Guard is proposing regulations to require licenses for operators of all vessels, regardless of size, which offer commercial towing assistance for disabled vessels.

The proposal is intended to ensure that persons who provide towing assistance services have the knowledge and experience necessary to meet minimum established standards. It would implement a law enacted by Congress last year.

At present licenses are required for operators of towing vessels 26 feet or more in length, which normally serve as harbor and coastwise towboats. Licenses are not required for towing vessels less than 26 feet long, that are often used to tow recreational boats.

Since 1983, it has been Coast Guard policy to defer to existing commercial services on non-emergency assistance cases, which do not require an immediate rescue response from Coast Guard units. As the number of operators engaged in towing assistance increased under this policy, it became apparent that existing licensing laws and regulations did not adequately cover this aspect of the commercial marine industry.

The Coast Guard proposes to meet the new licensing requirement by establishing an endorsement to most existing licenses authorizing the holder to engage in assistance towing. To obtain the endorsement, an applicant would be required to pass a written examination covering towing equipment, procedures and safety.

Applicants who do not have a license as master, mate or operator would have to qualify for a license appropriate for the size and class of vessel they intend to operate and pass the basic examination for that license in addition to an assistance towing examination for the endorsement.

The Coast Guard's proposed regulation was published in the Federal Register Aug. 20. Copies may be obtained by calling the Coast Guard's toll-free Boating Safety Hotline, (800) 368-5647. Public comments will be accepted until Oct. 19. Comments should be mailed to Commandant (G-CMC/21) (CGD 87-017), U.S. Coast Guard, Washington, D.C. 20593-0001. Inquiries may be directed to Lt. Cmdr. Gary R. Kaminski, at (202) 267-1477.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
November 5, 1987

CG 22-87
Contact: W. A. Siems
Tel.: (202) 267-0931

DOT ANNOUNCES
FIVE FOR REAR ADMIRAL

The Department of Transportation today announced that the names of five Coast Guard captains have been sent to the President for promotion to rear admiral (lower half).

The officers, who were recommended by a Coast Guard selection board, are Capt. Ronald M. Polant, Chief of Staff, Fifth Coast Guard District, Portsmouth, Va., Capt. William P. Leahy Jr., Chief of Staff, Pacific Area, Alameda, Calif., Capt. Joel D. Sipes, Chief of Staff, Eighth Coast Guard District, New Orleans, La.; Capt. Richard A. Appelbaum, Chief of Operations, Seventh Coast Guard District, Miami, Fla.; and Capt. Arthur E. Henn, Chief of Operations, Eighth Coast Guard District, New Orleans, La.

Capt. Polant, a Coast Guard aviator, is a 1959 graduate of the Coast Guard Academy at New London, Conn. He has served a number of tours of duty at Coast Guard air stations as well as at Coast Guard Headquarters in Washington, D.C., where he helped organize the Office of Acquisition.

He holds a master's degree in electrical engineering from the Air Force Institute of Technology, a master's degree in public administration from George Washington University and is a graduate of the Industrial College of the Armed Forces.

His awards include the Meritorious Service Medal and the Coast Guard Commendation Medal, both with gold stars. A native of New York City, he is married and has three children.

Capt. Leahy, a 1959 graduate of the Coast Guard Academy, has broad experience at sea including duty as commanding officer of the cutter Gallatin. His shore duty includes assignments at Headquarters, where he was chief of the Military Readiness Division, and at the now disestablished Twelfth Coast Guard District formerly in Alameda, Calif. He has been commanding officer of the Vessel Traffic Service in New York City and commander of Coast Guard Group, Buffalo, N.Y.

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Capt. Leahy also served two tours of duty in Vietnam, the last tour as senior Coast Guard officer. His awards include the Bronze Star with combat "V" and the Coast Guard Commendation Medal. He is a native of Worcester, Mass., is married, and has three children.

Capt. Sipes, a 1959 graduate of the Coast Guard Academy, has served in a variety of assignments including duty aboard cutters, as an instructor at the Academy and in the marine safety field. He was executive assistant to the Commandant from 1981 to 1983. He coordinated the response to a major toxic chemical spill while serving as Captain of the Port in Houston, Texas in 1985, and was the first on-scene coordinator during the Bay of Campeche oil well blowout in 1979.

He was co-chairman of the U.S./U.S.S.R. joint task group on prevention and cleanup of marine pollution from ships and was a delegate to meetings of the International Maritime Organization.

Capt. Sipes holds a master's degree in public administration from the University of Rhode Island and attended the Industrial College of the Armed Forces. His awards include the Meritorious Service Medal and five Coast Guard Commendation Medals. A native of Alexandria, Va., he is married and has two children.

Capt. Appelbaum, a 1961 graduate of the Coast Guard Academy, has served aboard seven cutters, commanding three, and in a number of other operational and legal assignments. He received his law degree from George Washington University in 1970 and has served as legal officer in the Eleventh Coast Guard District in Long Beach, Calif. and in the Seventh District, Miami, Fla.

He also headed the law faculty at the Academy and at the same time served as executive officer of the Coast Guard barque Eagle, the Academy's seagoing classroom.

His awards include four Coast Guard Commendation Medals. He is a member of the Florida and District of Columbia bar associations. He has three sons, and his hometown is Miami, Fla.

Capt. Henn, a 1962 graduate of the Coast Guard Academy, has an extensive background in naval architecture and marine engineering. As an expert in liquefied gas safety, he was given a number of special assignments here and abroad.

He served at Headquarters in several engineering assignments, at the Marine Inspection Office at Philadelphia, Pa., and as the captain of the port and group commander at New York City.

He is a graduate of the Army War College and has a master of science degree in naval architecture, marine engineering and metallurgical engineering from the University of Michigan.

His awards include the Coast Guard Achievement Medal, four Coast Guard Commendation Medals and two Meritorious Service Medals. He is a native of Cincinnati, Ohio, is married and has two children.

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