



U.S. Department of
Transportation

News:

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

M-49

FOR RELEASE THURSDAY
January 11, 1990

CG 03-90
Contact: CWO Charlie Crosby
Tel.: (202) 267-0931

COAST GUARD BEGINS CONSTRUCTION OF PROTOTYPE MOTOR LIFEBOAT

A Louisiana contractor has begun building a prototype 47-foot-long lifeboat to replace the Coast Guard's aging fleet of 44-foot-long motor lifeboats.

Designed by the Coast Guard, the prototype will be tested for nearly six months at Cape Disappointment, Wash., in surf that normally runs 10 to 14 feet and can exceed 20 feet in the winter or during a storm. The new rescue craft is designed to survive 360-degree rolls in heavy seas, as was its predecessor, which logged thousands of rescues over the past 25 years.

Textron Marine Systems Shipyard in New Orleans began construction in August, and is scheduled to deliver the lifeboat for testing in July 1990. The cost of the prototype design and construction is \$2.3 million.

Following successful prototype evaluation, the Coast Guard will purchase five more vessels, incorporating changes the designers feel are needed, said Lt. Cmdr. Joe Duncan, Coast Guard Headquarters project manager for the new boat.

Those five pre-production lifeboats will then undergo an extensive evaluation under actual operating conditions at Coast Guard stations that frequently have heavy seas.

Approximately 100 of these new lifeboats should be operating at 77 Coast Guard stations by late 1992.

The key advantages of the new boat, according to Duncan, are its survivability, which provides safety to the crew and passengers, and its increased speed.

Both the 44-foot lifeboat and its replacement were designed to self-right if capsized and continue operations. But unlike the 44-footer, the new boat is designed to be self-righting even if the survivor compartment or the enclosed bridge is damaged or flooded.

-more-

Duncan said the new, aluminum boat is expected to have a top speed of 28 knots, which is more than twice as fast as the boat it replaces. The speed advantage will mean the Coast Guard can get to the scene quickly -- a key point in saving lives in the often turbulent, frigid waters in which these vessels operate.

The new boat will have twin engines, a range of 200 nautical miles and be able to operate safely in 20-foot seas and 50-knot winds. It will carry a crew of four and comfortably seat five passengers. Many more survivors could be carried if necessary.

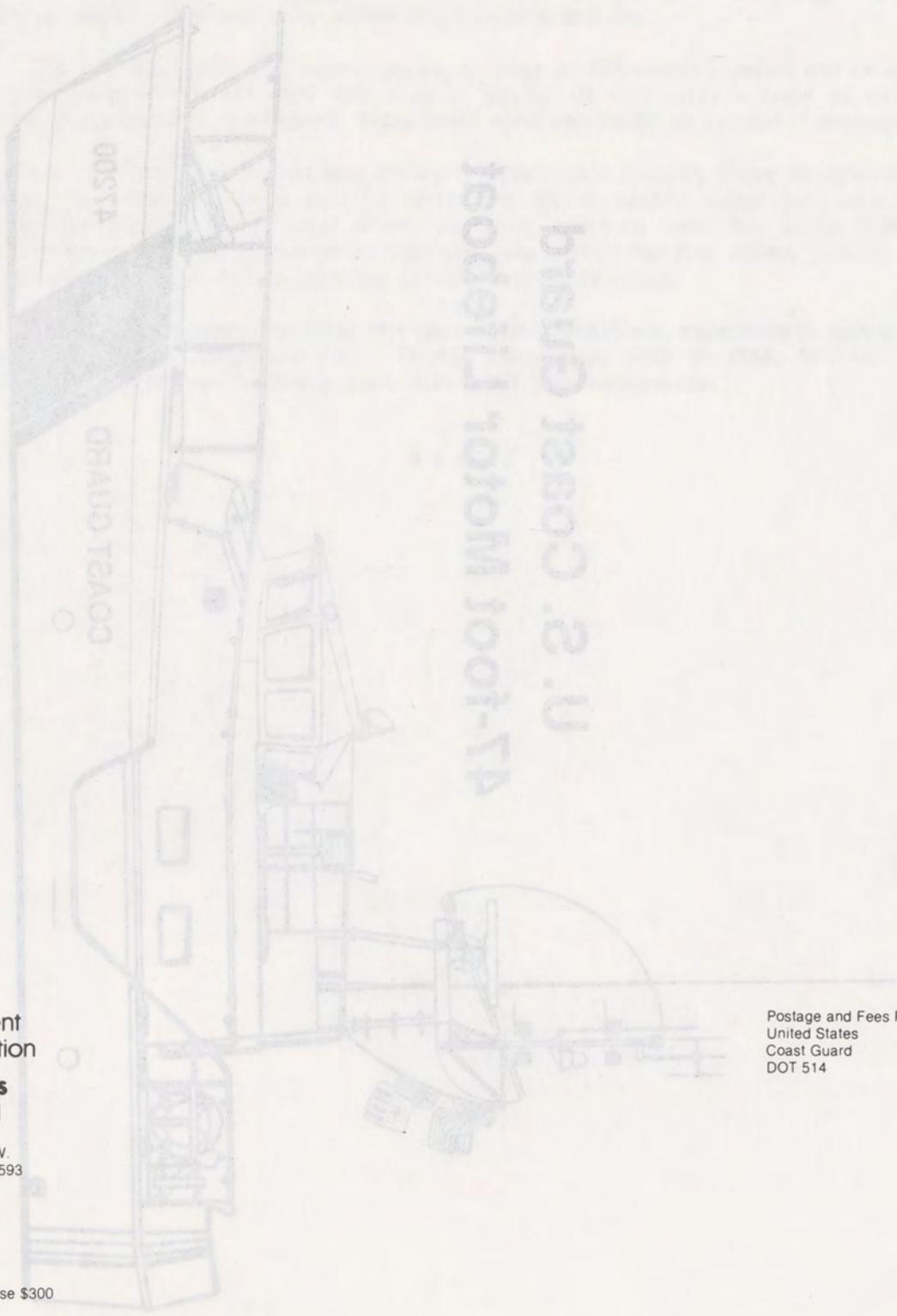
Lt. Dan Neptun, commanding officer of the Coast Guard's Cape Disappointment Station, said the new boat will be tested on the Columbia River bar, which is a treacherous portion of the river where the river currents meet the swells from the Pacific Ocean. The bar is two miles wide and runs upriver for four miles. Nature forms the 10- to 14-foot surf that is ideal for testing a motor lifeboat.

Motor lifeboats are essential to Coast Guard operations, especially in areas of the country that have dangerous surf. During the period 1980 to 1988, 44-foot motor lifeboats were involved in saving more than 5,000 lives nationwide.

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**U. S. Coast Guard
47-foot Motor Lifeboat**





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

FOR IMMEDIATE RELEASE
Monday, July 2, 1990

CG 13-90
Contact: James O'Dell
Tel.: (202) 267-0932

REGULATIONS PROTECTING MARINE
ENVIRONMENT BEGIN JULY 31

The U.S. Coast Guard announced that starting July 31, operators of certain vessels or sea platforms must inform crew members and passengers of the rules and penalties governing the discharge of garbage at sea.

The rules apply to manned U.S. vessels, recreational boats over 26 feet in length and fixed or floating platforms. Depending on the size of the vessel, one or more informational placards will need to be displayed.

The Coast Guard pointed out that new rules make it unlawful to dump plastics or garbage mixed with plastic at sea. The placards will define the limitations placed on discharging garbage in the marine environment while specifying the fines and penalties that could be assessed for such violations.

The Coast Guard indicated that a number of companies have printed the placards, and they may be purchased from local marine supply stores and marinas.

In addition to the placard requirement, the regulations require a written waste management plan for U.S. recreational boats and vessels 40 feet or more that operate in coastal waters beyond three nautical miles, engage in commerce or have a galley and berthing quarters as well as manned fixed or floating platforms. The plan must describe the procedures for collecting, processing, storing, and discharging garbage as well as designating the person responsible for carrying out the plan.

The placard display and the waste management plan are requirements authorized by the statutes specified in the "Marine Plastic Pollution Research and Control Act of 1987;" PL100-220. For further information, the public may contact the Coast Guard's Boating Safety Hotline at (800) 368-5647 or write the U.S. Coast Guard, Commandant G-MPS-1, 2100 2nd Street S.W., Washington, D.C. 20593.

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Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE
Friday, August 10, 1990

CG 20-90
Contact: Mr. Sandifer
Tel.: (202) 267-0930

WOMAN TO COMMAND COAST GUARD CUTTER IN GREAT LAKES FOR THE FIRST TIME

Sault Ste. Marie, Mich. -- When Coast Guard Lt. Sandra Stosz takes command of the 140-foot icebreaking tug Katmai Bay at Sault Ste. Marie, Mich. on Friday, she will be the first woman to command a Coast Guard icebreaker in history. She will also be at the helm of the largest Coast Guard ship commanded by a woman.

The historic nature of the occasion is not lost on Secretary of Transportation Samuel K. Skinner, who will attend a ceremony marking the occasion. Stosz' last assignment was Military Aide to the Secretary, a job she held until Aug. 3. The Coast Guard is a Department of Transportation agency and is responsible for regulation and law enforcement on the nation's waterway system.

Secretary Skinner said the Katmai Bay "will be in good hands with Lt. Stosz. Her service at the Department of Transportation has been invaluable since I came to the Department 1½ years ago."

Women served in the Lighthouse Service, the Lifesaving Service and other services of the Coast Guard in the 1800s and early this century. All Coast Guard jobs were opened to women in 1978. Women now command five Coast Guard vessels.

"I am looking forward to my new assignment," said Stosz, a Maryland native. "I love commanding ships, and I'm going to enjoy the Coast Guard work on the Great Lakes. I have a good deal of experience in icebreaking and Coast Guard operations.

"I am proud to represent the women of the Coast Guard," Stosz said, "but I think gender is irrelevant. I want to be the best commanding officer I can be in order to prove that."

Stosz, a 1982 graduate of the Coast Guard Academy, will replace Lt. Craig Bennett whose next assignment is the University of Washington in Seattle where he will be doing graduate study.

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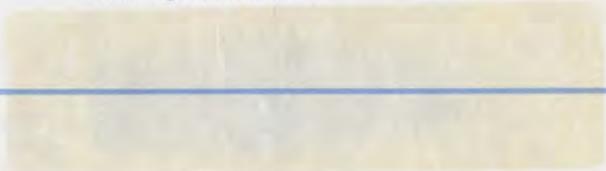




U.S. Department of
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News:

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Washington, D.C. 20590



FOR IMMEDIATE RELEASE
Wednesday, December 5, 1990

CG 23-90
Contact: Nicholas Sandifer
Tel.: (202) 267-0930

COAST GUARD PROPOSES STANDARDS FOR DOUBLE HULLS ON TANK VESSELS

The U. S. Coast Guard is requesting comments on a proposal that sets minimum design standards for double hulls on tank vessels.

The double hulls are required by the Oil Pollution Act of 1990 and the proposed rule would apply to all inland and oceangoing U.S. flag and foreign tank vessels that carry bulk oil as cargo and call at U.S. ports.

Two categories of vessels are affected. Most tank vessels that are built or that undergo major conversions under contracts awarded since June 30, 1990, must be fitted with double hulls immediately. Those built or converted before that time must be retrofitted under a timetable beginning in 1995 and ending in 2015.

The Coast Guard has proposed that the International Maritime Organization (IMO) consider similar standards. Coast Guard officials indicate that discussions at the IMO will have a significant impact on the final standards, and that international coordination will be essential, given the global nature of the industry.

The complete text of the Notice of Proposed Rulemaking, including the 1995-2015 timetable, is in today's issue of the Federal Register. Comments must reach the Executive Secretary, Marine Safety Council (G-LRA-2/3406) (CGD 90-051), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001, by March 1, 1991. Additional information may be obtained by contacting Stephen M. Shapiro at (202) 267-1181.

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