



U.S. Department of
Transportation

News:

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

234252 D 7249 001
M-49-1
D GRINDER DOT HISTORIAN

FOR IMMEDIATE RELEASE
Wednesday, January 8, 1992

CG 01-92
Contact: Nicholas Sandifer
Tel.: (202) 267-0930

COAST GUARD PROPOSES NEW AUTO PILOT, CREW RULES TO HELP STOP OIL SPILLS

To reduce marine accidents and subsequent oil pollution, the Coast Guard proposes to prohibit tank vessels from using automatic pilots in some U.S. waters.

The Coast Guard's proposal would also require that a qualified crew member be at the helm of a tank vessel and be prepared to assume manual control whenever the vessel is operating in U.S. waters. These requirements are mandated by the Oil Pollution Act of 1990.

The proposal also would ban the use of automatic steering devices on tank vessels operating in any U.S. waters already restricted by various regulations. These waters include anchorages, shipping safety fairways, regulated navigation areas, traffic separation schemes, vessel traffic service areas, or any waters within half a mile of the U.S. coast.

A notice published in the Jan. 6, 1992, edition of the Federal Register explains the details of the proposed rules and provides a 60-day period for public comment. Copies may be obtained by calling (202) 267-6740 or by faxing a request to (202) 267-4624.

Comments on the proposal should be mailed before March 5 to the Executive Secretary, Marine Safety Council (G-LRA-2), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

For additional information, call Lt. Cmdr. Paul Jewell, Oil Pollution Act Staff, at (202) 267-6746 or write Commandant (G-MS-1), U.S. Coast Guard, 2100 Second St., S.W., Washington, D.C. 20593-0001.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, January 22, 1992

CG 02-92
Contact: Nicholas Sandifer
Tel.: (202) 267-0930

PLAN TO LICENSE COMMERCIAL FISHING VESSEL OPERATORS GOES TO CONGRESS

The Department of Transportation today sent to Congress the Coast Guard's plan for licensing operators of commercial fishing vessels. Congress required the plan when it passed the Commercial Fishing Industry Vessel Safety Act in 1988.

The plan was developed after a two-year examination of accident information involving fishing vessels and upon recommendations from the industry on how to improve its own safety record.

Under the plan, Coast Guard-approved private sector training facilities would be responsible for certifying that operators completing their course comply with federal professional competency standards. This certification would constitute one of several eligibility requirements operators need to obtain a license. The certification would also be based upon an operator's satisfactory completion of a Coast Guard-approved training course specifically tailored to the seamanship and navigation needs of commercial fishermen.

To implement the plan, appropriate standards for commercial fishing vessel operator competency would be established. The Coast Guard will work with representatives of the commercial fishing industry to produce these standards. Eventually competency standards for operators of vessels less than 100 gross tons, and for operators of vessels greater than 100 gross tons but less than 200 gross tons, would be adopted. These competency standards would form the basis for two new licenses.

As required by federal law, candidates for these licenses will remain subject to provisions related to "age, character, habits of life, experience, professional qualifications, and physical fitness," as well as, citizenship, recency of service, and English language ability.

This cooperative approach is an important step by the Coast Guard, the commercial fishing industry, and the training industry toward improving the commercial fishing industry safety record. For further information, contact the project manager, Lt. Cmdr. Dave Paxton c/o Commandant (G-MVP-3), 2100 Second St., S.W., Suite 1210, Washington, D.C. 20593-0001.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, February 27, 1992

CONSUMER ADVISORY

CG 04-92
Contact: Richard Bergen
Tel.: (202) 267-6245

COAST GUARD PUBLISHES SIX NEW BOATING SAFETY RECALL CAMPAIGNS

The Coast Guard today announced six major boating safety recall campaigns currently being conducted by Bayliner Marine, Outboard Marine Corporation, Tracker Marine and U.S. Marine.

Consumers who own boats involved in these recalls are urged to have the problem fixed promptly. The law requires the manufacturer to correct safety defects at no cost to the consumer.

The Coast Guard said these particular recall campaigns involve running lights that may be mounted too low, improperly installed wiring that could cause an electrical fire, safety switches that may not be properly wired, insufficient foam material in the hull of certain boats, an emergency ignition cutoff switch that should be replaced and circuit breakers that may not be ignition protected.

A boat is subject to a safety recall if it fails to comply with Coast Guard safety standards, or contains a defect that creates a substantial risk of personal injury to the public.

Dick Bergen, chief of the Coast Guard's consumer affairs and analysis branch, said, "While manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known, sometimes they are unable to maintain complete and up-to-date mailing lists of all owners."

Persons who own any of the models identified in the recall campaigns who have not received a recall notification, or those who want to know if their vessel is involved in a recall, should telephone the toll-free Coast Guard Boating Safety Hotline (800-368-5647 -- in the Washington, D.C. area, call 202-267-0780).

Attached are profiles of the boating safety recall campaigns.

- more -

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: U.S. Marine CG Recall No. 11011S

HOME OFFICE ADDRESS: P.O. Box 9029, Everett, WA 98206

HOME OFFICE TELEPHONE NUMBER: (206) 435-8957

MODEL YEAR: 1989, 1990, 1991

MODEL: Avanti Sunbridge (EB, EG, EJ), Avanti Command (EP)

HINS/SERIAL NOS. _____

SAFETY DEFECT: Circuit breakers may not be ignition protected. Could cause fire or explosion and personal injury.

CORRECTIVE ACTION: Boaters should take boat to dealer for replacement of DC breakers with an in-line fuse holder and AGC fuse at no charge.

NUMBER OF BOATS/ENGINES THAT HAVE THE DEFECT: _____ 1192

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: _____ 1192
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS/ENGINES WITH THE DEFECT STILL UNCORRECTED: _____ 1192

REMARKS:

Manufacturer discovered defect and initiated campaign voluntarily.
Campaign began 17 October 1991.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Bayliner Marine CG Recall No. 11012S

HOME OFFICE ADDRESS: P.O. Box 9029, Everett, WA 98206

HOME OFFICE TELEPHONE NUMBER: (206) 435-8957

MODEL YEAR: 1991

MODEL: 4388 Motoryacht

HINS/SERIAL NOS. BLBA01EX91, BLBA02EX91, BLBA03EX91, BLBA05EX91,
BLBA05EX91, BLBA07EX91, BLBA08EX91, BLBA10EX91, BLBA12EX91, BLBA13EX91,
BLBA14EX91, BLBA15EX91, BLBA16EX91, BLBA17EX91, BVKA01EX91, BVKA03EX91,
BVKA06EX91

SAFETY DEFECT: Port and starboard running lights may be mounted too low.
While running at night the bow rail could momentarily block sight of the
running lights and mast light. Could cause collision and personal injury.

CORRECTIVE ACTION: Owner should take boat to dealer to have running
lights moved to a higher position and a longer mast light installed at no
charge.

NUMBER OF BOATS/ENGINES THAT HAVE THE DEFECT: 16

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 16
(retail owners whose wherabouts are known to the manufacturer)

NUMBER OF BOATS/ENGINES WITH THE DEFECT STILL UNCORRECTED: 12

REMARKS:

Manufacturer discovered defect and initiated campaign voluntarily.
Campaign began 15 October 1991.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Bayliner Marine CG Recall No. 11013S

HOME OFFICE ADDRESS: P.O. Box 9029, Everett, WA 98206

HOME OFFICE TELEPHONE NUMBER: (206) 435-8957

MODEL YEAR: 1988, 1989, 1990, 1991

MODEL: 4588 Motoryachts

HINS/SERIAL NOS. BLBA01EMC788 - BLBA35EMB888; BLBA01EMC889 - BLBA54EME989;
BLBA01EMA990 - BLBA43EMD090; BLBA01EML991 - BLBA30EMA191.

SAFETY DEFECT: Wiring from AC panel to dockside inlet receptacles may be
improperly installed, resulting in poor connection. Could cause an
electrical fire and personal injury.

CORRECTIVE ACTION: Boat owner may take boat to dealer or check wiring on
each of the three dockside receptacles himself. If a damage receptacle is
found, it will be replaced by the dealer at no charge.

NUMBER OF BOATS/ENGINES THAT HAVE THE DEFECT: 161

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 161
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS/ENGINES WITH THE DEFECT STILL UNCORRECTED: 87

REMARKS:

Manufacturer discovered defect and initiated recall campaign voluntarily.
Campaign began 15 October 1991.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Outboard Marine Corporation CG Recall No. 11015S

HOME OFFICE ADDRESS: 100 Seahorse Drive, Waukegan, IL 60085

HOME OFFICE TELEPHONE NUMBER: (708) 689-6200

MODEL YEAR: 1990 & 1991

MODEL: Grumman Brand Jon Boats and Bass Boats

HINS/SERIAL NOS. HINS ending D090 thru G090.

SAFETY DEFECT: Insufficient foam material in the hull of the boat to provide level flotation. If the boat takes on water for any reason, the boat could sink. Level flotation, as required for this boat, will keep the boat floating at a level attitude if the boat takes on water.

CORRECTIVE ACTION: Boat owner should take boat to dealer to have additional foam installed at no charge.

NUMBER OF BOATS/ENGINES THAT HAVE THE DEFECT: 4098

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 884
(retail owners whose wherabouts are known to the manufacturer)

NUMBER OF BOATS/ENGINES WITH THE DEFECT STILL UNCORRECTED: 3768

REMARKS:

Manufacturer discovered defect and initiated recall campaign voluntarily. Campaign began October 17, 1991.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Tracker Marine CG Recall No. 11026T

HOME OFFICE ADDRESS: 1915-C South Campbell, Springfield, MO 65807

HOME OFFICE TELEPHONE NUMBER: (417) 882-444

MODEL YEAR: 1991-92

MODEL: aluminum and fiberglass models built 1 May to 15 September 1991

HINS/SERIAL NOS. Outboards: 2000DC, 190TF, 190DC, 180TF, 180FS, 170TF, 160TF, Ultra 180, Ultra 190, 185TF, TX17, Pro17, PF16 Special, Pro 16, Magna Fish, Magna Convertible, Magna 19 Bowrider, Magna CC, Magna Fish and Ski, Magna Fun, Pro DV16, Pro DV17, Super 17, TV17, Sweet 16.

SAFETY DEFECT: Safety Stop Switch (kill switch) may not shut off outboard engine even when the lanyard is removed and the switch is engaged. In case of boat operator falling overboard, this could cause boat to fail to stop in its course. Could cause collision or other accident, and possible personal injury.

CORRECTIVE ACTION: Boater should take boat to Tracker or selling dealer for replacement of emergency ignition cutoff switch (Safety Stop Switch) at no charge.

NUMBER OF BOATS/ENGINES THAT HAVE THE DEFECT: 3489

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 1222
(retail owners whose wherabouts are known to the manufacturer)

NUMBER OF BOATS/ENGINES WITH THE DEFECT STILL UNCORRECTED: 2735

REMARKS:

Manufacturer discovered defect and initiated campaign voluntarily; campaign began 25 October 1991.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Bayliner Marine CG Recall No. 11217T

HOME OFFICE ADDRESS: P.O. Box 9029, Everett, WA 98206

HOME OFFICE TELEPHONE NUMBER: (206) 435-8957

MODEL YEAR: 1992

MODEL: 2502 Trophy powered by twin 175 HP Mercury outboard motors.

HINS/SERIAL NOS. FH92 series

SAFETY DEFECT: Neutral safety switch on each shift control may not be wired. This could cause engines to unknowingly be started in gear, possibly causing boat to go out of control or jolting boat's occupants causing falls, falls overboard, or other injury.

CORRECTIVE ACTION: Owner should contact dealer and make arrangements to have wiring modification made at no cost.

NUMBER OF BOATS/ENGINES THAT HAVE THE DEFECT: 30

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 5 owners, 22 dealers (with 25 units still in stock).

NUMBER OF BOATS/ENGINES WITH THE DEFECT STILL UNCORRECTED: 30

REMARKS:

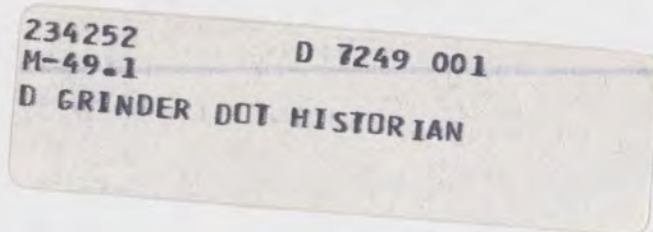
Manufacturer discovered defect and initiated campaign voluntarily.
Campaign began December 11, 1991.



U.S. Department of
Transportation

News:

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



FOR IMMEDIATE RELEASE
Tuesday, January 28, 1992

CG 03-92
Contact: James O'Dell
Tel.: (202) 267-0932

COAST GUARD'S OIL SPILL COMMITTEE SETS SCHEDULE FOR NEW MEETINGS

A committee of civilian experts, formed to assist the Coast Guard in developing regulations governing oil spill response plans for tank vessels, has set the dates for future meetings over the next three months.

Mandated by the Oil Pollution Act of 1990, the committee, known as the Oil Spill Response Plan Negotiated Rulemaking Advisory Committee, will work on regulations requiring tank vessels to develop plans on how they would respond to oil spills. Other regulations would specify what oil spill response equipment must be carried by each vessel.

The committee, made up of representatives from state and federal governments, oil and transportation industries and environmental and citizen groups, held its first session Jan. 8-10 and organized into five working groups.

The committee plans to meet for four days every two weeks in Washington, D.C. beginning today. The working groups will meet separately the first two days and the full committee will meet the last two. Meetings are scheduled for Jan. 28-31, Feb. 11-14, Feb. 25-28 and March 10-13. The meetings are open to the public and interested parties should call (202) 267-6739 to obtain the location of the meetings.

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FOR IMMEDIATE RELEASE
Friday, March 6, 1992

CG 06-92
Contact: CWO Rick Meidt
Tel.: (202) 267-1587

DOT RELEASES PORT NEEDS STUDY

A study assessing the costs and benefits of installing maritime traffic management systems in 23 selected maritime zones throughout the U.S. was sent to Congress today by the Department of Transportation. The management systems are designed to prevent vessel collisions and improve waterborne transportation efficiency.

The Port Needs Study will assist the Coast Guard in developing a strategy for Vessel Traffic Service (VTS) in the United States. The 23 selected areas encompass 82 deep-draft ports, which load or unload more than 80 percent of the total U.S. cargo vessel tonnage.

A VTS is a maritime safety system which gathers, processes and disseminates information between the vessel traffic service center and vessels operating in the system. This is accomplished by a combination of technologies including radar, closed circuit television, meteorological sensors, voice communications equipment and computer integration. The ultimate goal of the VTS is to provide for the safe and efficient passage of vessels in congested waterways.

Analysis of the study revealed substantial benefit from the operation of a VTS in seven study zones. The zones, listed alphabetically are: Boston; Corpus Christi, Texas; Houston/Galveston; Los Angeles/Long Beach; Mobile, Ala.; New Orleans; and Port Arthur, Texas. The Coast Guard currently operates a VTS in Houston/Galveston. Funding for new VTSs in New Orleans, Port Arthur and Los Angeles/Long Beach has been requested for FY 1993.

The Coast Guard plans to conduct more detailed waterway assessments of specific needs in the ports of Boston, Corpus Christi, and Mobile.

Currently, eight VTSs are operational: Berwick Bay, Morgan City, La.; Houston/Galveston; New York; Prince William Sound; Puget Sound; Ohio River in Louisville, Ky.; San Francisco; and St. Marys River in Sault Sainte Marie, Mich. The VTS at Ohio River is operated only during high waters — about 50 days a year, and St. Marys River is operated seasonally.

The study was required by the Oil Pollution Act of 1990 and was conducted by the Volpe National Transportation Systems Center (VNTSC) in Cambridge, Mass. VNTSC is an operating unit of the Department of Transportation.

The Port Needs Study will be available for sale from the National Technical Information Service, Springfield, Va. 22161.

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**United States
Coast Guard**

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Washington, D.C. 20590

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D GRINDER DOT HISTORIAN

FOR IMMEDIATE RELEASE
Tuesday, March 10, 1992

CG 07-92
Contact: Nicholas Sandifer
Tel.: (202) 267-0930

COAST GUARD SEEKS COMMENTS ON HOW TO DEVELOP PLANS TO DEAL WITH OIL POLLUTION

The Coast Guard issued an advance notice of proposed rulemaking (ANPRM) today seeking comments on how to implement requirements, mandated by the Oil Pollution Act of 1990, that certain offshore and onshore marine transportation-related facilities develop oil spill response plans.

The requirements are designed to ensure that transportation-related facility owners and operators have the necessary personnel and equipment available to respond to serious oil spills.

Response plans would be required for facilities that handle, store or transport oil that could cause substantial harm to the environment if discharged into navigable waters or adjoining shorelines. Plans from facilities that, because of their locations, pose a greater risk to the marine environment would have to be approved by the Coast Guard.

After Feb. 18, 1993, facilities that have not submitted response plans would be prohibited from handling, storing or transporting oil.

The ANPRM does not apply to pipeline operators. Regulations covering pipelines will be issued separately.

A notice will be published in the Mar. 11, 1992 edition of the Federal Register explaining the details of the ANPRM. Copies may be obtained from the Coast Guard by calling (202) 267-6740. Comments should be mailed to the Executive Secretary, Marine Safety Council, G-LRA-2/3406, U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001 by Apr. 27, 1992. Telephone (202) 267-1477 for additional information.

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

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M-49

D 9049 002

FOR IMMEDIATE RELEASE
Wednesday, March 11, 1992

DOT 13-92
Contact: Elaine Matrigali
Tel.: (202) 366-5571

ANDREW H. CARD JR. SWORN IN AS NEW DOT SECRETARY

At a ceremony attended by President Bush, Andrew H. Card Jr. was sworn in today as the 11th secretary of the Department of Transportation. The oath of office was administered by Supreme Court Justice Clarence Thomas at the National Air and Space Museum.

Card was nominated by the president for the top post at the department on Jan. 22, shortly after Samuel K. Skinner resigned to become President Bush's chief of staff. Card was confirmed by the Senate on Feb. 21.

President Bush praised the new secretary and said, "Andy Card is one of this town's best kept secrets -- one of the best-liked, most well-respected members of my team . . . I know Andy Card to be a proven leader and talented manager -- experienced, efficient and energetic. A public servant of the first order -- and above all, a man who gets things done."

After being sworn-in, Secretary Card said, "I know that I have the firm commitment of this department behind me. I'm deeply impressed with the dedicated men and women who work here . . . All of you accomplish so very much -- each day, year-in and year-out. I'm proud to be joining your team."

Secretary Card added, "All of us at the Department of Transportation will face head-on the demanding challenges to ensure safety, accessibility, and efficiency in our transportation system in the coming years."

Prior to accepting the appointment, Card served at the White House as assistant to the president and deputy chief of staff. Before his move to the White House, he was a member of the presidential transition team and served as a senior advisor to the Bush/Quayle '88 campaign.

- more -

From April to August 1988, Card served in the Reagan White House as deputy assistant to the president and director of the Intergovernmental Affairs Office. In September 1983, he was appointed special assistant to the president for Intergovernmental Affairs and worked primarily with the nation's governors.

Before his government service, Card was vice president of CMIS Corp., a computer software company based in Vienna, Va, and, from 1971 to 1975, he served as a design engineer with both Maurice A. Reidy Engineers in Boston and David M. Berg, Inc., in Needham, Mass.

Card has held a number of elected and appointed municipal offices in Massachusetts. From 1975 until 1983, he was a member of the Massachusetts House of Representatives where he served in the Republican leadership for six years. In 1982, Card was named Legislator of the Year by the National Republican Legislators' Association and was presented the Distinguished Legislator Award by the Massachusetts Municipal Association. In 1982, he was a Republican candidate for governor of Massachusetts.

Card received his Bachelor of Science degree in Engineering from the University of South Carolina and attended the U.S. Merchant Marine Academy and the John F. Kennedy School of Government at Harvard University.

A native of Brockton, Mass., Card is married to the former Kathleene Bryan and they have three children.

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Office of the Secretary
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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Friday, March 20, 1992

CG 08-92
Contact: Capt. Richard Gupman
Tel.: (703) 602-6686

SOLICITATION FOR NEW COAST GUARD ICEBREAKER CANCELED

The U.S. Coast Guard today announced that the Naval Sea Systems Command has canceled procurement of a new Coast Guard icebreaker. Although proposals for its construction were solicited, responses received to the solicitation were in excess of the appropriated funds.

A presidential report cited the need for a third polar icebreaker and Congress appropriated funds for its design and construction as part of the Navy's budget. The Coast Guard and Navy established a team comprised of members from both services to work on the procurement.

The Coast Guard is responsible for operating the nation's icebreakers and has two polar class icebreakers already in its fleet. These icebreakers perform scientific and national defense missions in the arctic and the antarctic.

The Coast Guard and Navy said they will continue to examine alternatives for procuring the icebreaker and, at this time, do not plan to abandon the initiative.

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

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FOR IMMEDIATE RELEASE
Tuesday, April 7, 1992

CG 09-92
Contact: Nicholas Sandifer
Tel.: (202) 267-0930

NEW LIMITS PROPOSED FOR TANK SHIPS OPERATING IN U.S. WATERS WITH AUTOMATED ENGINE ROOMS

In an effort to reduce marine accidents and subsequent oil pollution, the U.S. Coast Guard proposes to require that tank vessels with automated engine rooms be inspected to ensure that the machinery is operating properly before entering U.S. waters.

Some newer tank vessels are designed to operate with automated engine room systems and smaller crews than vessels with manned engine rooms. The proposal, while recognizing the safety record of this mode of operation, would require inspection of the engine rooms and assurance that the automated systems had operated properly for 12 hours prior to entering U.S. waters.

A notice that will be published in the April 9, 1992, edition of the Federal Register outlines the details of the proposed rules and provides for a 60-day public comment period. Copies may be obtained by calling (202) 267-6740 or by faxing a request to (202) 267-4624.

Comments on the proposal should be mailed before June 8, 1992, to the Executive Secretary, Marine Safety Council, G-LRA-2, U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

Additional information may be obtained by contacting Lt. Cmdr. Paul Jewell, Oil Pollution Act Staff, at (202) 267-6746 or write to Commandant, G-MS-1, U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, D.C. 20593-0001.

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FOR IMMEDIATE RELEASE
Wednesday, April 8, 1992

CG 10-92
Contact: Lt. Cmdr. Jack Kelly
Tel.: (202) 267-0009

COAST GUARD REOPENS COMMENT PERIOD, SCHEDULES HEARINGS ON PROPOSED COMMERCIAL VESSEL USER FEES

The U.S. Coast Guard today announced it has reopened the comment period on proposed user fees to pay for inspection and examination of U.S. and foreign commercial vessels. Public hearings also have been scheduled in nine U.S. cities.

A notice of proposed rulemaking appeared in the Dec. 18, 1991, Federal Register requesting comments on the proposal by Feb. 18, 1992. A subsequent notice published March 24, 1992, extended the comment period to May 18.

The hearings have been scheduled to provide the public with an opportunity to present their opinions. The Coast Guard is particularly interested in learning how the proposed user fee will affect small commercial vessel owners.

Individuals who would like to speak at the hearings are requested to notify the Coast Guard at one of the hearing sites. The hearings on proposed commercial vessel inspection user fees will be held from 10:00 a.m. to 5:00 p.m. in the following cities:

April 13
Baltimore, Md.
Hyatt Regency
410-528-1234
300 Light St.
Zip: 21201
USCG Contact:
Shirley Boone
410-962-5122

April 14
Secaucus, N.J.
Meadowlands Hilton
800-445-8667
2 Harmon Plaza
Zip: 07094
USCG Contact:
Lt. Cmdr. John O'Brien
212-668-7494

April 17
Boston, Mass.
Black Falcon Terminal
Tel.: N/A
1 Black Falcon Ave.
Zip: 02110
USCG Contact:
Lt. Cmdr. Paul Von Protz
617-223-8130

- more -

April 20

Miami, Fla.
Hyatt Regency
305-358-1234
400 S.E. Second Ave.
Zip; 33131
USCG Contact:
Lt.Cmdr. T. Steinfeld
305-536-5651

April 22

New Orleans, La.
Doubletree Hotel
504-581-1300
300 Canal St.
Zip: 70130
USCG Contact:
Lt. Cmdr. Ken Paris
504-589-6271

April 24

Chicago, Ill.
O'Hare Howard Johnson
312-693-2323
8201 W. Higgins Road
Zip: 60631
USCG Contact:
Laura Halberstadt
312-353-1229

April 27

Seattle, Wash.
NOAA Sand Point
Western Regional Ctr.
Tel.: N/A
Building 9
7600 Sand Pt. Way N.E.
Zip: 98115
USCG Contact:
Lt. Cmdr. Alex Munoz
206-553-1711

April 28

San Francisco, Calif.
Clarion Hotel
San Francisco Airport
415-692-6363
401 E. Millbrae Ave.
Zip: 94030
USCG Contact:
Lt. Cmdr. Bob Shilland
213-499-5335

May 1

San Diego, Calif.
Sheraton, Harbor
Island Hotel
619-291-2900
1380 Harbor Island Dr.
Zip: 92101
USCG Contact:
Lt. Cmdr. Bob Shilland
213-499-5335

Written comments should be addressed to the Executive Secretary,
Marine Safety Council, G-LRA/3406, U.S. Coast Guard Headquarters, 2100
Second St., S.W., Washington, D.C. 20593-0001.

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U.S. Department of
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News:

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

CONSUMER ADVISORY

FOR IMMEDIATE RELEASE
Wednesday, April 15, 1992

CG 11-92
Contact: Richard Bergen
Tel.: (202) 267-6245

COAST GUARD PUBLISHES NEW BOATING SAFETY RECALL CAMPAIGNS

The Coast Guard today announced two new boating safety recall campaigns which are currently being conducted by Smoker-Craft and Outboard Marine Corp.

Consumers who own boats involved in these recalls are urged to have the problem fixed promptly. The law requires the manufacturer to correct safety defects at no cost to the consumer.

The Coast Guard said these particular campaigns involve circuit breakers wrongfully placed in the engine compartment and improperly wired rear courtesy lights.

A boat is subject to a safety defect recall if it fails to comply with Coast Guard safety standards, or contains a defect that creates a substantial risk of personal injury to the public.

Dick Bergen, chief of the Coast Guard's consumer affairs and analysis branch, said, "While manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known, sometimes they are unable to maintain complete and up-to-date mailing lists of all owners."

- more -

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Persons who own any of the models identified in the recall campaigns who have not received a recall notification, or those who want to know if their vessel is involved in a recall, should telephone the toll-free Coast Guard Boating Safety Hotline 800-368-5647 -- (in the Washington, D.C. area, call 202-267-0780).

Attached are the boating safety recall campaign profiles.

- more -

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Smoker-Craft

COAST GUARD Recall No. 20109S

HOME OFFICE ADDRESS: P.O. Box 65, New Paris, IN 46553

HOME OFFICE TELEPHONE NUMBER: (219) 831-2103

MODEL YEAR: 1991

MODEL: 161 and 162 Stilleto and 192 Fazer

SERIAL NOS.: 05-102-91, 05-102-91PCO and 08-008-91

SAFETY DEFECT: The rear courtesy light is incorrectly wired direct, bypassing a fuse. This could cause a short in the wiring system and possibly result in a fire on board.

CORRECTIVE ACTION: The problem can be corrected by removing the courtesy light and adding a small fuse harness. Boaters may take the boat to a Smoker-Craft dealer for free repair. Boaters who received a recall notice also received the small fuse harness and may install it themselves or have the work done free by a Smoker-Craft dealer.

NUMBER OF BOATS THAT HAVE THE DEFECT: 450

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 100
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS/ENGINES WITH DEFECT STILL UNCORRECTED: 440

REMARKS: Manufacturer discovered defect and initiated campaign voluntarily. Campaign began 28 January 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Outboard Marine Corporation

COAST GUARD Recall No. 20002S

HOME OFFICE ADDRESS: 100 Sea Horse Drive, Waukegan, IL 60085-2195

HOME OFFICE TELEPHONE NUMBER: (708) 689-5567

MODEL YEAR: 1991 and 1992

MODEL: 232 Crowne I/O, equipped with optional shorepower

HIN NOS.: CCVGJ121A191 to CCVGJ189E191 and CCVGJ101E192 to CCVGJ108G192

SAFETY DEFECT: These models, when equipped with optional shorepower, may also be fitted with a non-ignition protected circuit breaker wrongfully placed in the engine compartment. If fuel vapors are present in the engine compartment and the circuit breaker trips, a fire or explosion could occur.

CORRECTIVE ACTION: Owner of these models with shore power should take them to the dealer for inspection. Incorrect circuit breakers will be replaced with ones complying with the regulations.

NUMBER OF BOATS/ENGINES THAT HAVE THE DEFECT: 48

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 33
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS/ENGINES WITH DEFECT STILL UNCORRECTED: 48

REMARKS: Manufacturer discovered defect and initiated campaign voluntarily. Campaign began January 8, 1992

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News:

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

FOR IMMEDIATE RELEASE
Tuesday, April 21, 1992

CG 12-92
Contact: Nicholas Sandifer
Tel.: (202) 267-0930

COAST GUARD ISSUES NEW MARITIME RADIO RULES TO CUT OIL POLLUTION

The Coast Guard published a final rule in today's Federal Register that will require some power driven vessels, foreign and domestic, in U.S. waters to carry radios that can receive safety warnings and communicate with other vessels.

All vessels longer than 66 feet, tugs or towing vessels longer than 26 feet, passenger vessels more than 100 gross tons and most dredges must be equipped with radios that can operate on the Coast Guard frequency, VHF-FM channel 22A.

Vessels operating in the lower Mississippi River will also have to monitor VHF-FM channel 67 to talk with other ships. The rule is mandated by the Oil Pollution Act of 1990.

Most U.S. vessels are currently equipped with these radios, which sell for around \$200, but about half of the 6,000 foreign vessels visiting U.S. waters each year are not.

The rule takes effect (120 days after publication). Copies may be obtained by calling (202) 267-6740 or by faxing a request to (202) 267-4624.

- more -

For additional information, call Lt. Cmdr. Paul Jewell,
Oil Pollution Act staff, at (202) 267-6746 or write
Commandant(G-MS-1), U.S. Coast Guard Headquarters, 2100
Second St., S.W., Washington, D.C. 20593-0001.

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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Wednesday, April 22, 1992

CG 13-92
Contact: Capt. Steinman
Tel.: (202) 267-6057

SMOKING BAN A WINNER FOR THE COAST GUARD

The Coast Guard said today that there has been a 30 percent decline in cigarette use among active-duty personnel since July 1990, when it set forth the toughest anti-smoking policy in the armed forces.

To protect the health of non-smokers, the Coast Guard banned smoking in virtually all enclosed spaces, including buildings, ships, aircraft and government vehicles. The combination of this policy and the intense efforts of the Coast Guard's Wellness Program, headed by Capt. Al Steinman, brought the smoking rate down from 28.5 percent in 1990 to 20 percent this year.

"The 20 percent rate is better than any of the other branches of the military and considerably less than the rate of use by the general population," Steinman said.

He said a combination of the ban and the Wellness Program has resulted in 40 percent of former smokers in the Coast Guard giving up smoking since July 1990. Although 25 percent of Coast Guard enlisted personnel smoke, only 2 percent of officers and 12 percent of warrant officers use cigarettes.

-more-

No-smoking classes for recruits had a significant impact. A recent survey showed that 46 percent of recruits used tobacco before joining the Coast Guard. Recruits attend a 30-minute no-smoking class the night before their first weekend off after seven weeks of training. Two-thirds of the recruits who were smokers did not resume smoking during the weekend; 27 percent said the class dissuaded them from smoking and another 44 percent said they were convinced to seriously consider quitting.

The Coast Guard commandant established the Wellness Program to help all Coast Guard personnel and their families improve their quality of life, reduce their risk for illness and injury, and increase their capacity for both work and recreation.

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News:

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

FOR IMMEDIATE RELEASE
Tuesday, April 28, 1992

CG 14-92
Contact: Tim Farley
Tel.: (202) 267-1087

COAST GUARD SEEKS NEW MEMBERS
FOR COMMERCIAL FISHING INDUSTRY
VESSEL ADVISORY COMMITTEE

The U.S. Coast Guard is seeking applications for five positions on the Commercial Fishing Industry Vessel Advisory Committee.

The 17-member committee meets at least once a year in Washington and provides the Coast Guard with recommendations on the safe operation of commercial fishing vessels.

Individuals will be selected to fill five expiring three-year terms. The new members will include three representatives from the commercial fishing industry, one from a safety equipment manufacturer, and one from the general public.

The committee was established under the Commercial Fishing Industry Vessel Safety Act of 1988. The Coast Guard said committee members serve without compensation, although travel reimbursement and per diem will be provided.

Details concerning the committee and the application process were published in the Feb. 24, 1992 issue of the Federal Register. The Coast Guard is encouraging minorities and women to apply.

The Coast Guard requests that applications be submitted no later than May 31 to Commandant (G-MVI-4), room 1405, U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001. Anyone who responded to last year's solicitation will need to reapply.

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

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FOR IMMEDIATE RELEASE
Wednesday, May 20, 1992

CG 15-92
Contact: Jo Calkin
Tel.: (202) 267-0994

JUNE 7TH KICKS OFF NATIONAL SAFE BOATING WEEK

In a tradition dating back to 1958, President Bush has proclaimed the week beginning Sunday June 7th as National Safe Boating Week. The theme for 1992 is "Boat Smart."

National Safe Boating Week, sponsored by the U.S. Coast Guard and the National Safe Boating Council, promotes safe boating on our nation's waterways. The week marks the beginning of a year-long media campaign that is designed to increase the public's awareness of the skills and operating procedures that ensure safe boating.

During the year, members of the council will support the grassroots activities of voluntary boating safety organizations. They will sponsor events, and provide media kits, exhibits, pamphlets and other materials promoting safe boating.

More than 70 million people will use our waterways for recreational boating this year. Unfortunately, statistics indicate that approximately 900 persons will die in boating-related accidents.

Boating can be a wonderful source of recreation. However, if improperly handled, watercraft can be dangerous and even deadly. The goal of both the Coast Guard and the council is to educate the boating public and reduce boating accidents and fatalities by emphasizing safety.

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FOR IMMEDIATE RELEASE
Thursday, June 18, 1992

CG 17-92
Contact: Nicholas Sandifer
Tel.: (202) 267-0930

COAST GUARD SEEKS COMMENT ON RULES FOR VESSEL OIL SPILL RESPONSE PLANS

All vessels carrying oil in bulk as cargo in U.S. waters would be required to develop plans for responding to oil spills, the Coast Guard said today.

Regulations requiring response plans are mandated by the Oil Pollution Act of 1990 which amended the Federal Water Pollution Control Act. After gathering information from an advance notice of proposed rulemaking and a public meeting, the Coast Guard decided to establish the Oil Spill Response Plan Negotiated Rulemaking Committee to involve affected interests in developing the notice of proposed rulemaking.

A substantial portion of the proposal reflects the consensus recommendations negotiated and signed by the committee.

Under a notice of proposed rulemaking, which will be published in tomorrow's Federal Register, response plans for the vessel would have to cover every cargo oil spill that could possibly occur, including loss of the entire cargo. The owner or operator would also be required to have under contract personnel and equipment ashore adequate to deal with all possible spills.

In Prince William Sound, Alaska, owners or operators would have to achieve a greater margin of safety. They would have to provide escort vessels with skimming capability, and establish, man, equip, train and exercise an oil spill removal organization.

A vessel would not be allowed to handle, store or transport oil after Feb. 18, 1993, unless the owner or operator had submitted a plan to the Coast Guard for approval. The vessel would have to be operating in compliance with its approved plan by Aug. 18, 1993, the Coast Guard said.

A vessel would be allowed to operate for two years, pending approval of its plan, if the owner or operator had, under contract, cleanup personnel and equipment adequate to handle a worst-case spill.

Copies of the notice are available from the Coast Guard by calling (202) 267-6739 or by fax at (202) 267-4624.

Comments, which must be received by Aug. 3, 1992, should be mailed to Executive Secretary, Marine Safety Council, G-LRA-2/3406, U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001. Telephone (202) 267-1477 for additional information.

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

FOR IMMEDIATE RELEASE
Thursday, June 25, 1992

CG 19-92
Contact: Bruce Schmidt
Tel.: (202) 267-0955

INCREASE IN BOATING DEATHS PROMPTS COAST GUARD FOURTH OF JULY HOLIDAY WARNING

The number of people killed in recreational boating accidents increased for the first time in five years, the Coast Guard announced today.

The 924 fatalities recorded in 1991 reversed a downward trend that began in 1986. The Coast Guard said the increase is primarily attributed to a warmer than usual winter that extended the boating season in many parts of the country.

Totals for 1991 were: 924 fatalities; 3,967 injuries; and 8,821 boats involved in 6,573 accidents with damage totaling \$24.8 million. The Coast Guard believes that while it is notified of nearly all fatal accidents, only a small fraction of the nonfatal accidents are reported.

The upward trend in boating accidents prompted the Coast Guard to renew warnings to recreational boaters concerning boating hazards -- particularly before the Fourth of July weekend, one of the more popular boating weekends of the year.

According to Adm. William Ecker, head of the Coast Guard's recreational boating safety program, overloading small recreational boats with people and gear continues to be a serious hazard. Capsizing and falling overboard accounted for more than 60 percent of all boating fatalities in 1991.

"Many deaths could be prevented in the smaller, open boats if people would get into the habit of wearing personal flotation devices," Ecker said. "Life jackets are comparable to seat belts in automobiles -- they will not help in an accident unless you are wearing them."

Alcohol consumption continues to be a problem, according to Ecker. "We believe excessive alcohol consumption plays a part in at least half of all fatal boating accidents," he said, and noted a recent study done for the Coast Guard indicates intoxicated boaters (people with a blood alcohol concentration of .10 percent or above) are nearly 11 times more likely to die in a boating accident than those who stay sober.

Statistics also illustrate that collisions between boats continue to be the largest single cause of personal injuries and property damage. Ecker urged boaters to learn the basics of safe boat-handling by taking one of the free safety courses provided through the states, the Coast Guard Auxiliary and the U.S. Power Squadrons.

Boaters may obtain information on these courses and on other boating safety tips by calling 1-800-368-5647 (8 a.m. to 8 p.m. eastern time, Monday thru Friday).

The statistics for the last five years are:

	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>
Fatalities	1036	946	896	865	924
Fatality rate (per 100,000 estimated boats)	5.9	5.1	4.7	4.4	4.6
Reported Accidents	6746	6718	6063	6411	6573
Vessels Reported in Accidents	9020	8981	8020	8591	8821
Reported Injuries	3501	3476	3635	3822	3967
Reported Property Damage (million \$)	21.39	24.33	25.23	23.8	24.8
Registered Boats (millions)	9.96	10.36	10.78	11.0	11.06
Total Boats (est.) (millions)	17.7	18.4	19.0	19.5	20.0

These and other statistics will be published in Boating Statistics 1991. Copies of the report may be obtained from Commandant (G-NAB), U.S. Coast Guard Headquarters, Washington, D.C. 20593-0001.

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FOR IMMEDIATE RELEASE
Friday, June 26, 1992

CONSUMER ADVISORY

CG 18-92
Contact: Richard Bergen
Tel.: (202) 267-6245

COAST GUARD PUBLISHES NEW BOATING SAFETY RECALL CAMPAIGNS

The Coast Guard today announced three new boating safety recall campaigns currently being conducted by Kawasaki Motors Corp., U.S.A., Mercury Marine and Team Warlock, Inc.

Consumers who own boats involved in these recalls are urged to have the problem fixed promptly. The law requires the manufacturer to correct safety defects at no cost to the consumer.

The Coast Guard said these particular campaigns involve fuel filters which may be damaged by rubbing against the engine block, weld failures on fuel tank baffles, and fuel filler neck and fuel tank outlet gaskets which may leak. All three problems present the possibility of fire or explosion.

A boat is subject to a safety defect recall if it fails to comply with Coast Guard safety standards, or contains a defect that creates a substantial risk of personal injury to the public.

- more -

Dick Bergen, chief of the Coast Guard's consumer affairs and analysis branch, said, "While manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known, sometimes they are unable to maintain complete and up-to-date mailing lists of all owners."

Persons who own any of the models identified in the recall campaigns who have not received a recall notification, or those who want to know if their vessel is involved in a recall, should telephone the toll-free Coast Guard Boating Safety Hotline 800-368-5647 -- (in the Washington, D.C. area, call 202-267-0780).

Attached are the boating safety recall campaign profiles.

- more -

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Kawasaki Motors Corp., USA

COAST GUARD Recall No. 10944T

HOME OFFICE ADDRESS: 9950 Jeronimo Road, Irvine, CA 92718

HOME OFFICE TELEPHONE NUMBER: (714) 770-0400

MODEL YEAR: 1989-1990

MODEL: JF650-B1/B2 Jet Ski Watercraft

HINS/SERIAL NOS.: KAW90010B989 to KAW97712G989 and KAW40001G990
to KAW56341G090

SAFETY DEFECT: Fuel filler neck and fuel tank outlet gasket may leak fuel. If the fuel filler inlet cracks, or the rubber gasket which seals the carburetor fuel supply tube assembly distorts and fails to seal properly, a risk of explosion or fire exists.

CORRECTIVE ACTION: Owners may take Jet Skis to dealer for installation of new fuel filler neck and fuel tank outlet gasket at no cost to owner.

NUMBER OF BOATS/ENGINES THAT HAVE THE DEFECT: 23,579

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 22,665
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS/ENGINES WITH DEFECT STILL UNCORRECTED: 19,225

REMARKS: Manufacturer discovered defect and initiated campaign voluntarily. Campaign began September 23, 1991.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Mercury Marine

COAST GUARD Recall No. 22058T

HOME OFFICE ADDRESS: 3003 N. Perkins Rd, Stillwater, OK 74075

HOME OFFICE TELEPHONE NUMBER: (405) 743-6544

MODEL YEAR: 1991½ and 1992

MODEL: New GM generation V engines only. MCM 74L Stern Drive Engines

SERIAL NOS.: D520466 to D616822 and D617088 to D722778

SAFETY DEFECT: The fuel filter may be touching the fuel pump. That proximity could result in a condition in which the fuel filter would rub against the engine block and ultimately fail, allowing fuel to escape into the bilge and create possibility of fire or explosion.

CORRECTIVE ACTION: Owners of these motors should take them to the dealer to have a shorter filter installed at no cost. Dealer will also place an explanatory warning decal in case of any future need for filter change.

NUMBER OF ENGINES THAT HAVE THE DEFECT: 2616

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 896
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF ENGINES WITH DEFECT STILL UNCORRECTED: 2467

REMARKS: Manufacturer discovered defect and initiated campaign voluntarily. Campaign began January 17, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Team Warlock, Inc.

COAST GUARD Recall No. 11160T

HOME OFFICE ADDRESS: 1801 W. Railroad, Corona, CA 91720

HOME OFFICE TELEPHONE NUMBER: (714) 279-7850

MODEL: High performance I/O offshore powerboats

HINS/SERIAL NOS.:	20' Ski	HIN 20110E989 to 20116F990
	23' W/C	HIN 23034C888 to 23141K990
	24' Euro	HIN 24031K788 to 24128H990
	28' W/C	HIN 28039C888 to 28131I990
	31' SXT	HIN 31030K788 to 31118F990
	32' Euro	HIN 32135I990
	38' Cat	HIN 38029K788

SAFETY DEFECT: Weld failures on fuel tank baffels allow baffels to flex and crack adjoining tank surface. If this happens, the fuel tank could leak in to the bilge and fumes and fuel could ignite causing explosion.

CORRECTIVE ACTION: Anyone owning one of these boats should have the fuel tank replaced. Owner may take boat to dealer or qualified repair facility and have tank replaced at no cost.

NUMBER OF BOATS/ENGINES THAT HAVE THE DEFECT: 78

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 18
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS/ENGINES WITH DEFECT STILL UNCORRECTED: 59

REMARKS: Manufacturer discovered defect and initiated campaign voluntarily. Campaign began October 28, 1991.



U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, July 6, 1992

CG 20-92
Contact: Cdr. Timothy Healy
Tel.: (202) 267-6755

COAST GUARD PROPOSES NEW TANKER ESCORT RULES

In a move designed to help prevent oil spills, the U.S. Coast Guard is proposing that all single hulled oil tankers over 5,000 gross tons that transport bulk oil in specific U.S. waters be escorted by two towing vessels.

The Coast Guard said that having the towing vessels available would reduce the probability of a grounding or collision if a tanker lost its propulsion or steering system.

A Notice of Proposed Rulemaking, that will be published in the July 7, 1992 Federal Register, was mandated by the Oil Pollution Act of 1990, and would require that designated oil tankers be escorted by two towing vessels when operating in all of Prince William Sound, Alaska, and in the northwestern waters of Washington state. The Washington state waters affected are: Puget Sound; Rosario Strait; Haro Strait; and other areas east of Port Angeles.

The Coast Guard is also requesting comments on other geographic areas where it may be feasible to have similar vessel escort rules and related matters such as written escort plans and tanker speed limits.

Rear Adm. William J. Ecker, chief of the Coast Guard's Office of Navigation Safety and Waterway Services, has emphasized the importance of prevention as a measure for reducing maritime pollution. He noted that the marine industry and an environmentally conscious public recognize the significant contribution tug escorts can make in reducing the possibility of a catastrophic oil spill.

- more -

Comments should be received on or before Sept. 8, 1992, and addressed to the Executive Secretary, Marine Safety Council, G-LRA-2/3406, U.S. Coast Guard headquarters, 2100 Second St., S.W. Washington, D.C. 20593-0001 or by telephone at 202/267-1477.

For additional information, contact the project counsel, Charles T. Vekert at 202/267-6220. Copies of the Federal Register may be obtained by calling 202/267-6740 or by faxing requests to 202/267-4624. Please include the title of the document when requesting copies.

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D 7249 001

FOR IMMEDIATE RELEASE
Wednesday, July 22, 1992

CG 21-92
Contact: Nicholas Sandifer
Tel.: (202) 267-0930

COAST GUARD PROPOSES REGULATIONS FOR NEW DRY CARGO SHIPS

The U.S. Coast Guard, in a move to meet mandatory international standards, today proposed that new dry cargo ships weighing 500 gross tons or more be subdivided into watertight spaces so that the vessels would be less likely to sink after accidental flooding.

A Coast Guard analysis of international accident data shows an alarming loss rate following a collision or other accidental flooding of dry cargo ships that had little subdivision of their holds. A Coast Guard initiative led the International Maritime Organization (IMO) to establish an international subdivision and damage stability standard for new dry cargo ships that became effective among IMO member nations on Feb. 1, 1992.

The notice of proposed rulemaking in today's Federal Register would implement the international standard. It sets minimum standards for construction of dry cargo ships with general cargo/container vessels and roll-on, roll-off vehicle carriers included in the kinds of vessels affected.

In the absence of Coast Guard regulations for the subdivision and damage stability of oceangoing dry cargo ships, most U.S. ships have been built to meet a design standard developed by the Maritime Administration and will meet the international standard.

The proposal applies to vessels whose construction contracts were signed on or after Feb. 1, 1992, and whose keel layings and delivery dates follow by six months and five years, respectively.

-2-

Comments should be submitted to the Executive Secretary, Marine Safety Council, G-LRA/3406 (CGD 87-094), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001 on or before Sept. 8, 1992.

Additional information may be obtained by calling Lt. Cmdr. Guy R. Nolan at (202) 267-2988 or by writing Commandant (G-MTH-3/13), Office of Marine Safety, Security and Environmental Protection, at U.S. Coast Guard Headquarters.

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FOR IMMEDIATE RELEASE

Tuesday, August 11, 1992

CG 22-92

Contact: Steve Shapiro

Tel.: (202) 267-1181

COAST GUARD ISSUES DOUBLE HULL RULE

The U.S. Coast Guard today issued an interim final rule that regulates the double hull construction of oil tankers built after June 1990 and provides a 25-year phase-out schedule for existing single hull tankers operating in U.S. waters. The rule applies to domestic as well as foreign vessels that transport oil in U.S. waters.

Secretary of Transportation Andrew H. Card Jr. said the rule represents a major initiative by the government to reduce oil pollution. Card noted that double hull vessels are expected to reduce U.S. oil spills by more than two million gallons annually. He emphasized that regulations such as the double hull rule are a step in the right direction and help assure future generations that every effort was made to protect the marine environment from catastrophic oil spills.

The rule, required by the Oil Pollution Act of 1990, sets minimum requirements for the space between the two hulls and defines the phase-out schedule. The provision requiring a second steel hull between the oil cargo and the water will significantly reduce the amount of oil spilled during a collision or grounding.

The Act sets out a phase-out schedule for existing single hulled tank vessels that will begin in 1995, and requires that these vessels be retrofitted with double hulls if they are to continue to operate in U.S. waters.

The older, larger vessels will be required to comply with the phase-out schedule first, while the smallest vessels will have until 2020 to be retrofitted or retired.

Details of the rule will be published in the Aug. 12 edition of the Federal Register. For additional information, contact Steve Shapiro at 202/267-1181 or write to U.S. Coast Guard Headquarters, Commandant G-MVI-2, 2100 Second St. S.W., Washington, D.C. 20593-0001.

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CONSUMER ADVISORY

FOR IMMEDIATE RELEASE
Wednesday, August 19, 1992

CG 23-92
Contact: Laura Burchard
Hotline Mgr.
Tel.: (202) 267-6245

COAST GUARD PUBLISHES NEW BOATING SAFETY RECALL CAMPAIGNS

The Coast Guard today announced three new boating safety recall campaigns currently being conducted by Bombardier, Inc., Mercury Marine and Yamaha Motor Corp.

Consumers who own boats involved in these recalls are urged to have the problem fixed promptly. The law requires the manufacturer to correct safety defects at no cost to the consumer.

The Coast Guard said these particular campaigns involve distributor caps which may not seal tightly enough to arrest explosion potential, fuel filler necks which could break and allow fuel to spill into engine compartments, and VTS arm bosses on jet venturis which might break and cause steering problems.

A boat is subject to a safety defect recall if it fails to comply with Coast Guard safety standards, or contains a defect that creates a substantial risk of personal injury to the public.

Dick Bergen, chief of the Coast Guard's consumer affairs and analysis branch, said, "While manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known, sometimes they are unable to maintain complete and up-to-date mailing lists of all owners."

Persons who own any of the models identified in the recall campaigns who have not received a recall notification, or those who want to know if their vessel is involved in a recall, should telephone the toll-free Coast Guard Boating Safety Hotline 800-368-5647 (in the Washington, D.C. area, call 202-267-0780).

Attached are the boating safety recall campaign profiles.

- more -

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Bombardier, Inc.

COAST GUARD RECALL NO.: 20257T

HOME OFFICE ADDRESS: 7575 Packer Drive
P.O. Box 8035
Wausau, WI 54401

HOME OFFICE TELEPHONE NUMBER: (715) 842-8886

MODEL YEAR: 1992

MODEL: Sea-Doo Watercraft 5851 (XP)

SERIAL NOS,: Specific numbers between ZZN 20002K192 and
ZZN 21687L192.

SAFETY DEFECT: VTS arm boss on jet venturi (casting radius) may break. If it breaks there will be a possible loss of steering control, and possibility of an accident.

CORRECTIVE ACTION: Anyone owning one of these boats should contact the dealer immediately to have the jet venturi and V.T.S. arm replaced at no cost.

NUMBER OF WATERCRAFT THAT HAVE THE DEFECT: 793

NUMBER OF WATERCRAFT WITH DEFECT STILL UNCORRECTED: 624

REMARKS: Manufacturer discovered defect and initiated campaign voluntarily. Campaign began March 19, 1992.

PROFILE OF BOATING SAFETY CAMPAIGN

MANUFACTURER'S NAME: Mercury Marine

COAST GUARD RECALL NO. 20280T

HOME OFFICE ADDRESS: 3003 N. Perkins Rd., Stillwater, OK 74075

HOME OFFICE TELEPHONE NUMBER: (405) 743-6544

MODEL YEAR: 1992

MODEL: MCM 4.3L and 4.3LX Mercruiser V6 sterndrive engine

SERIAL NOS. OD710079-OD817032

SAFETY DEFECT: The distributor cap with reinforcement ribs by the hold-down screws may not seal tightly. There may be a gap between the cap and the distributor housing. This gap may reduce the explosion arresting ability of the distributor assembly, creating potential for fire or explosion if gasoline or gasoline vapor source is present.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have a gasket installed which will eliminate the problem. Installation should be by the dealer and will be at no cost to the boater.

NUMBER OF ENGINES THAT HAVE THE DEFECT: 18,199

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 139
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF ENGINES WITH DEFECT STILL UNCORRECTED: 18,057

REMARKS: Manufacturer discovered defect and initiated campaign voluntarily. Campaign began April 14, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

MANUFACTURER'S NAME: Yamaha Motor Corp.

COAST GUARD RECALL NO. 20249T

HOME OFFICE ADDRESS: 6555 Katella Avenue, Cypress, CA 90630

HOME OFFICE TELEPHONE NUMBER: (714) 761-7710

MODEL YEAR: 1991

MODEL: WR500Q (Waverunner), WR650Q (Waverunner LX)

SERIAL NOS.: WR500Q Wave Runner w/engine serial #s: EUO-813603 - 817602.
WR650Q Wave Runner LX w/engine serial #s:
FK7-811809 - 813105
FK7-813306 - 813705

SAFETY DEFECT: Fuel tank has fuel filler neck which is too brittle. The filler neck could separate from the fuel tank, allowing fuel to spill into the engine compartment, possibly creating a fire or explosion.

CORRECTIVE ACTION: Anyone owning one of these Waverunners should take it to the dealer for replacement of the fuel tank at no cost to the boater.

NUMBER OF ENGINES THAT HAVE THE DEFECT: 5677

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 517
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF ENGINES WITH DEFECT STILL UNCORRECTED: 5677

REMARKS: Manufacturer discovered defect and initiated campaign voluntarily. Campaign began March 6, 1992.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, September 29, 1992

CG 24-92
Media Info: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD SEEKS COMMENT ON RULES REQUIRING VESSELS TO CARRY OIL SPILL REMOVAL EQUIPMENT

The U.S. Coast Guard today proposed rules that would require vessels transporting oil as bulk cargo in U.S. waters to carry appropriate oil spill removal equipment for responding to discharges.

Carriage of appropriate oil spill removal equipment is required by the Oil Pollution Act of 1990. The Act defines removal as "containment and removal (of oil) from water and shoreline or the taking of other actions to minimize or mitigate damage."

Equipment that suits this broad, statutory definition would include normal removal gear such as absorbent materials, booms and pumps. Also, this definition includes emergency towing bridles, deck edge coamings to help prevent on-deck spills from going over the side, and appropriate hoses to transfer cargo from one tank to another internally during an emergency. Such equipment, though not considered cleanup gear as such, could help minimize or mitigate damage from an oil spill.

The equipment would have to represent the best affordable and most accepted technology available to the industry and be compatible with the safe operation of the vessel.

Requirements for vessels carrying hazardous substances other than oil will be the subject of a separate rulemaking.

A substantial portion of the proposal reflects the consensus recommendations made by the Oil Spill Response Plan Negotiating Rulemaking Committee, a group of individuals representing business, industry, environmental groups and the general public.

- more -

A notice of proposed rulemaking published in the Sept. 29 Federal Register explains the details of the proposal and provides for a 45-day public comment period. Copies may be obtained by calling (202) 267-6739 or by faxing a request to (202) 267-4624.

Comments should be mailed before Nov. 13 to Executive Secretary, Marine Safety Council (G-LRA-2/3406), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001. Telephone (202) 267-1477 or write to Commandant (G-MS-2), at Coast Guard Headquarters for information on submitting comments. Additional information on the proposed rule may be obtained by contacting Frank Wood at (202) 267-6739.

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News:

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

FOR IMMEDIATE RELEASE
Thursday, October 1, 1992

CG 27-92
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD PROPOSES REVISIONS TO ITS AUTOMATED ENGINE ROOM RULEMAKING

The U.S. Coast Guard issued a revised proposal today calling for tankers operating in U.S. waters to have at least one qualified engineer on watch in their engine rooms.

The proposed rule, mandated by the Oil Pollution Act of 1990, extensively revises the proposal issued last April by the Coast Guard that would have allowed tank vessels with automated engine rooms to operate in U.S. waters without engineers on duty.

This supplemental notice of proposed rulemaking is being issued in response to public comments the Coast Guard received on the notice issued in April. Requiring qualified engineers in the engine rooms will reduce the possibility of tanker casualties that would prove detrimental to the environment.

The notice, that will be published in the Oct. 2 Federal Register, explains the details of the new proposal and provides a 60-day period for public comment. Copies may be obtained by calling (202) 267-6740 or by faxing requests to (202) 267-4624.

Comments should be received before Dec. 1 by the Executive Secretary, Marine Safety Council (G-LRA-2), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

For additional information, call Lt. Cmdr. Paul Jewell, Oil Pollution Act Staff, at (202) 267-6746 or write to Commandant (G-MS-1), U.S. Coast Guard Headquarters.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Thursday, October 1, 1992

CG 25-92
Media Contact:
Nicholas Sandifer
Tel.: (202) 267-0930

COAST GUARD ISSUES NEW PROPOSAL FOR HIGH-TECH AUTO PILOTS

The U.S. Coast Guard issued a proposal today that would allow tankers to use sophisticated computer assisted automatic pilots in certain restricted waters if a qualified crewmember were at the helm.

The proposal, mandated by the Oil Pollution Act of 1990, would ban the use of any other automatic steering systems that are not computer assisted in certain U.S. waters. These restricted waters include designated areas such as where ships drop anchor, where ships are under vessel traffic service control, or any areas within one-half mile of any U.S. coastline.

A supplemental notice of proposed rulemaking, that will be published in the Oct. 2 edition of the Federal Register, details the proposed regulation. Copies may be obtained by calling 202/267-6740 or by faxing a request to 202/267-4624.

For additional information, call Lt. Cmdr. Paul Jewell, Oil Pollution Act Staff, at 202/267-6746 or write to Commandant G-MS-1, U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

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U.S. Department of
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News:

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

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M-49.1
D GRINDER DOT HISTORIAN

FOR IMMEDIATE RELEASE

Wednesday, October 21, 1992

CG 28-92

Contact: L. Burchard

Tel.: (202) 267-1005

COAST GUARD TO PARTICIPATE
IN "OPERATION WISE BUY"

The U.S. Coast Guard today hailed the theme for National Consumers Week, "Operation Wise Buy," as a positive way for recreational boaters to make wise choices when seeking information or equipment for their boats.

The theme for National Consumers Week, Oct. 25-31, was developed by the U.S. Office of Consumer Affairs.

With its Boating Safety Hotline and a variety of publications, the Coast Guard offers recreational boaters assistance in making wise boating decisions. Publications are available on such things as personal flotation devices, locations where boating safety courses are offered and on how to obtain courtesy marine examinations of boats. To get information, call the hotline at 1-800-368-5647.

Hotline representatives are available to answer a wide variety of boating safety questions and they also provide literature to reinforce the information.

Boating season may be coming to an end in most places around the country, but now is the time to prepare for the summer of '93. A list of "Wise Buy Tips For Boaters" follows.

- more -

U.S. COAST GUARD
"WISE BUY" TIPS FOR BOATERS

EQUIPMENT REQUIREMENTS AND SAFETY TIPS FOR RECREATIONAL BOATS

This brochure provides information on selecting the right equipment for recreational boats. It includes:

Personal Flotation Devices (PFD)

How to select the proper PFD for every member in the family; the appropriate PFD for a specific type of recreational boating; and the law regarding PFD use. PFDs are the "wise buy" that saves lives.

Other Safety Equipment

Choosing the required equipment for a recreational boat -- fire extinguishers, visual distress signals, navigation lights, sound producing devices and more.

Recreational Vessel Fee (RVF)

Boats that need the federally required RVF decal, how to order the decal and the associated fee.

Nautical Charts

How to obtain navigational charts for U.S. waters and coastal areas. "Wise Buy" when planning boat trips.

BOATING SAFETY EDUCATION

How to find the right sail or power boating safety course in your area. (Consumer Fact Sheet #11)

COURTESY MARINE EXAMINATION

How to obtain a free examination of your boat's safety equipment offered by the Coast Guard Auxiliary. (Seal of Safety pamphlet)

MARITIME PUBLICATIONS

How to find information on subjects ranging from navigation rules, tide tables and marine radios to port facilities. (Consumer Fact Sheet #10)

BOATING SAFETY RECALLS

Describes how the manufacturer recall system operates and what a boater can do if he suspects a safety defect. (Consumer Fact Sheet #2)

FISHERMEN, HUNTERS & CAMPERS

Tips on the safe use of boats for sportsmen who do not consider themselves boaters. (Brochure)

COAST GUARD DOCUMENTATION

Explains what vessels may be documented and whether it is the right choice for your boat. (Consumer Fact Sheet #8)

MARINE SANITATION DEVICES

Explains requirements for marine sanitation devices on boats and describes the various types available. (Consumer Fact Sheet #13)

DISPOSAL OF GARBAGE FROM VESSELS

Provides the regulations on what can and cannot be disposed of and in what waters. (Consumer Fact Sheet #18)

OCEAN CRUISES

Explains how cruise ships are regulated by the U.S. Coast Guard and certain other government agencies. (Consumer Fact Sheet #17)

OTHER "WISE BUY" GUIDES AVAILABLE THROUGH THE COAST GUARD HOTLINE

Boater's Source Directory (Pocket guide to services for boaters)
Importing a Boat (U.S. Customs pamphlet)
Personal Watercraft (Manufacturer's safety tips)
Safer Use of Boat Bottom Paints (EPA brochure)
Safety Standards for Backyard Boat Builder

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, October 26, 1992

CG 30-92
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD PROPOSES NEW PILOT RULES FOR PRINCE WILLIAM SOUND

The U.S. Coast Guard today issued a proposal that would require tank vessels entering Alaska's Prince William Sound to have two licensed officers on the bridge if a federal pilot is not on board.

Currently, vessels are required to have pilots on board inside the Sound before nearing Bligh Reef, the site of the 1989 Exxon Valdez oil spill. The pilots must be licensed by Alaska and the Coast Guard and not be members of the vessel's crew.

Recognizing the danger involved when pilots attempt to board large tank vessels from small pilot vessels in the treacherous waters of the Sound's entrance, the Notice of Proposed Rulemaking (NPRM) provides an alternative means to safely navigate the Sound.

Mandated by the Oil Pollution Act of 1990, the proposed rule balances pilot safety concerns with the need for special measures when navigating difficult waters.

The NPRM, published in today's Federal Register, explains the details of the proposal. Copies may be obtained by calling (202) 267-6740 or by faxing a request to (202) 267-4624.

Comments must be received before Dec. 28 by the Executive Secretary, Marine Safety Council, G-LRA, U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C., 20593-0001. For more information, call Lt. Cmdr. Paul Jewell, Oil Pollution Act Staff, at (202) 267-6746.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE

Friday, October 30, 1992

CG 31-92

CG Media Contact: Nick Sandifer

Tel.: (202) 267-0930

SNAME Media Contact: Robert Mannion

Tel.: (201) 798-4800 Ext.3027

COAST GUARD COMMANDANT TO HEAD SOCIETY OF
NAVAL ARCHITECTS, MARINE ENGINEERS

U.S. Coast Guard Commandant Adm. William Kime is the new president of the Society of Naval Architects and Marine Engineers (SNAME).

Adm. Kime was elected to the distinguished post yesterday at the group's annual meeting in New York City.

Adm. Kime is the first Coast Guard officer ever elected to this position. He will begin serving his two-year term on Jan. 1, succeeding Ronald K. Kiss, assistant secretary of the Navy for ships.

SNAME is a technical professional organization dedicated to promoting education, research, exchange of information and the integrity and status of its 10,598 members. There are 130 Coast Guard members in the society. SNAME will celebrate its centennial year in 1993.

Adm. Kime became commandant of the Coast Guard in 1990, its bicentennial year. He holds a master of science degree in naval architecture and marine engineering, and the professional degree of Naval Engineer from the Massachusetts Institute of Technology. Kime is a registered professional engineer and a member of Tau Beta Pi and Sigma Xi fraternities and the American Society of Naval Engineering.

Adm. Kime is one of only 123 SNAME fellows. In 1990, he received SNAME's Vice Adm. "Jerry" Land medal for outstanding accomplishment in the marine field.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, November 9, 1992

CG 32-92
Contact: Nancy Campbell-Jones
Tel.: (202) 267-6717

COAST GUARD ALERTS RECREATIONAL
VESSEL OWNERS OF CHANGES TO RVF

Owners of recreational vessels should be aware of recent changes to the Recreational Vessel Fee (RVF) law that requires the purchase of RVF decals for certain boats, the Coast Guard announced today.

Under recently enacted legislation, the RVF program will be repealed on Oct. 1, 1994, and will be phased-out in three steps. The method that the Coast Guard will use includes these steps:

1. Retroactive to Oct. 1, 1992, the threshold for recreational vessels that are required to pay the RVF is raised to vessels more than 21 feet in length. "A" decals, which were required for vessels 21 feet or less, are no longer required.
2. Effective Oct. 1, 1993, the threshold will be raised to recreational vessels that are at least 37 feet in length. At that time, "B" decals, currently required for vessels over 21 feet but less than 37 feet, will no longer be required.
3. Effective Oct. 1, 1994, the RVF program will be terminated. "C" decals currently required on vessels that are at least 37 feet but less than 40 feet in length, and "D" decals applicable to recreational vessels 40 feet and over will no longer be required.

No changes have been proposed for recreational vessels already exempt from RVF requirements (public vessels, foreign vessels, etc.) or to the waters where RVF requirements apply. Monetary amounts for RVF decals (\$35.00 for "B" decals, etc.) also remain unchanged.

Boaters who purchased RVF decals on or after Oct. 1, 1992, and are no longer required to display them will receive a refund for the full value of the decal. They need not apply to the Coast Guard for the refund. The Coast Guard will gather the information from its data base and either process a credit to the charge card used to purchase the decal or issue a treasury check to those who paid by mail.

Anyone with questions on the modifications to the RVF law may call the Coast Guard Boating Safety Hotline's toll free number (1-800-368-5647).

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FOR IMMEDIATE RELEASE

Thursday, November 19, 1992

CG 34-92

Media Contact: Nick Sandifer

Tel.: (202) 267-0930

DOT SENDS COMMERCIAL FISHING
VESSEL INSPECTION PLAN TO CONGRESS

The Department of Transportation today sent to Congress the Coast Guard's plan to require inspections for commercial fishing industry vessels.

The Commercial Fishing Industry Vessel Safety Act of 1988 required that the Secretary of Transportation conduct two studies. The first was to examine the safety problems on commercial fishing industry vessels and to make recommendations regarding whether a vessel inspection program should be implemented.

The second study examined what additional requirements should apply to fish processing vessels that are not physically surveyed and classed by the American Bureau of Shipping or any other classification society approved by the Secretary. The additional requirements that were to be considered concern the hull or structure of the vessel and the vessel's machinery or equipment.

The plan proposes a three-tiered inspection program based on vessel length. The examinations would begin with new and existing fishing vessels less than 50 feet in length being examined by their owners. New and existing fishing vessels ranging from 50 to less than 79 feet long would be subject to third party examinations.

New and existing vessels 79 feet and longer would be subject to Coast Guard inspections and assignments of load lines. The plan proposes additional hull and machinery standards for all existing commercial fishing industry vessels 79 feet and longer.

The plan also establishes a method for determining compliance with Coast Guard safety regulations and levels the playing field with regard to safety standards for all vessels of the same length. The Coast Guard plans to seek the legislative authority to implement the plan.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 23, 1992

CG 36-92
Media contact: Nick Sandifer
Tel.: (202) 267-0930

COMMENT PERIOD ON PROPOSED FISHING VESSEL REGULATIONS EXTENDED

The U.S. Coast Guard today announced it has extended the comment period 60 days to Feb. 28, 1993, on proposed rulemaking that would improve the overall safety of commercial fishing vessels.

The notice, originally published in the Federal Register Oct. 27, 1992, requests comments on stability standards for fishing vessels less than 79 feet long, the requirement for survival craft on fishing vessels that carry fewer than four individuals on board and operate within 12 miles of the coastline, and the criteria that will be employed for the administration of specific exemptions as authorized by 46 U.S.C. 4506.

Other areas being addressed include proposed criteria for training instructors and development of course curricula, proposed criteria for termination of unsafe operations, proposed stability requirements for assignment of load lines and implementation of safety requirements imposed by the Aleutian Trade Act of 1990 on fish tender vessels operating in the Aleutian trade.

A 24-hour toll-free telephone number at the Coast Guard will take verbal comments beginning Dec. 28. The number is (800) 282-8724. Persons using the number should provide the same information required for written comments -- name, address, identification of the rulemaking (CGD88-079a), the section to which the comment applies and, if desired, a request for the Coast Guard to acknowledge receipt of the comment.

Written comments should be mailed to the Executive Secretary, Marine Safety Council (G-LRA-2), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

For further information or copies of the notice, call Lt. Cmdr. Tim Skuby, (202) 267-2307 or write to Commandant (G-MVI-4) at Coast Guard Headquarters.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE

Thursday, December 24, 1992

CG 37-92

Media Contact: Nick Sandifer

Tel.: (202) 267-0931

**COAST GUARD OPENS NEW OFFICER
PROGRAM FOR ENVIRONMENTAL MANAGERS**

The Coast Guard has created a new environmental managers program to fill several key positions to enforce the provisions of the Oil Pollution Act of 1990 and related pollution prevention regulations.

The Coast Guard is looking for graduates of environmental studies programs who will be assigned to positions in headquarters, as well as district and field offices. They will write pollution prevention regulations; develop emergency response plans; oversee cleanups; investigate oil and hazardous chemical spills; and inspect cargo ships and port facilities. They may also develop civil penalty cases for violations of federal law or regulations.

Applicants must have a degree in environmental management, environmental science, environmental economics or in a related field. Qualified candidates with a bachelor's degree and three years of relevant work experience, or a master's degree in the field, will enter the Coast Guard at the rank of lieutenant (junior grade). Candidates with additional experience and/or advanced degrees may enter at the rank of lieutenant.

Direct commission officers enter the Coast Guard on a three-year active duty contract. After the initial three years, they may request extensions, and future assignments could include a general duty tour to broaden their knowledge of the Coast Guard.

Environmental managers will begin their service with a four-week Coast Guard orientation course, and may also attend a seven-week course on port operations at the Coast Guard Marine Safety School.

The officers selected will have the opportunity to apply for university postgraduate training after they complete their initial three years of service. The Coast Guard will pay all tuition expenses and salary for the selected officers while they attend these courses. In return, the officers will be required to serve two years in the Coast Guard for each year of studies.

- more -

In addition to their salaries, Coast Guard officers receive tax-free allowances for meals and housing, 30 days of paid vacation a year, and medical and dental benefits for themselves and their dependents.

Persons interested in obtaining additional information on the Direct Commission Program for Environmental Managers should call 1-800-424-8883 ext. 1209.

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