



U.S. Department of
Transportation

News:

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

138.1

FOR IMMEDIATE RELEASE
Thursday, January 5, 1995

CG 02=95
Contact: Cdr. Tom Reilly
Tel.: (202) 267-0421

U.S. COAST GUARD ANNOUNCES ENVIRONMENTAL AWARD PROGRAM

The U.S. Coast Guard today announced establishment of the William M. Benkert Marine Environmental Protection Award Program that will recognize marine vessel and facility operators for their environmental excellence and achievements in maritime operations.

The award is named in honor of Rear Adm. William M. Benkert (1923-1989), a distinguished Coast Guard officer known for his leadership and vision in marine environmental protection. It will be presented annually for outstanding marine environmental protection achievements that extend beyond compliance with industrial and regulatory standards.

Coast Guard officials said the William M. Benkert Award will increase public awareness of the importance of protecting the marine environment; encourage innovations in operations, maintenance, cargo handling, refueling, training and other industrial activities; and provide a means for winners to share their successful methods and techniques with others in the industry.

Organizations will be evaluated in four separate award categories based on the size of the company and type of operations:

- Environmental management programs;
- Technology/process/work methods innovation;
- Environmental education and communications;
- Environmental partnerships/alliances.

- more -

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Each year, the award selection process will begin in January and conclude in July, with the first Benkert awards being presented in July 1995.

Information on the program is available from local Coast Guard Marine Safety Offices and Captains of the Port or by writing to Commandant (G-MEP-3), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20493-0001.

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U.S. Department
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**United States
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FOR IMMEDIATE RELEASE
Thursday, January 12, 1995

CG 03-94
Media Contact: Frank Jennings
Tel.: (202) 267-0931

COAST GUARD/AMERICAN BUREAU OF SHIPPING SIGN NEW AGREEMENT

A Memorandum of Understanding (MOU) was signed today by the U.S. Coast Guard and the American Bureau of Shipping (ABS) that expands the scope of plan review and inspection procedures delegated to the ABS.

The document is the foundation of the Coast Guard's ABS based Alternate Compliance Program that was designed to increase the U.S. maritime industry's international competitiveness by reducing burdensome national regulations. The program will eliminate duplication by the Coast Guard and the ABS when verifying whether or not ABS classed U.S.-flag vessels conform to the required safety standards.

Adm. Robert Kramek, Commandant of the Coast Guard, and ABS Chairman Frank Iarossi signed the MOU that delegates authority and sets guidelines for cooperation between the two organizations concerning plan review, and the initial and subsequent inspections required for certification.

The MOU stipulates requirements for information exchange; program oversight; contacts in the respective organizations; and the qualifications required for ABS personnel involved in carrying out the program.

Also, the MOU provides for ABS to conduct tonnage measurement of U.S.-flag ships for the Coast Guard according to the International Convention on the Tonnage Measurement of Ships - 1969, and to conduct all tonnage measurement interpretations and policies of the Coast Guard -- within the scope of authority delegated -- that would normally be applied to U.S.-flag vessels.

"This is a positive step forward in the promotion of Safety of Life at Sea (SOLAS) and toward protecting the marine environment," Adm. Kramek said. "It will provide the industry with greater flexibility in complying with regulatory requirements and allow the Coast Guard to focus its resources on vessels that pose the greatest safety and environmental risks, and on those human factor areas largely responsible for marine casualties."

"This has certainly paid off by strengthening and simplifying the compliance process for U.S.-flag ship owners," Iarossi said. "Under this program, compliance with the Coast Guard requirements can be verified by the ABS surveyor while the ABS class and statutory surveys are being conducted. This system will be more effective and represents a well developed and close working relationship between our two agencies."

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FOR IMMEDIATE RELEASE
Tuesday, January 17, 1995

CG 04-95
Contact: Laura Burchard
Infoline Manager
Tel.: (202) 267-1005

COAST GUARD PUBLISHES NEW BROCHURE OF SERVICES FOR RECREATIONAL BOATERS

The U.S. Coast Guard today announced publication of a new brochure of public services entitled "Our Commitment to Recreational Boaters."

At a recent White House ceremony, the publication was among the customer service initiatives introduced by Vice President Al Gore.

The brochure was designed in keeping with the administration's goal of making government more customer focused. It lists and explains the many services performed by the Coast Guard in its commitment to providing a safe environment for recreational boaters.

In addition to its search and rescue missions, the Coast Guard offers many other services to recreational boaters. It fosters recreational boating safety through such programs as routine safety boardings, maintenance of aids to navigation and the Coast Guard Auxiliary safe boating classes.

"Our Commitment to Recreational Boaters" is available by calling the Coast Guard toll-free Customer Infoline, 1-800-368-5647. In the Washington, D.C. area, call 202-267-0780. The number for the hearing impaired is 1-800-689-0816 and in the Washington, D.C. area, 202-267-6707.

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News:

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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Wednesday, January 18, 1995

CG 05-94
Contact: Lt. j.g. Chuck Diorio
Tel.: (202) 267-0932

COAST GUARD AUTHORIZES CONSTRUCTION OF THIRD JUNIPER CLASS SEAGOING BUOY TENDER

The U.S. Coast Guard today authorized Marinette Marine Corp. of Marinette, Wis., to construct a third 225-foot Juniper Class seagoing buoy tender.

The ship will cost approximately \$25 million. Construction is scheduled to begin in 1995 with a projected delivery date in 1997.

The third buoy tender will be named the KUKUI in honor of an earlier Coast Guard cutter of the same name. Where the KUKUI will be homeported has not yet been decided.

The first two Juniper Class buoy tender contracts were awarded on Jan. 28, 1993 and on July 5, 1994. Both cutters, JUNIPER and WILLOW, are currently under construction at Marinette Marine.

KUKUI will be part of a new fleet of multi-mission seagoing buoy tenders used to replace the aging 180-foot buoy tenders currently in service. The primary mission of the buoy tender is to maintain and repair more than 50,000 buoys, day markers and lights. These aids-to-navigation are essential to the safety and welfare of maritime vessels and recreation boats that use U.S. waters.

Other missions include search and rescue, law enforcement, defense missions and icebreaking. The Juniper Class buoy tenders will be outfitted with an on-board spilled oil recovery system that provides an additional marine environmental protection capability that does not exist in the current buoy tender fleet.

For further information, contact Coast Guard Public Affairs at U.S. Coast Guard Headquarters, Commandant (G-CP-2), 2100 Second St., S.W., Washington, D.C. 20593-0001 or telephone (202) 267-0932.

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FOR IMMEDIATE RELEASE
Monday, January 23, 1995

CG 06-95
Media Contact: Frank Jennings
Tel.: (202) 267-0931

COAST GUARD PUBLISHES FINAL RULE ON MERCHANT MARINER DRUG TESTING

The U.S. Coast Guard today published a final rule that requires all merchant mariners applying for new or renewed licenses, certificates of registry or other credentials to be tested for illegal drug use, whether or not a physical examination is required.

In the past, chemical tests (urine) to detect illegal drug use were required during merchant mariners' physical examinations. However, physicals are not required for certain types of document transactions, i.e., when certificates of registry are issued for physicians, nurses and pursers and when documents are issued for entry-level ratings (ordinary seaman, wiper and stewards).

Merchant mariners will still be exempt from periodic testing if they are covered by a random drug testing program or can show negative test results from a U.S. Coast Guard mandated drug test conducted within the previous six months.

The final rule will be published in today's Federal Register. It is mandated by the Oil Pollution Act of 1990 and is part of an ongoing effort to promote a drug- and alcohol-free work place in the maritime industry.

Copies of this release are available on the Coast Guard's Telecommunications and Information Systems Bulletin Board at (703) 313-5910.

For copies of the rule, call (202) 267-6740 or fax requests to (202) 267-4624.

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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Monday, January 23, 1995

CG 06-95
Media Contact: Frank Jennings
Tel.: (202) 267-0931

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FOR IMMEDIATE RELEASE
Friday, February 10, 1995

CG 07-95
Contact: Lt.j.g. Chuck Diorio
Tel.: (202) 267-0932

COAST GUARD AUTHORIZES CONSTRUCTION OF THREE MORE LEWIS CLASS COASTAL BUOY TENDERS

The U.S. Coast Guard recently authorized Marinette Marine Corp. of Marinette, Wis. to construct three additional 175-foot Ida Lewis Class Coastal Buoy Tenders.

The original contract, awarded in 1993, provided options for up to 13 additional cutters, spare parts, training and a technical data package for support and possible future construction.

The three ships to be constructed will cost approximately \$36.5 million. Construction is scheduled to begin this year with projected delivery dates in 1997 and 1998.

The three Keeper Class Coastal Buoy Tenders will be the second, third and fourth of an expected 14 cutters named for famous lighthouse keepers. They will replace the 11 aging 133- and 157-foot cutters and supplement the replacement fleet of Juniper Class Seagoing Buoy Tenders.

The 133-foot cutters have been in service since 1942 and the 157-foot cutters since 1964. Where the cutters will be homeported has not yet been determined.

The Coast Guard said the ships will be used to place, maintain and repair more than 50,000 buoys, day markers and lights. These aids are essential to the safety and welfare of maritime vessels and recreational boats that use U.S. waters.

In addition to having design, equipment and technical upgrades that make the vessel more suited for conducting aids to navigation and search and rescue missions, the Keeper Class tenders will be specifically designed to deploy a Vessel of Opportunity Oil Skimming System, which will be positioned near the vessel's home port. This will enhance the vessel's ability to carry out its marine environmental protection mission. The cutter also will have an integrated electronic bridge and ship positioning system and automated propulsion controls.

For further information, contact Coast Guard Public Affairs at U.S. Coast Guard Headquarters, Commandant (G-CP-2), 2100 Second St., S.W., Washington, D.C. 20593-0001 or telephone (202) 267-0932.

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FOR IMMEDIATE RELEASE
Tuesday, February 14, 1995

CG 08-95
Contact: Betty Alley
Tel.: (202) 267-0954

COAST GUARD ANNOUNCES \$1,625,000 AVAILABLE FOR RECREATIONAL BOATING SAFETY GRANTS

The U.S. Coast Guard today announced that grant funds in the amount of \$1,625,000 are available from the Aquatic Resources Trust Fund's Boat Safety Account to support selected national boating safety programs or projects.

The Coast Guard is requesting proposals that will promote recreational boating safety on a national level from public service organizations that qualify as non-governmental and national not-for-profit organizations. Proposals must be submitted to Coast Guard Headquarters no later than 5:00 p.m on May 1.

Programs or projects funded by the Boat Safety Account are required to meet the goals and missions of the National Boating Safety Program. The goals, designed to minimize the loss of life, personal injury and property damage, also stress the importance of addressing the environmental impact associated with the use of recreational boats.

The Coast Guard said that programs funded by the grants are an effective way to maximize the public's safe use and enjoyment of the U.S. waterways.

Several areas of particular interest for grant funding to support these goals may be found in the Dec. 30, 1994, Federal Register.

The Coast Guard is seeking to consolidate a number of individual initiatives -- within several major focused areas of effort -- that may be awarded to a single grantee. This approach is being taken in an effort to utilize project synergies in similar areas and reduce management effort and costs. Innovative approaches are welcome.

Applications may be obtained from and proposals submitted to Commandant, (G-NAB-5), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

Interested parties may contact Betty Alley for information on organization eligibility, specific grant areas of emphasis, proposal requirements, award procedures and financial administration procedures at the above address or by calling (202) 267-0954.

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FOR IMMEDIATE RELEASE
Tuesday, February 28, 1995

CG 09-95
Contact: R. Rounsevelle
Tel: (202) 267-0984

COAST GUARD PUBLISHES BOATING
SAFETY RECALL CAMPAIGNS INVOLVING
OUT-OF-BUSINESS MANUFACTURERS

The U.S. Coast Guard today announced four boating safety recall campaigns that involve manufacturers who have gone out of business.

The recalls involve boats that were found to have insufficient foam for level flotation, which could keep the boat from floating level if swamped.

The Coast Guard has tested at least one boat from each of the four manufacturers listed. A defect which requires a recall campaign was found on each boat. Because the manufacturers involved went out of business before the recall campaigns were complete, the Coast Guard has no way of knowing how many boats still have the flotation defect.

Persons who own any of the models identified in the recall campaigns may call the Coast Guard toll-free Customer Infoline for information on how to proceed in checking for the defect or on how to correct the defect. Infoline numbers are 1-800-368-5647 (in the Washington, D.C. area call (202) 267-0780). Hearing-impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area (202) 267-6707).

Anyone who has a personal computer with a modem may also access and download safety recall information by calling the Coast Guard's new Navigation Information Computer Bulletin Board Service (BBS). The modem number is 703-313-5910. After logging on, enter the Recreational Boating menu.

Attached are the boating safety recall campaign profiles.

-more-

PROFILES OF BOATING SAFETY RECALL CAMPAIGNS
(Manufacturers Out Of Business)

AMERICAN BOAT, Woodburn, Ore.

COAST GUARD RECALL NO. 930152S

MODEL: 1993 160 Eagle

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped.

CAPE CRAFT LTD., St. James City, Fla.

COAST GUARD RECALL NO. 930149S

MODEL: 1993 18' Cape Craft

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped.

DIXIE FIBERGLASS PRODUCTS, Winter Garden, Fla.

COAST GUARD RECALL NO. 930265S

MODEL: SFT 14' Islander

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped.

FANTASY BOATS, INC., Glassport, Pa.

COAST GUARD RECALL NO. 930113S

MODEL: F-13

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped.

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FOR IMMEDIATE RELEASE
Tuesday, March 7, 1995

CG 10-95
Media Contact: Frank Jennings
Tel.: (202) 267-0931

COAST GUARD ISSUES DOUBLE HULL FINAL RULE

Today, the U.S. Coast Guard issued a final rule that regulates the double hull construction of oil tankers. The rule finalizes interim regulations that were issued on Aug. 12, 1992.

Since then, there have been several noteworthy groundings of double hull vessels in U.S. waters, including an asphalt barge in the Great Lakes and an oil tanker in New York harbor. The groundings did not result in any outflow of cargo, clearly demonstrating the effectiveness of the double hull design.

The final rule, which is required by the Oil Pollution Act of 1990 (OPA 90), sets minimum requirements for the space between the two hulls and applies to foreign as well as domestic vessels that transport oil in U.S. waters.

OPA 90 also established a phase-out schedule for existing single hulled tank vessels that began Jan. 1, 1995. As of Jan. 1, 2015, all tank vessels carrying oil in bulk as cargo and trading in U.S. waters must be fitted with a double hull. Older, larger single hulled vessels will be phased out first, while smaller and newer vessels will have more time to comply with the double hull requirement.

Details of the rule are contained in today's Federal Register. For additional information, contact Robert Gauvin 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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FOR IMMEDIATE RELEASE
Monday, March 13, 1995

CG 11-95
Contact: Frank Jennings
Tel.: (202) 267-0931

COAST GUARD PROPOSES CHECKING CRIMINAL RECORDS AND THE NDR BEFORE ISSUING MERCHANT AND MARINER CREDENTIALS

In a move designed to enhance maritime safety, the U.S. Coast Guard today proposed rulemaking that would authorize criminal record checks and require review of a driver's records before issuing licenses, certificates of registry and merchant mariner documents.

Currently, the Coast Guard only conducts criminal record checks for persons who are first-time applicants for merchant mariner licenses and documents. Under the proposal, however, criminal records checks would be required for renewals and other transactions.

The proposed rulemaking is mandated by the Oil pollution Act of 1990 (OPA90). OPA90 was developed in response to the Exxon-Valdez oil spill in the waters of Prince William Sound, Alaska.

The proposal would require the Coast Guard to access information in the National Driver Register (NDR). The information obtained from the NDR could be used as a basis for denying, suspending, revoking or taking other action against a merchant mariner's license or document.

- more -

The notice was published in today's Federal Register. Copies may be obtained by calling (202) 267-6740 or by faxing a request to (202) 267-4624.

Comments must be received before June 11, 1995, and addressed 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, contact Jim Cratty, Oil Pollution Act Staff, at (202) 267-6742 or write to Commandant (G-MS-1), at Coast Guard Headquarters.

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FOR IMMEDIATE RELEASE
Monday, March 20, 1995

CONSUMER ADVISORY

CG 13-95
Contact: R. Rounsevelle
Tel.: (202) 267-0984

**COAST GUARD ANNOUNCES TWO NEW
BOATING SAFETY RECALL CAMPAIGNS**

The U.S. Coast Guard today announced that Bombardier, Inc., and Sea-Pro Boats, Inc., are conducting boating safety recall campaigns.

The Coast Guard said that the Bombardier recall involves possible malfunction of the safety lanyard kill switch, which is installed on personal watercraft to automatically stop the engine if the operator falls off the craft. The Sea-Pro recall involves possible lack of a protective boot covering the positive cable connection at the starter solenoid terminal, which could cause a fire or an explosion.

Persons who own any of the models identified in the recall campaigns, and who have not received a recall notification, should contact the manufacturer to have the problem corrected. The law requires that manufacturers correct safety defects at no cost to the customer.

Manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known. Sometimes, however, manufacturers are unable to maintain a complete and up-to-date mailing list of all owners.

Any boater who wants to know if his/her vessel is involved in a recall or how to get in touch with a manufacturer may phone the toll-free Coast Guard Hotline 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780). TDD for the hearing impaired is 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

Anyone who has a personal computer with a modem may also access and download information by calling the Coast Guard's Navigation Information Computer Bulletin Board Service (BBS). The modem number is 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles include:

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PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940306T

MANUFACTURER'S NAME: Bombardier, Inc.

HOME OFFICE ADDRESS: 180 Dufferin, Granby, Que., Canada J2G 4X3

HOME OFFICE TELEPHONE NUMBER: (514) 777-4297

MODEL YEAR: 1994

MODEL: "Speedster" Jet Boat 5890

HULL NO.: All model 5890s

SAFETY DEFECT: The defect involves the possible malfunction of the safety lanyard kill switch. This malfunction could prevent the kill switch on the personal watercraft from carrying out its safety requirement of stopping the craft if the operator is thrown or falls off the boat. The manufacturer advises that the Jet Boat should not be used until the malfunction is corrected.

CORRECTIVE ACTION: Anyone owning this make and model should take it to the dealer to have the present system removed and a new ignition key system and "standard" Sea-Doo lanyard installed.

NUMBER OF BOATS THAT HAVE THE DEFECT: 391

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: Not available from manufacturer.
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 391

REMARKS: The manufacturer discovered the defect and voluntarily began the recall campaign. The campaign began December 16, 1994.

-more-

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940232T

MANUFACTURER'S NAME: Sea-Pro Boats, Inc.

HOME OFFICE ADDRESS: P.O. Box 579 (769 Chapin Road HWY 76),
Chapin, S.C. 29036

HOME OFFICE TELEPHONE NUMBER: (803) 345-1063

MODEL YEAR: 1994

MODEL: Renegade with Sport Jet Propulsion System

HULL NO.: NA

SAFETY DEFECT: The electrical system on the boat may lack a protective boot covering the positive battery cable connection at the starter solenoid terminal, which could cause a fire or explosion. Manufacturer warns owners not to operate boat until the electrical system has been examined.

CORRECTIVE ACTION: Owners should contact authorized Sport Jet dealer to have system examined. Owners who have already received a boot from the manufacturer should take the boot, and the accompanying letter, and the boat to the dealer for correction. All work will be done at no charge to the boat owner.

NUMBER OF BOATS THAT HAVE THE DEFECT: 137

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 68
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 90

REMARKS: Manufacturer discovered the problem and voluntarily began a recall campaign. Campaign began September 2, 1994.

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FOR IMMEDIATE RELEASE
Monday, March 13, 1995

CG 12-95
Media Contact: Frank Jennings
Tel.: (202) 267-0931

COAST GUARD IMPLEMENTS ANNUAL COMMERCIAL INSPECTION USER FEES

Beginning May 1, 1995, U.S. Coast Guard inspections and examinations of U.S. and foreign commercial vessels will no longer be performed free of charge.

Under the Omnibus Budget Reconciliation Act of 1990, the Coast Guard is required to establish and collect user fees for its services relating to the inspection and examination of U.S. and foreign commercial vessels. Under regulations published today, U.S. vessels and foreign vessels receiving a Coast Guard Certificate of Inspection (COI) must pay an annual vessel inspection fee on or before a pre-established user fee anniversary date.

A collection system for vessel inspection fees has been established. Vessel owners/operators, for the most part, will mail the payments directly to a central collection point in Atlanta, Ga., and payment entries will be made in the Coast Guard database.

Approximately six weeks prior to a vessel's fee anniversary date, the Coast Guard will send a user fee notification letter to the owner of a vessel operating with a Coast Guard COI. Payment of the user fees will entitle a vessel owner or operator to all periodic and follow-on inspection services related to the COI during the year.

Foreign vessels, such as tankships that are required to have a Coast Guard Tank Vessel Exam (TVE) Letter or Coast Guard Letter of Compliance (LOC), or Mobile Offshore Drilling Units required to have a LOC, must pay the examination fee before any examination services are provided.

For more specific information regarding the user fee payment process, vessel owners may call 1-800-941-3337.

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News:

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

138.21

FOR IMMEDIATE RELEASE
Tuesday, April 4, 1995

CG 14-95
Contact: Frank Jennings
Tel.: (202) 267-0931

COAST GUARD ISSUES INTERIM RULE ON
QUALIFICATIONS OF PERSONS IN CHARGE
OF TRANSFERS OF DANGEROUS LIQUIDS
AND LIQUEFIED GASES

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The Coast Guard today issued an interim final rule that sets the qualifications for persons in charge of, and assisting in, the handling, transfer and transport of oil and certain hazardous liquid cargoes in bulk aboard vessels.

The rule outlines training standards, operational requirements and certification procedures that will ensure that tankermen and persons in charge of transferring dangerous liquids and liquefied gases are competent to perform their duties and handle emergencies.

Implementation of the rule will improve the handling, transfer and transport of these cargoes and reduce the risk and severity of spills from tank vessels.

The interim final rule was published in today's Federal Register. Copies may be obtained by calling (202) 267-0224 or by faxing requests to (202) 267-4570.

Comments must be received by June 30, 1995, and addressed to the Executive Secretary, Marine Safety Council (G-LRA-2), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Suite 1210, Washington, D.C. 20593-0001. For additional information, contact the project manager, Lt.Cmdr. Dave Paxton at (202) 267-0226 or write to Commandant (G-MVP-3), at Coast Guard Headquarters.

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*An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>*



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FOR IMMEDIATE RELEASE
Tuesday, April 18, 1995

CG 15-95
Contact: Lt. j.g. Diorio
Tel.: (202) 267-0932

COAST GUARD ANNOUNCES NEW SAFETY REGULATIONS FOR BOATS UNDER 16 FEET

The U.S. Coast Guard today announced that beginning May 1, persons on recreational vessels under sixteen feet in length will no longer be allowed to count type IV throwable personal flotation devices (PFDs) to be in compliance with federal regulations that require a PFD for each person on board the vessel.

The rule will require that one wearable PFD be carried for each person on board. All recreational vessels under sixteen feet, including canoes, are subject to the rule. Type IV PFDs are flotation devices that are not designed to be worn. They could be seat cushions or other kinds of throwable flotation devices.

Presently, Type IV PFDs may be counted toward the number of PFDs required to be on board a recreational boat. The Coast Guard said cushions and other throwable flotation devices are still useful, but cannot be substituted for wearable PFDs when complying with the new federal regulations.

The rule (58 FR 41602) was published in the Federal Register on Aug. 4, 1993. For further information, contact Coast Guard Public Affairs at U.S. Coast Guard Headquarters, Commandant (G-CP-2), 2100 Second St., S.W., Washington, D.C. 20593-0001 or telephone the Coast Guard Customer Infoline at (800)368-5647 (in the Washington, D.C. area, call (202) 267-0780). Hearing impaired boaters may call the Customer Infoline TDD at (800)689-0816 (in the Washington D.C. area (202) 267-6707.

U S C G

138,25



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, April 28, 1995

CG 16-95
Contact: R. Rounsevelle
Tel.: (202) 267-0984

COAST GUARD PUBLISHES BOATING SAFETY RECALL CAMPAIGNS INVOLVING OUT-OF-BUSINESS MANUFACTURERS

The U.S. Coast Guard today announced three boating safety recall campaigns that involve manufacturers who have gone out of business, J.C. Marine Engineering, Permit Marine, Inc., and Sport Craft, Inc.

The recalls involve boats that were found to have insufficient foam for level flotation, which could keep a boat from floating level if swamped. On the Permit Marine boat, the weight capacity also was improperly calculated, which could cause the owner to overload the boat and perhaps cause capsizing.

The Coast Guard tested at least one boat from each of the manufacturers listed and found a defect that requires a recall campaign on each boat. Because the manufacturers involved went out of business before recall campaigns were complete, the Coast Guard has no way of knowing how many boats have the defects.

Persons who own any of the models identified in the recall campaigns may call the Coast Guard toll-free Customer Infoline for information on how to proceed in checking for the defect or on how to correct it. Infoline numbers are 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780). Hearing impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

Anyone who has a personal computer with a modem may also access and download information by calling the Coast Guard's Navigation Information Computer Bulletin Board Service (BBS). The modem number is 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles are attached.

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M-45.1

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D GRINDER DOT HISTORIAN

PROFILES OF BOATING SAFETY RECALL CAMPAIGNS
(Manufacturers Out Of Business)

J.C. MARINE ENGINEERING, Ft. Pierce, Fla.

COAST GUARD RECALL NO. 930150S

MODEL: 1993 JC 170

SAFETY DEFECT: Boat failed compliance testing for level flotation. The boat could fail to float level if swamped.

PERMIT MARINE, INC., Alva, Fla.

COAST GUARD RECALL NO. 920407S

MODEL: 1992 Back Bay Sportsfisher

SAFETY DEFECT: Boat failed compliance testing for level flotation and for safe maximum weight. Boat could fail to float level if swamped or overloaded.

SPORT CRAFT, INC., Perry, Fla.

COAST GUARD RECALL NO. 920379S

MODEL: 1990 1600 Sprint BR

SAFETY DEFECT: Boat failed compliance testing for level flotation. Boat could fail to float level if swamped.

U S C G

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U.S. Department
of Transportation

**United States
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2100 Second St., S.W.
Washington, D.C. 20593

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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, May 9, 1995

CG 17-95

Contact: Frank Jennings

Tel.: (202) 267-0931

COAST GUARD RESPONDS TO
PRESIDENTIAL CALL FOR
REGULATORY REVIEW

234252

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D GRINDER DOT HISTORIAN

In the first of a series of rulemaking actions designed to reduce the regulatory burden on the U.S. maritime industry, the U.S. Coast Guard today proposed to remove various obsolete and unnecessary regulatory requirements.

The Coast Guard proposal would purge the marine safety regulations of requirements that have become technically obsolete, are no longer needed and make the regulations harder to use. Regulations that would be affected include: requirements for nuclear-powered ships, incinerator ships and ocean thermal energy conversion ships; provisions with long-passed compliance dates and; requirements that are repeated elsewhere in the regulations. Many other administrative changes are also included.

The Coast Guard said that its ongoing regulatory reform program gained impetus from President Clinton's March 4 memorandum calling on executive agencies to review regulations with the goal of: cutting obsolete regulations; focusing on results instead of process and punishment; convening meetings with the regulated community and; expanding efforts to promote consensual rulemaking.

The proposed rulemaking is the first phase of the Coast Guard's response to President Clinton's Regulatory Review Initiative. Other, more involved rulemakings are scheduled to be published this summer to further relieve the regulatory burden on the U.S. maritime industry.

- more -

The Coast Guard will continue to incorporate acceptable industry consensus standards, harmonize U.S. regulations with international standards and remove obsolete requirements.

The proposed rule was published in today's Federal Register. Copies may be obtained by calling (202) 267-6740 or by faxing requests to (202) 267-4624.

Comments must be received before June 10, 1995, and addressed 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, contact Lcdr. R. K. Butturini, Marine Technical and Hazardous Materials Division, at (202) 267-2206 or write to Commandant (G-MTH-2) at Coast Guard Headquarters.

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U.S. Department
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**United States
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U.S. Department of
Transportation

News:

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

13830

FOR IMMEDIATE RELEASE
Monday, May 15, 1995

CG 18-95
Contact: Jo Calkin
Tel.: (202) 267-0994

COAST GUARD ANNOUNCES NATIONAL SAFE BOATING WEEK, MAY 20-26

The U.S. Coast Guard today announced that National Safe Boating Week is scheduled to begin on Saturday, May 20 and run until Friday, May 26.

"It Won't Work If You Don't Wear It! Life Jackets Save Lives!" is the slogan and major focus of this year's campaign. Since 1958, National Safe Boating Week has been dedicated to creating a public awareness for boating safety. The Coast Guard stressed that creating a concern for marine safety among the American boating public is essential to each and every boater's safety and welfare. National Safe Boating Week was designed as the "kick off" for the boating season.

Falling overboard and capsizing are the leading causes of boating accidents. In more than 85 percent of fully documented recreational boating fatalities, statistics indicate that the victim was not wearing any type of Personal Flotation Device (PFD) and over half of the boating accidents are alcohol related.

The single most important way to ensure survivability on the water is to wear a PFD. Unfortunately, some 600 people die annually and the boating public still does not perceive the need to wear PFDs. The goal of this year's National Safe Boating Week is to generate a greater awareness among recreational boaters for the use of PFDs.

For further information on boating safety, contact U.S. Coast Guard Headquarters, Commandant (G-NAB), 2100 Second St., S.W., Washington, D.C., 20593-0001 or telephone the Coast Guard Customer Infoline at (800) 368-5647 (in the Washington, D.C. area call (202) 267-0780). Hearing impaired boaters may call the Customer Infoline TDD at (800) 689-0816 (in the Washington, D.C. area (202) 267-6707).

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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, June 1, 1995

CG 19-95

Contact: Lt. Jan Proehl

Tel.: (202) 267-2304

**COAST GUARD SEEKS COMMENT ON
ENVIRONMENTAL ASSESSMENT OF CLOSURE
AND RELOCATION OF GOVERNORS ISLAND OPERATIONS**

The U.S. Coast Guard is seeking public comment on an Environmental Assessment (EA) and a draft Finding of No Significant Impact (FONSI) for the closing and relocation of Coast Guard operations and facilities currently located on Governors Island, N.Y.

Most of the functions on Governors Island, which service the New York Harbor region, will be relocated to other facilities within New York Harbor -- at the Battery Park Building in Manhattan, the Military Ocean Terminal Bayonne, Rosebank, Wadsworth and Sandy Hook.

The EA concluded that there will be no significant impact on the environment and that preparation of an Environmental Impact Statement will not be necessary.

Today's Federal Register notice announces the availability of the EA and draft FONSI and solicits comments on both. The Coast Guard emphasizes that this comment period is pre-decisional and that all comments will be considered prior to making a final decision.

Comments must be received on or before July 3, 1995, and mailed to the Commanding Officer, U.S. Coast Guard Civil Engineering Unit Providence, 300 Metro Center Blvd., Warwick, R.I. 02886. or may be delivered to that address between 8 a.m. and 3 p.m., Monday through Friday, except on federal holidays. The telephone number is (401) 736-1776 and the fax number (401) 736-1704.

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Copies of the EA and draft FONSI may be obtained by contacting Lcdr. Dan Takasugi at (401) 736-1776 or by faxing a request to (401) 736-1704. Copies of the EA also are available for inspection at the Governors Island Library; the New Amsterdam Public Library, 9 Murray St., New York, N.Y. 10007; the St. George Public Library, 5 Central Ave., Staten Island, N.J. 10301; and the Middletown Public Library, 55 New Monmouth Road, Middletown, N.J. 07748.

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U.S. Department
of Transportation

**United States
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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, June 2, 1995

CG 20-95

Contact: Lt. j.g. Chuck Diorio

Tel.: (202) 267-0932

COAST GUARD PUBLISHES RULES ON NEW INFLATABLE PERSONAL FLOTATION DEVICE

Secretary of Transportation Federico Peña today announced that the U.S. Coast Guard has established approval standards for inflatable personal flotation devices (PFD) paving the way for introduction of inflatable PFDs for boaters by the end of this year.

Peña made the announcement at the "Moving Kids Safely" conference being held in Crystal City, Va. The "Moving Kids Safely" program is a national initiative aimed at educating America's communities in child transportation safety. The conference was attended by child transportation safety professionals from all over the country with representatives from aviation, boating, motor vehicles, rail and transit areas.

In an effort to provide PFDs that can be comfortably worn at all times, the new standards will allow inflatable PFDs, like those seen on airplanes, to meet the carriage requirements of the federal regulations for recreational boats. The Coast Guard said that inflatable PFDs are being approved to encourage the boating public to always wear them while boating.

The Coast Guard expects that by increasing the comfort factor of the PFDs, there will be a significant increase in the number of boaters who wear them, and pointed out that wearing PFDs is the most effective means of reducing fatalities in recreational boating.

"On boats, parents have to provide the example for children. This is one step in that direction because they are so simple to wear," Secretary Peña said. "Personal flotation devices can help prevent more than 600 fatalities annually. Eighty-five percent of people who die in boating accidents aren't wearing any type of life jacket."

The Coast Guard worked with the Underwriters Laboratories – a recognized national standards body – to develop a consensus standard for a safe adult inflatable PFD. The standard, developed in cooperation with the Coast Guard and PFD manufacturers, should encourage production of economical inflatables that are reliable and designed to be inflated to a buoyancy that exceeds that of currently approved conventional devices.

The Coast Guard also pointed out that boaters will have to exercise additional care to ensure that their inflatable PFDs are maintained in serviceable condition. Each inflatable PFD sold must be accompanied by a manual that explains exactly what checks and services are required. By using the inflatable PFDs, boaters who follow a basic two-step process – check it and wear it – will benefit from this new alternative flotation device because their chance of surviving in the event of an accident will be greatly increased.

For additional information, call Sam Wehr of the Survival Systems Branch at (202) 267-1414, or write to Commandant (G-MVI), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

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News:

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Washington, D.C. 20590

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M-45.1
D GRINDER DOT HISTORIAN

FOR IMMEDIATE RELEASE
Wednesday, June 14, 1995

CG 21-95
Contact: R. Rounseville
Tel.: (202) 267-0984

COAST GUARD PUBLISHES BOATING SAFETY RECALL CAMPAIGNS

The U.S. Coast Guard today announced new boating safety recall campaigns by Champion Boats and an out-of-business manufacturer, Pro-Sports Boats.

The Champion 1994 model 156 Contender Bass Boat is being recalled because the weight capacity was improperly calculated and stated on the capacity label. This could cause overloading and capsizing. Owners of these boats may return them to the dealer and have the capacity label changed at no cost.

The Pro-Sports campaign involves three boat models (1993 Dusky 18 Flat, 1994 1650 C/C Fishing Boat and 1994 1400 SC Runabout) being recalled because they failed compliance testing for level flotation, which could cause the boats not to float level if swamped. Two of the boats (Dusky and Runabout) also failed testing for safe maximum weight capacity, which could cause overloading and capsizing. Because Pro-Sports went out of business before recall campaigns were complete, the Coast Guard has no way of knowing how many of these boats have the defects.

Persons who own any of the models identified in the recall campaigns may call the Coast Guard toll-free Customer Infoline for information on how to proceed in checking for the defect or on how to correct it. Infoline numbers are 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780). Hearing impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

Anyone who has a personal computer with a modem may also access and download information by calling the Coast Guard Computer Bulletin Board. The modem number is 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles are attached.

- more -

*An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/offairs/index.htm>*

PROFILES OF BOATING SAFETY RECALL CAMPAIGNS

COAST GUARD RECALL NO. 941288S

MANUFACTURER'S NAME: Champion Boats, Inc.

HOME OFFICE ADDRESS: P.O. Box 763, Mountain Home, Ark. 72653

HOME OFFICE TELEPHONE NUMBER: (501) 425-8188

MODEL YEAR: 1994

MODEL: 156 CONTENDER BASS BOAT

SERIAL NUMBERS: TSB20308G394, TSB20313G394, TSB20660K394,
TSB20205F394, TSB20269F394, TSB20401H394, TSB21146C494,
TSB21214D494, TSB21241D494, TSB21535F494, TSB20597J394,
TSB21231D494, TSB20451H394, TSB20717K394, TSB20455H394,
TSB20378H394, TSB20460I394, TSB21020B494, TSB21352D494,
TSB21472E494, TSB21368E494, TSB21125C494, TSB21221D494

SAFETY DEFECT: Weight capacity was improperly calculated and stated on capacity label, which could cause the owner to overload the boat and perhaps cause capsizing.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have the capacity plate changed at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 23

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 12
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 21

REMARKS: Defect discovered by Coast Guard testing. Recall campaign began September 26, 1994.

-more-

PROFILES OF BOATING SAFETY RECALL CAMPAIGNS OF MANUFACTURER WHO
IS OUT OF BUSINESS

PRO-SPORTS BOATS, INC., WHITE BLUFF, Tenn.

COAST GUARD RECALL NO. 930180S

MODEL: 1994 1650 C/C Fishing Boat

SAFETY DEFECT: Boat failed compliance testing for level
flotation. The boat could fail to float level if
swamped.

COAST GUARD RECALL NO. 930249S

MODEL: 1993 Dusky 18 Flat

SAFETY DEFECT: Boat failed compliance testing for level
flotation and for safe maximum weight. This
could cause the boat to fail to float level if
swamped or to be overloaded.

COAST GUARD RECALL NO. 941325S

MODEL: 1994 1400 SC Runabout

SAFETY DEFECT: Boat failed compliance testing for level
flotation and for safe maximum weight. This
could cause the boat to fail to float level if
swamped or to be overloaded.

-U S C G-



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Thursday, June 15, 1995

CG 22-95

Contact: Lt. Jan Proehl

Tel.: (202) 267-2304

COAST GUARD SEEKS COMMENT ON ENVIRONMENTAL IMPACT OF PROPOSED CONSOLIDATION OF TRAINING CENTERS

The Coast Guard is seeking public comments on a Programmatic Environmental Assessment (PEA) and a proposed Finding of No Significant Impact (FONSI) on four alternative proposals to consolidate U.S. Coast Guard training centers.

The proposals are part of a long-term effort to achieve cost savings by reducing overall operational and administrative expenditures.

Five Coast Guard training centers could be affected by the proposed action: Aviation Technical Training Center Elizabeth City, N.C.; Training Center Cape May, N.J.; Training Center Petaluma, Calif.; Reserve Training Center, Yorktown, Va.; and the Coast Guard Academy in New London, Conn.

The notice in today's Federal Register announces the availability of the PEA and proposed FONSI and solicits comments on both. The Coast Guard emphasized that this comment period is pre-decisional and that all comments will be considered prior to making a final decision.

Under the consolidation proposals, installations could be expanded, downsized or closed. Following detailed studies by the Coast Guard, three consolidation alternatives were developed, as well as a "no action" alternative. Under all of the proposed alternatives, Training Center Petaluma would close and the Coast Guard Academy would experience minor expansion. Consolidation actions at the other sites vary from closure to partial closure or expansion.

The PEA concluded that no significant impact on the environment will result from the training functions consolidation proposals and that preparation of an Environmental Impact Statement will not be necessary.

Copies of the PEA and proposed FONSI are available for public review at the following libraries: Petaluma Library, 100 Fairgrounds Dr., Petaluma, Calif.; Cape May Public Library, 110 Ocean St., Cape May, N.J.; Pasquotank-Camden Library, 205 East Main St., Elizabeth City, N.C.; Newport News Public Library, 22400 Washington Ave., Newport News, Va.; and New London Public Library, 63 Huntington St., New London, Conn.

Public meetings to discuss the consolidation proposals, present findings of the PEA and receive public comments have been scheduled at the following locations:

June 22	7-10 p.m.	Petaluma Community Center 320 North McDowell Blvd. Petaluma, Calif.
June 26	7-10 p.m.	City Hall 643 Washington St. Cape May, N.J.
June 27	7-10 p.m.	Base Auditorium Coast Guard Reserve Training Center Yorktown, Va.
June 28	7-10 p.m.	Kerman E. White Grad Center Elizabeth City State University 1704 Weeksville Road Elizabeth City, N.C.
June 29	6:30-9 p.m.	New London Public Library 63 Huntington St. New London, Conn.

Copies of the PEA and proposed FONSI may be obtained by writing to Susan Boyle, NEPA Branch Chief, U.S. Coast Guard Maintenance and Logistics Command Pacific, Coast Guard Island, Building #54D, Alameda, Calif. 94501-5100, or by calling (510) 437-3626.

Comments, which must be received by the Coast Guard no later than July 17, 1995, should be mailed to Susan Boyle, NEPA Branch Chief at the above address or faxed to (510) 437-5753.

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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

138,40

FOR IMMEDIATE RELEASE

Tuesday, June 20, 1995

CG 23-95

Contact: Lt. j.g. Chuck Diorio

Tel.: (202) 267-0932

**COAST GUARD SEAGOING BUOY
TENDER TO BE LAUNCHED**

234252 D 7249 001
M-45.1
D GRINDER DOT HISTORIAN

The first of a new class of 225-foot Seagoing Buoy Tenders, designed and constructed by Marinette Marine Corporation (MMC), will be launched at 2:00 p.m. on June 24 in Marinette, Wis.

Ellen Hart Peña, the wife of Secretary of Transportation Federico Peña, will christen the first of a new class of cutters the USCGC JUNIPER, followed by a spectacular side launch into the Menominee River. Secretary Peña will be the keynote speaker at the event.

Other dignitaries expected to attend include Sen. Herb Kohl and Rep. Toby Roth from Wisconsin, Rep. Bart Stupak from Michigan and the Coast Guard Commandant Adm. Robert Kramek.

MMC was awarded the contract for more than \$40 million to construct the lead ship of the Juniper Class on Jan. 28, 1993, and construction began in November of 1993. The first ship, christened today, is scheduled to be delivered in November of 1995.

Recently, MMC was awarded options for the construction of two additional Juniper Class tenders. A total of up to five ships may be built by MMC. The Coast Guard will solicit bids for the remaining fleet, up to eleven additional ships, in 1997.

Today's launching marks an important step towards the Coast Guard's efforts to replace its aging fleet of 180-foot seagoing buoy tenders. The Coast Guard said that the new ships, equipped with high technology, state-of-the-art electronic navigation and positioning equipment, will allow it to maintain and repair the nation's system of more than 50,000 buoys, day markers and lights in a more efficient manner and will play a key role in supporting the nation's vital transportation infrastructure.

- more -

The Juniper Class cutters will serve in other Coast Guard missions as well. This includes search and rescue, law enforcement, defense operations and domestic ice operations. In addition, the Juniper Class will be the first ship class in the Coast Guard to have dedicated, high capacity spilled oil recovery equipment that will enhance its ability to perform the marine environmental protection mission.

For further information, contact Coast Guard Public Affairs at U.S. Coast Guard Headquarters, Commandant (G-CP-2), 2100 Second St., S.W., Washington, D.C. 20593-0001 or telephone (202) 267-0932.

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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, July 27, 1995

CG 24-95

Contact: Bruce Schmidt

Tel.: (202) 267-0955

COAST GUARD REPORTS BOATING FATALITIES ARE AT AN ALL-TIME LOW

The U.S. Coast Guard today announced that the number of people killed in recreational boating accidents continued to decline in 1994, dropping to a record low of 784.

The Coast Guard said that it is encouraged since the decline in boating fatalities occurs when the number of boat owners and operators continues to grow. Almost half of all boating fatalities occurred on boats less than 16 feet long. Capsizings and/or falling overboard accounted for the majority of the fatalities.

While the number of fatalities was down, the Coast Guard's latest statistical report shows that the number of reported accidents increased in 1994. Two-thirds of all vessels involved in reported accidents last year were open motorboats and personal watercraft (PWC).

In assessing the 1994 data, the Coast Guard noted that the primary cause of boating accidents continues to be operator error as opposed to boat or environmental factors. Many boating accidents were due to operator inattention, carelessness and speeding.

This is further underscored when the same data showed that eight out of ten reported fatalities occurred on boats where the operator had no formal boating instruction. This statistic highlights the need for continuing effective national, state and local boating safety programs.

- more -

Collisions with other vessels was the type of accident most reported in 1994 with an all time high of 2,685. The number of PWCs involved in collisions with other boats has increased significantly each year, while the number of other types of boats in these accidents has remained nearly the same. Last year, 30 percent more PWCs were in collisions with other boats than in 1993.

In 1994, there were 766 more PWCs involved in accidents than in 1993 resulting in 423 more injuries and 21 additional fatalities. Eight out of ten PWC accidents involved collisions with other vessels.

Although the latest statistics show boaters involved in accidents are using their personal flotation devices (PFDs) more often than in previous years, 75 percent of the victims involved in fatal accidents were not wearing them. Such a statistic is particularly disconcerting when noting that in 1994, PFDs could have saved the lives of 550 boaters who drowned. This includes approximately 30 children age 12 and under who could have been saved if they had been wearing PFDs. "A PFD WON'T WORK IF YOU DON'T WEAR IT," the Coast Guard advises.

In addition to keeping people afloat, PFDs also help to keep them warm. A greater percentage of accidents that occur during the fall and winter months result in fatalities. When waters are below 60 degrees Fahrenheit, hypothermia sets in quickly. The Coast Guard advises sportsmen who hunt and fish from boats, especially in colder weather, that they should wear their PFDs.

The Coast Guard in partnership with the states, safety organizations and industry is striving to create greater boating safety awareness and encourage the reporting of boating accidents.

For more specifics relating to boating accidents, contact Bruce Schmidt at 202-267-0955. A complete set of statistics will be published in Boating Statistics 1994.

Copies of the report may be obtained from Commandant (G-NAB-5), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001 or by calling the Customer Infoline at 1-800-368-5647. Electronic copies of this news release can be accessed on the Internet URL <http://www.navcen.uscg.mil>

Selected statistics for the last five years are:

	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>
Reported Accidents	6411	6573	6048	6335	6906
Vessels Involved in Accidents	8591	8821	8206	8688	9722
Fatalities	865	924	816	800	784
Reported Injuries	3822	3967	3683	3560	4084
Reported Property Damage (millions)	23.8	24.8	29.2	20.2	25.9
Registered Boats (millions)	11.0	11.06	11.1	11.2	11.4

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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, August 3, 1995

CONSUMER ADVISORY

CG 26-95
Contact: R. Rounsevelle
Chief, Recreational
Boating Product Assurance
Tel.: (202) 267-0984

COAST GUARD PUBLISHES BOATING SAFETY RECALL CAMPAIGNS

The U.S. Coast Guard today announced boating safety recall campaigns by six manufacturers -- Tracker Marine, Bombardier, WetJet, Yamaha, K.L. Industries and SMR Technologies, Inc.

Five of the safety recalls involve possible problems with fuel tanks, steering systems and capacity labels. The sixth campaign is a voluntary recall by SMR Technologies regarding liferafts that may not inflate.

Persons who own any of the models identified in the recall campaigns, who have not received a recall notification, should contact the manufacturer to have the problem corrected. The law requires that the manufacturers correct safety defects at no cost to the customer.

Any boater who wants to know if his/her vessel is involved in a recall or how to get in touch with the manufacturer may phone the Coast Guard toll-free Customer Infoline 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780. Hearing impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

Anyone who has a personal computer with a modem may also access and download information by calling the Coast Guard Computer Bulletin Board. The modem number is 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles are attached.

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*An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>*

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950032T

MANUFACTURER'S NAME: Tracker Marine L.P.

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

HOME OFFICE TELEPHONE NUMBER: (417) 882-4444

MODEL YEAR: 1995

MODEL: 185 Sport SF Nitro

SERIAL NUMBERS: Various from BUJ00232L495 to BUJ94910K495

SAFETY DEFECT: Fuel tank may have been punctured during installation of seat back bumper. This could cause fuel to leak into the bilge of the boat and possibly cause a fire.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have the fuel tank checked and repaired or replaced if damaged. No cost to the boater.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 210

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 8
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 179

REMARKS: Defect discovered by manufacturer during quality inspection. Recall campaign began May 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950031S

MANUFACTURER'S NAME: SMR TECHNOLOGIES INC.

HOME OFFICE ADDRESS: 1420 Wolf Creek Trail, P.O. Box 326, Sharon Center, OH 44274

HOME OFFICE TELEPHONE NUMBER: 216-239-1000

MODEL YEAR: 1990 thru 1994

MODEL: Plastimo Transocean Liferaft

TYPE NUMBERS: 16232-37, 39, 42, 56-9
1807042, 52, 62, 72
1808007, 14 21, 38
1808117, 84, 91, 98

SAFETY DEFECT: Materials may have weakened at the base plate of the valve which will prohibit the liferaft from inflating. The manufacturer recommends that the liferaft not be used as the principle crew carrying or sole safety appliance on the boat until repair has been done.

CORRECTIVE ACTION: Anyone owning one of these liferafts should call the SMR toll free "Customer Hotline" at 1-800-689-RAFT -- that is 1-800-689-7238. The company will arrange for a repair of the affected liferaft at a convenient Plastimo service station at no cost to the boater.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 135

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 130
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Unknown

REMARKS: Defect discovered by manufacturer who voluntarily initiated a recall campaign. Recall campaign began May 10, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950055T

MANUFACTURER'S NAME: BOMBARDIER, INC.

HOME OFFICE ADDRESS: 180 Dufferin, Granby Quebec, Canada J2G 4X3

HOME OFFICE TELEPHONE NUMBER: 1-514-777-4297

MODEL YEAR: 1995

MODEL: HX Sea-Doo

HIN NUMBERS: ZZNF1019D595 to ZZNF1861E595

SAFETY DEFECT: The steering arm may have been incorrectly assembled at the factory. Incorrect assembly could lead to a loss of steering control during use. Owners are advised not to use the watercraft until it has been inspected and, if necessary, corrected.

CORRECTIVE ACTION: Anyone owning one of these watercraft should take it to the dealer for inspection and, if necessary, installation of new parts. There is no cost to the boat owner.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 610

REMARKS: Defect discovered by manufacturer who voluntarily initiated a recall campaign. Recall campaign began May 29, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950019T

MANUFACTURER'S NAME: Yamaha Motor Corp. USA

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

HOME OFFICE TELEPHONE NUMBER: 1-800-227-5963

MODEL YEAR: 1994 and 1995

MODEL: FX700S and T model personal watercraft

HIN NUMBERS: Not available from manufacturer

SAFETY DEFECT: The rubber damper on the fuel tank restraining strap bracket may not be adequately glued to the metal portion of the bracket. If the bond fails, the rubber could fall off, which would allow the fuel tank to rub against the metal portion of the bracket. This abrasion could eventually wear through the fuel tank, resulting in a fuel leak and possible fire hazard.

CORRECTIVE ACTION: Anyone owning one of these watercraft should take it to the dealer for inspection and, if necessary, replacement of the damper. There is no cost to the boat owner.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 1,595

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 686
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 1,436

REMARKS: Defect discovered by manufacturer who voluntarily initiated a recall campaign. Recall campaign began March 24, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950020T

MANUFACTURER'S NAME: WetJet, A Division of Mastercraft Boat Company

HOME OFFICE ADDRESS: 100 Cherokee Cove Drive, Vonore, TN 37885,

HOME OFFICE TELEPHONE NUMBER: 615-884-6375

MODEL YEAR: 1995

MODEL: WetJet Duo 300 personal watercraft

HIN NUMBERS: WETUSAA1G495 THRU WETUSDZ41495

SAFETY DEFECT: The jet pump and/or steering nozzle may break during use and impair steering control. Craft should not be operated until it has been inspected or modified if necessary.

CORRECTIVE ACTION: Anyone owning one of these watercraft should take it to the dealer for inspection and, if necessary, replacement of the components to correct the problem. There is no cost to the boat owner.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 741

REMARKS: Defect discovered by manufacturer who voluntarily initiated a recall campaign. Recall campaign began March 21, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 941291S

MANUFACTURER'S NAME: K.L. INDUSTRIES

HOME OFFICE ADDRESS: 1790 Sun Dolphin Drive, Muskegon, MI 49444

HOME OFFICE TELEPHONE NUMBER: 616-733-2725, Ext 636

MODEL YEAR: 1994

MODEL: Pro 120 Sun Dolphin Fishing Boat

HIN NUMBERS: HII10705C494 to HII10974J495

SAFETY DEFECT: The boat failed compliance testing for level flotation and safe maximum weight capacity which could cause the boat not to float level if swamped or to be overloaded.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have the problems corrected at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 135

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 34
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 77

REMARKS: Defect discovered by Coast Guard testing. Recall campaign began November 1994.

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U.S. Department of
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138.49

News:

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

234252 D 7249 001
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D GRINDER DOT HISTORIAN

FOR IMMEDIATE RELEASE
Wednesday, August 9, 1995

CG 27-95
Contact: R. Rounseville
Chief, Recreational
Boating Product Assurance
Tel.: (202) 267-0984

COAST GUARD PUBLISHES BOATING SAFETY RECALL CAMPAIGNS

The U.S. Coast Guard today announced boating safety recall campaigns by three manufacturers -- Wave Industry ProSport Boats, R & R Fabrications (River Rat Boats) and Sinbad Dinghys.

The recalled boats failed compliance testing for level flotation, which is a requirement that boats be constructed in such a manner that they remain floating and level if swamped. Also, the boats were marked with incorrect safe maximum weight capacity labels, which could result in them being overloaded.

Persons who own any of the models identified in the recall campaigns should contact the manufacturer to have the problem corrected. The law requires that the manufacturers correct safety defects at no cost to the customer.

Any boater who wants to know if his/her vessel is involved in a recall or how to get in touch with the manufacturer may phone the Coast Guard toll-free Customer Infoline 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780. Hearing impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

Anyone who has a personal computer with a modem may also access and download information by calling the Coast Guard Computer Bulletin Board. The modem number is 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles are attached.

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<http://www.dot.gov/affairs/index.htm>*

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 941335S

MANUFACTURER'S NAME: Wave Industry Inc. DBA ProSport Boats

HOME OFFICE ADDRESS: 1761 Old Columbia Road, Dickson, TN 37055

HOME OFFICE TELEPHONE NUMBER: (615) 441-3550

MODEL YEAR: 1995

MODEL: 1600 FF flats boat

SERIAL NUMBER: Not available from manufacturer

SAFETY DEFECT: Boat failed compliance testing for level flotation and for safe maximum weight. This could cause the boat to fail to float level if swamped or to be overloaded.

CORRECTIVE ACTION:

Persons owning any of these boats should contact the manufacturer to have the problems corrected. The law requires that the manufacturers correct safety defects at no cost to the customer.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 4

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 0
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 4

REMARKS: Defect discovered by Coast Guard testing. Manufacturer voluntarily initiated a recall campaign. Recall campaign began May 2, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 941349S

MANUFACTURER'S NAME: R & R Fabrications (River Rat Boats)

HOME OFFICE ADDRESS: P.O. Box 308, Flippin, AR 72634

HOME OFFICE TELEPHONE NUMBER: (501) 435-2952

MODEL YEAR: 1994

MODEL: 150 DLX

HIN NUMBERS: RTV15029J394, RTV15030J394, RTV15012I394,
RTV15058C494, RTV15058C494, RTV15085E494, RTV15086E494,
RTV15087E494, RTV15088E494, RTV15063C494, RTV15096F494

SAFETY DEFECT: Boat failed compliance testing for level flotation and for safe maximum weight. This could cause the boat to fail to float level if swamped or to be overloaded.

CORRECTIVE ACTION:

Persons owning any of these boats should contact the manufacturer to have the problems corrected. The law requires that manufacturers correct safety defects at no cost to the customer. While this manufacturer no longer makes boats, it is still in business and will correct the defects.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 10

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 1
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 10

REMARKS: Defect discovered by Coast Guard testing. Manufacturer voluntarily initiated a recall campaign. Recall campaign began June 8, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 951360S

MANUFACTURER'S NAME: Tom Lotz DBA Sinbad Dinghys

HOME OFFICE ADDRESS: 151 N. University Dr., 306 N. West Bend, WI 53095

HOME OFFICE TELEPHONE NUMBER: (414 338-8619

MODEL YEAR: 1993, 1994, 1995

MODEL: Dinghy

HIN NUMBERS: XLR01322E393 to XLR01323E393
XLR11402E494 to XLR11408E494
XLR11546E494 to XLR11599A494
XLR11591B595 to XLR11595O495
XLR11511B595 to XLR11527E595

SAFETY DEFECT: Boat failed compliance testing for level flotation and for safe maximum weight. This could cause the boat to fail to float level if swamped or to be overloaded.

CORRECTIVE ACTION:

Persons owning any of these boats should contact the manufacturer to have the problems corrected. The law requires that manufacturers correct safety defects at no cost to the customer.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 31

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 25
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 29

REMARKS: Defect discovered by Coast Guard testing. Manufacturer voluntarily initiated a recall campaign. Recall campaign began June 14, 1995.

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U.S. Department
of Transportation

**United States
Coast Guard**

2100 Second St., S.W.
Washington, D.C. 20593

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

138.50

FOR IMMEDIATE RELEASE

Thursday, August 17, 1995

CG 28-95

Media Contact: Frank Jennings

Tel.: (202) 267-0931

COAST GUARD SEEKS PUBLIC COMMENT ON PROPOSED AMENDMENTS TO MERCHANT MARINER STANDARDS

The U. S. Coast Guard will hold a public meeting to discuss 1995 amendments to the International Convention on Standards of Training, Certification and Watchstanding for Seafarers (STCW).

The meeting will be held in room 2415 at U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C., on Aug. 31, from 9:30 a.m. to 2:30 p.m.

The STCW amendments are scheduled to take effect Feb. 1, 1997, and may impact on virtually all phases of the system used in the United States to train, test, evaluate, document and license merchant mariners.

The meeting will provide an opportunity for the public to comment on steps the Coast Guard considers necessary to implement the requirements of these amendments under the laws of the United States. Discussions will include the amendments' relationship to existing regulations and Coast Guard policies.

Comments are being requested not only on the substance of any new requirements, but also on the economic impact that meeting the requirements will have on individuals, maritime training programs, owners and operators of vessels, small businesses, or other entities. Comments will be accepted for one month following the meeting.

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Additional information regarding STCW amendments was published in the Aug. 2 Federal Register. For further information, contact Christopher Young or Cdr. Jon Sarubbi of the Operating and Environmental Standards Division (G-MOS) at Coast Guard Headquarters or call (202) 267-0229.

U S C G

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U.S. Department
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138.51

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FOR IMMEDIATE RELEASE

Friday, September 8, 1995

CG 31-95

Contact: R. Rounseville

Tel.: (202) 267-0984

COAST GUARD WARNS BOATERS OF POSSIBLE FUEL SYSTEM FIRES OR EXPLOSIONS

The Coast Guard today advised boaters with permanently installed fuel tanks to inspect their fuel systems for cracks in the fuel filling neck system that could cause an explosion and/or fire.

A manufacturer has voluntarily informed the Coast Guard of a potentially dangerous problem with gasoline fuel-fills on some boats that have plastic combination fill/vent/cap style deck fuel-fills for permanently installed fuel tanks.

The fuel-fills are found primarily on boats built since 1994. Pressure or force on the gas fill nozzle, particularly EPA approved vapor recovery nozzles, results in the fuel fill neck cracking. The fill hose then loosens and separates from the fill tube. When this happens, gasoline is pumped into the boat creating an extremely hazardous situation.

Boat owners having these combination type fills are advised to immediately inspect the filler tube for cracks. If cracks are detected, **do not use the boat!**

If cracks or loose/disconnected hoses are discovered, owners should contact the dealer where the boat was purchased or the nearest dealer for that particular boat and have the fill replaced. The manufacturer advises that **NOT REPLACING THE FILL COULD RESULT IN A FIRE OR EXPLOSION.**

- more -

The Coast Guard is conducting a preliminary evaluation of the problem and is currently working with the manufacture of the fuel-fills to determine on which boats they were installed. The boat manufacturers will notify individual boat owners by certified mail and advise them to have the defect corrected.

The Coast Guard warns that this is an extremely dangerous defect that could result in serious injury or death and advises all boat owners to **ACT NOW**. Even before receiving official notification, boat owners should conduct a thorough inspection of the gasoline fuel system on their boat.

For further information, call the Coast Guard toll-free Customer Infoline - 1-800-368-5647. TDD 1-800-689-0816. (In the Washington, D.C. area, call 202-267-0780 or TDD 202-267-6707.)

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U.S. Department
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**United States
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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

138.57

FOR IMMEDIATE RELEASE

Tuesday, September 19, 1995

CG 32-95

Media Contact: Frank Jennings

Tel.: (202) 267-0931

**U.S. COAST GUARD/AMERICAN WATERWAYS
OPERATORS SIGN PARTNERSHIP AGREEMENT**

The U.S. Coast Guard and the barge and towing industry have established a partnership to promote maritime safety and environmental protection. The agreement was reached today through a Memorandum of Understanding (MOU) between the Coast Guard and the American Waterways Operators (AWO).

The document is the culmination of a joint Coast Guard/industry Quality Action Team (QAT) effort that explored ways in which the government and the marine towing industry could join forces to achieve mutually desired safety and environmental goals.

According to Rear Adm. James C. Card, Chief of the Coast Guard's Office of Marine Safety, Security and Environmental Protection, this type of partnership is an essential element of the Coast Guard's "Prevention Through People" program.

"With over 80 percent of vessel mishaps attributable to human error, and given that human error, for the most part, cannot be regulated away, reducing the frequency of these mishaps is achievable only through the cooperative efforts of all parties," Rear Adm. Card said.

The QAT developed an informal process by which opportunities for improvement (OFI) will be reviewed by local, regional and national Coast Guard/industry Quality Steering Committees. The committees will evaluate OFIs submitted by member of the barge and towing industry, the AWO and the Coast Guard. They will then identify OFIs considered candidates for cooperative attention and form QATs to solve potential problems or improve processes.

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Initially, the partnership between the Coast Guard and the AWO will be limited to establishing a national steering committee, and steering committees in the AWO's Mid-Continent Region in St. Louis and Southern Region in New Orleans. A steering committee will also be set up in the Captain of the Port zone of both regions.

The steering committee concept will be tested and evaluated during the next several months before expanding the program nationwide.

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U.S. Department
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**United States
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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

Monday, October 16, 1995

CG 35-95

Contact: R. Rounsevelle
Chief, Recreational
Boating Product Assurance
Tel.: (202) 267-0984

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D GRINDER DOT HISTORIAN

**COAST GUARD PUBLISHES BOATING
SAFETY RECALL CAMPAIGNS**

The U.S. Coast Guard today announced boating safety recall campaigns by four manufacturers -- Fiberglass Works, Inc., Bombardier, Inc., Yamaha Motor Corp. and an out-of-business manufacturer, Step 1 Products.

Boats manufactured by Fiberglass Works, Inc. failed compliance testing for level flotation. This could result in the boats failing to float level if swamped.

The Bombardier recall involves Sea Doo watercraft. The craft's fuel tank may swell and come in contact with the drive shaft, which could perforate the fuel tank.

The Yamaha campaign involves Wave Venture water vehicles and their lower steering column bracket. The bracket may crack and cause the steering column to loosen, possibly causing an accident.

The 1994 Step 1 18 V/C MITCH CRAFT is involved in a Coast Guard Defect Notification Campaign because it failed to comply with Coast Guard standards for level flotation. Since Step 1 went out of business before the recall campaign was complete, the Coast Guard has no way of knowing how many of these boats are defective.

Richard Rounsevelle, chief of the Coast Guard Recreational Boating Product Assurance Branch, warns boaters who own any of these models to have the boat checked by the dealer before using it again.

Persons who own any of the models identified in the recall campaigns, who have not received a recall notification, should contact the manufacturer to have the problem corrected. The law requires that the manufacturer correct safety defects at no cost to the customer.

Individuals owning any of the boats identified in the recalls may call the Coast Guard toll-free Customer Infoline 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780). Hearing impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

Anyone who has a personal computer with a modem may also access and download safety recall information by calling the Coast Guard Computer Bulletin Board at 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles are attached.

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PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST-GUARD RECALL NO. 951389S

MANUFACTURER'S NAME: FIBERGLASS WORKS, INC.

HOME OFFICE ADDRESS: 2111 Highway 47 East, Dickson, Tenn. 37055

HOME OFFICE TELEPHONE NUMBER: 615-446-8513

MODEL YEAR: 1995

MODEL: Aries 160 Bass Boat

HIN NUMBERS: FWZ020S1J495 to FWZ02111E595

SAFETY DEFECT: Boat failed compliance testing for level flotation. The boat could fail to float level if swamped.

CORRECTIVE ACTION: Persons owning one of these boats should take it to the dealer to have the problem corrected at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 24

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 10
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 22

REMARKS: Defect discovered by Coast Guard testing. Manufacturer voluntarily initiated a Recall Campaign. Recall Campaign began July 13, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950102T

MANUFACTURER'S NAME: BOMBARDIER, INC.

HOME OFFICE ADDRESS: c/o David Price, 180 Dufferin, Granby, Quebec, J2G 4X3

HOME OFFICE TELEPHONE NUMBER: 514-777-4297

MODEL YEAR: 1995

MODEL: HX model Sea-Doo watercraft. Model number 5880

SERIAL NUMBERS: All

SAFETY DEFECT: Under certain conditions, the fuel tank may swell causing it to contact the drive shaft. If this happens, the drive shaft may damage the fuel tank walls and perforate the tank. A leak in the fuel tank may cause fire or explosion.

CORRECTIVE ACTION: Persons owning one of these boats should take it to the dealer to have the problem checked and, if necessary, corrected at no cost. Boaters are warned not to ride the watercraft until this inspection and repairs have taken place.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 4650

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: Not available from manufacturer
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available from manufacturer

REMARKS: Manufacturer discovered the possible defect and voluntarily initiated a Recall Campaign. Recall Campaign began August 14, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950085T

MANUFACTURER'S NAME: Yamaha Motor Corporation

HOME OFFICE ADDRESS: P.O. Box 6555, Cypress, CA 90630

HOME OFFICE TELEPHONE NUMBER: 714-761-7709

MODEL YEAR: 1995

MODEL: WaveVenture water vehicle WVT700T

SERIAL NUMBERS: GJ-800101 - 812818

SAFETY DEFECT: The bracket holding the lower steering column to the engine hatch may crack, causing the steering column to loosen. The loose steering column can cause a loss of steering control and possibly an accident or personal injury. The water vehicle should not be operated until it is serviced by the dealer.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have the steering column checked and, if necessary, given a new reinforced bracket. Dealer will do this without charge.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 12,437

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 5,852
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 12,437

REMARKS: Defect discovered by the manufacturer. Manufacturer voluntarily began the Recall Campaign on July 21, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 930261S

MANUFACTURER'S NAME: STEP 1 PRODUCTS OF FLORIDA, Bradenton, FL

MODEL YEAR: 1994

MODEL: 18 V/C MITCH CRAFT

SAFETY DEFECT: Boat failed compliance testing for level flotation. The boat could fail to float level if swamped.

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U.S. Department of
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234252

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D GRINDER DOT HISTORIAN

D 7249 001

News:

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

138.63

FOR IMMEDIATE RELEASE

Tuesday, October 17, 1995

CG 36-95

Contact: Lt. Jan Proehl

Tel.: (202) 267-2304

COAST GUARD ANNOUNCES STREAMLINING PLAN

The Commandant of the Coast Guard, Adm. Robert E. Kramek, has announced a National Plan for Streamlining - a plan that will provide better government at lower cost by restructuring Headquarters and major field commands throughout the Coast Guard.

The streamlining plan meets President Clinton's mandate for change, is consistent with the National Performance Review, Transportation Secretary Federico Peña's Strategic Plan for the Department of Transportation, and the principles of quality management.

The plan complements the Coast Guard's multi-year budget strategy. This four-year effort is aimed at reducing overhead expenses by \$400 million and trimming the work force by 4,000 personnel while still providing historically high levels of service to the public. The Streamlining Plan alone generates savings of nearly \$100 million per year and eliminates more than 1,400 positions, constituting greater than 25 percent of these reductions.

No Coast Guard operations or front line operating units are affected; all reductions are taken through streamlining of staff functions and by reducing the infrastructure.

Using quality management principles which focus on improved business processes and employing new technology, the Coast Guard will be able to restructure programs, consolidate functions, enhance training and apply resources more efficiently.

- more -

Adm. Kramek said, "The Streamlining Plan was developed in response to President Clinton's mandate to reduce the size of government without reducing services to the public. After extensive analysis, I am convinced that this Streamlining Plan is the best available course of action for the Coast Guard now and in the future."

Over ten years, this plan contributes in aggregate almost one billion dollars to the President's deficit reduction efforts and makes over one billion dollars in valuable property available for reinvestment.

Highlights of the five-part plan include:

1. Restructuring and reducing Washington, D.C.-based Headquarters staff by about 300 and relocating an additional 300 staff to field units - an annual savings of \$15-20 million.
2. Merging regional Atlantic and Pacific Area commands with nearby Districts in Portsmouth, Va., and Alameda, Calif., respectively, merging two adjacent Districts in New Orleans, La., and downsizing all other Districts. This part of the plan reduces staff by nearly 500 and provides annual savings of \$15-20 million.
3. The training system will be upgraded to enhance management focus, improve key processes and refine delivery. A Performance Technology Center will be established at the existing training center in Yorktown, Va., to improve training design, development and delivery. A new Leadership and Quality Management Center of Excellence will be established and co-located at the Coast Guard Academy in New London, Conn.
4. Seeking to move from high cost to lower cost areas, Coast Guard operations will move from Governors Island, N.Y.; Atlantic Area Command will relocate and combine with the Fifth District in Portsmouth, Va.; Maintenance and Logistics Command Atlantic will move with the Area Command; the High Endurance Cutters Gallatin and Dallas will relocate to Charleston, S.C. A Small Boat Station, Vessel Traffic Service, a buoy tender and other units will continue to provide local service to the New York Harbor area but will move to Staten Island, N.Y., and northern New Jersey locations. Staff will be reduced by about 500 resulting in an annual savings of \$30-35 million.

5. The concept of Centers of Excellence will be employed in several areas that have been targeted for improvement. The Research and Development Center in Groton, Conn., will remain in its current location and will be restructured; Information Resource Management and Communications Centers of Excellence will be created; and the Coast Guard will move from its electronics facilities in Wildwood, N.J. Five civilian personnel services staffs will combine into one processing center in Washington, D.C.; needs of Coast Guard civilian employees will be met locally by customer service representatives at an expanded number of sites with large concentrations of personnel; and military and civilian personnel servicing will be merged into the Coast Guard Personnel Command in the Washington, D.C. area.

These many changes are the product of a one-and-a-half year study that gave emphasis to positioning the Coast Guard to meet the challenges of the next decade. The plan identifies needed budget savings, yet retains the Coast Guard's core values which include a determination to remain customer focused as the world's premier maritime service.

For further information, please contact Lt. Jan Proehl in Headquarters Public Affairs at 202-267-2304.

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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

Friday, November 3, 1995

CG 38-95

Contact: Frank Jennings

Tel.: (202) 267-0931

**COAST GUARD PROPOSES TANK
VESSEL OPERATIONAL MEASURES**

234252 D 7249 001
M-45.1
D GRINDER DOT HISTORIAN

The U.S. Coast Guard today issued a Supplemental Notice of Proposed Rulemaking (SNPRM) that proposes operational measures for certain existing tank vessels of 5,000 gross tons or more without double hulls. The proposal applies to both foreign and domestic tank vessels operating in U.S. waters.

Designed to prevent oil spills from single hull tank vessels, the SNPRM proposes the following measures aimed at reducing human error: bridge resource management training and vessel specific training for crews to break the "error chain" by promoting effective communication; minimum rest hours for crew members who are required to stand watch during port passage to combat fatigue; a requirement for an anticipated under-keel clearance calculation and an autopilot alarm or indicator to warn vessel operators if the autopilot is engaged during a port transit to ensure proper port passage preparation. Maneuvering performance capability and vessel status information requirements also are proposed to promote the flow of information between a tankship's master and the local pilot.

The Oil Pollution Act of 1990 (OPA 90) directs the Coast Guard to develop structural or operational requirements for tank vessels of 5,000 gross tons or more to serve as regulations until the year 2015 when all tank vessels operating in U.S. waters will be required to have double hulls.

Regulations issued under OPA 90 must provide as much protection to the environment as is economically and technologically feasible. Based on public comments received, the Coast Guard developed a three-pronged approach to implement that part of OPA 90 dealing with the environment that entails: issuing a final rule on Aug. 5, 1994, that required these tank vessels to carry emergency lightering equipment and to include the International Maritime Organization number in the required advance notice of arrival report; issuing this SNPRM; and, issuing a separate SNPRM for structural measures that it anticipates publishing in December 1995.

The SNPRM regulatory assessment estimates that the first-year compliance cost will be \$183.8 million. Subsequent annual costs of the proposal would trend downward leveling out at \$5.8 million from 2012-2014, the final years that the proposal would be in effect. U.S. tankships and tank barges would account for an estimated one-third of the total costs, and foreign tank vessels and barges would account for the remainder.

The rulemaking was published in today's Federal Register. For additional information, call Lcdr. Suzanne Englebert of the Office of Marine Safety, Security and Environmental Protection at (202) 267-6490 or write to the Commandant (G-MES), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001. If you are on the OPA 90 mailing list, a copy of this SNPRM will be sent to you, otherwise copies may be obtained by faxing requests to (202) 267-4547.

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*An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>*

U.S. Department
of Transportation

**United States
Coast Guard**

2100 Second St., S.W.
Washington, D.C. 20593

Official Business
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U.S. Department of
Transportation

News:

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

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M-45.1
D GRINDER DOT HISTORIAN

FOR IMMEDIATE RELEASE
Monday, November 6, 1995

CONSUMER ADVISORY

CG 37-95
Contact: R. Rounsevelle
Chief, Recreational
Boating Product Assurance
Tel.: (202) 267-0984

**COAST GUARD PUBLISHES TEN
BOATING SAFETY RECALL CAMPAIGNS**

The U.S. Coast Guard today announced boating safety recall campaigns by ten manufacturers -- Mastercraft, Outboard Marine Corporation, Bayliner Marine Corporation, Anchor Industries, Inc., Kruger Brand Boat Manufacturers, Galaxie Boat Works, Inc., T&S Boats, Inc., Sea Ray Boats, Inc., Tracker Marine L.P., and an out-of-business manufacturer, Invader Marine, Inc.

The recalls involve fuel tank chafing that could cause fuel leaks and possible fires or explosions, jack plates that give inadequate support and could cause loss of steering and shifting control, and inadequate engine space ventilation that could lead to accumulation of dangerous gasoline fumes.

Six different manufacturer's boats have angle deck fill hose fittings that may fracture and spill fuel into the bilge, and another campaign, initiated by a now out-of-business manufacturer, involves a boat that failed compliance testing for weight capacity and flotation.

Richard Rounsevelle, chief of the Coast Guard Recreational Boating Product Assurance Branch, warns boaters who own any of the models identified in the recall campaigns to contact the manufacturer or dealer before using the boat again. The law requires that the manufacturer correct safety defects at no cost to the customer.

Individuals owning any of the boats identified in the recalls may call the Coast Guard toll-free Customer Infoline 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780). Hearing impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

Anyone who has a personal computer with a modem may also access and download safety recall information by calling the Coast Guard Computer Bulletin Board at 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles are attached.

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<http://www.dot.gov/affairs/index.htm>*

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950282T

MANUFACTURER'S NAME: MASTERCRAFT

HOME OFFICE ADDRESS: 401 West Chicago Street, Syracuse, IN 46567

HOME OFFICE TELEPHONE NUMBER: (219) 457-4004

MODEL YEAR: 1995 AND 1996

MODEL: Maristar 200 VRS

All 1995 models and all 1996 built before August 1, 1995.

SAFETY DEFECT: The fuel tank is susceptible to chafing and subsequent premature wear. This could cause a leak and fire or explosion.

CORRECTIVE ACTION: Owner should contact the manufacturer to have a new, properly gauged fuel tank installed at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 381

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE; 0
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 339

REMARKS: Manufacturer voluntarily initiated the recall campaign. Recall campaign began August 14, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 9502832T

MANUFACTURER'S NAME: OUTBOARD MARINE CORPORATION

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

HOME OFFICE TELEPHONE NUMBER: (708) 689-6200

MODEL YEAR: 1991 thru 1995

MODEL: Evinrude and Johnson power trim and tilt model outboard motors mounted on a two piece Jack Plate on Stratos, Javelin, and Hydra Sports boats.

SAFETY DEFECT: The two piece jack plates do not provide adequate support for the motor's stern brackets. This may allow twisting of the motor's stern brackets, wear of the tilt tube bushings, and possible bending or breaking of components which could results in sudden loss of steering and shifting control.

CORRECTIVE ACTION: Owner should contact the manufacturer to have a new reinforcing plate installed at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 1022

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: All (Number not available from manufacturer).
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available from manufacturer.

REMARKS: Manufacturer voluntarily initiated the recall campaign. Recall campaign began June 30, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950284T

MANUFACTURER'S NAME: BAYLINER MARINE CORPORATION

HOME OFFICE ADDRESS: P.O. BOX 9029, EVERETT, WA 98206

HOME OFFICE TELEPHONE NUMBER: (206)-435-5571

MODEL YEAR: 1995

MODEL: 2250 Capri LS (BC) and Capri SS (BD)

HULL SERIAL NUMBERS: Capri LS (BC) #BL1A01BCK495 - BL1A67BCD595
#BL3A01BCK495 - BL3A43BCE595
#USCA01BCJ495 - USCA99BCE595
Capri SS (BD) #BL1A01BDJ495 - BL1A79BDE595
#BL3A01BDK495 - BL3A34BDC595
#USCA01BDJ494 - USCA99BDC595

SAFETY DEFECT: Lack of adequate engine space ventilation. If dangerous gasoline fumes were present in the motor compartment, running the blower would not totally evacuate them. This could cause fire or explosion.

CORRECTIVE ACTION: The manufacturer requests boat owners to contact the dealer to have the motor compartment modified so it will ventilate properly. There is no charge to the boat owner.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 437

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: Not available from manufacturer.
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available from manufacturer.

REMARKS: Manufacturer voluntarily initiated the recall campaign. Recall campaign began August 14, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950119T

MANUFACTURER'S NAME: ANCHOR INDUSTRIES, INC.

HOME OFFICE ADDRESS: Hwy 116 South, P.O. Box 269, Gatesville, TX 76528

HOME OFFICE TELEPHONE NUMBER: (817) 865-7266

MODEL YEAR: 1995 and 1996

MODEL: Various

HULL SERIAL NUMBERS: GRZ10239A595 to GRZ10288A696

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 30

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 30
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 14

REMARKS: Manufacturer of the angled deck fills voluntarily notified Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

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PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950162T

MANUFACTURER'S NAME: KRUGER BRAND BOAT MANUFACTURERS

HOME OFFICE ADDRESS: P.O. Box 459, Olmito, TX 78575

HOME OFFICE TELEPHONE NUMBER: (512) 350-4722

MODEL YEAR: 1994, 1995, 1996

MODEL: Baymaster

UIN NUMBERS: Model 16T BKV6T042F494 to BKV6T133F595
Model 1850 Baymaster: BKV8T045G494 to BKV8T142G596
Model 1950 Baymaster: BKV9T066I495 to BKV9T143G596
Model 2150 Baymaster: BKV1T054G494 to BKV1T138G596
MODEL 17 BKV70106C595

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 91

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 78
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 83

REMARKS: Manufacturer of the angled deck fills voluntarily notified Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

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PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950166T

MANUFACTURER'S NAME: GALAXIE BOAT WORKS, INC.

HOME OFFICE ADDRESS: 3008 N. Jackson, Jacksonville, TX 75766

HOME OFFICE TELEPHONE NUMBER: (903)-586-2563

MODEL YEAR: 1995

MODEL: Comet Jet

HIN NUMBERS: GBWC1001F495 Mr. J's Boats
GBWC1000G495 Whittle Boats, Inc.

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 2

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: Not available from the manufacturer.
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 2

REMARKS: Manufacturer of the angled deck fills voluntarily notified Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950222T

MANUFACTURER'S NAME: T & S BOATS, INC.

HOME OFFICE ADDRESS: 1658 Taylortown Rd. White Bluff, TN 37187

HOME OFFICE TELEPHONE NUMBER: (615)-797-5001

MODEL YEAR: 1995 and 1996

MODEL: 162, 186, and 190XL

HIN NUMBERS: RZT 160 to RZT 164, RZT18160L495 to RZT18166G596,
RZT19163E596 to RZT19167G596

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 6

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: Not available from the manufacturer.
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 5

REMARKS: Manufacturer of the angled deck fills voluntarily notified Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950233T

MANUFACTURER'S NAME: SEA RAY BOATS, INC.

HOME OFFICE ADDRESS: 2600 Sea Ray Blvd. Knoxville, TN 37914

HOME OFFICE TELEPHONE NUMBER: (615)-971-6623

MODEL YEAR: 1995 and 1996

MODEL: 240SD and 240DA

HIN NUMBERS: 1995 240SD SERV4480A595 to SERV6738G595
1996 240SD SERV1007E596 to SERV1397H596
1996 240DA SERA8740D596 to SERA9376H596
1996 240DA SERV1006E596 to SERV1389H596

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 240

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 68
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 240

REMARKS: Manufacturer of the angled deck fills voluntarily notified Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

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PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950263T

MANUFACTURER'S NAME: TRACKER MARINE L.P.

HOME OFFICE ADDRESS: 1915 C S CAMPBELL, Springfield, MO 65807

HOME OFFICE TELEPHONE NUMBER: (417)-886-7512

MODEL YEAR: 1996

MODEL: 160TF

HIN NUMBERS: BUJ16141E596 to BUJ17720H596

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 289

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 3
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 104

REMARKS: Manufacturer of the angled deck fills voluntarily notified Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

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PROFILE OF BOATING SAFETY RECALL CAMPAIGN
OF MANUFACTURER WHO IS OUT OF BUSINESS

COAST GUARD RECALL NO. 941324S

MANUFACTURER'S NAME: INVADER MARINE, INC., Giddings, TX

MODEL YEAR: 1993 and 1994

MODEL: REEFRUNNER

HIN: ILP59804I293 to ILP60841C494

NUMBER OF UNITS WHICH MIGHT CONTAIN THE PROBLEM: 14

NUMBER OF UNITS UNCORRECTED: 14

SAFETY DEFECT: Boat failed compliance testing for level flotation and weight capacity. Boat could fail to float level if swamped.

CORRECTIVE ACTION: Since the manufacturer is out of business, owner should have the boat checked at another marine location. For more information on how to proceed, boater may call the Coast Guard Customer Infoline.

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U.S. Department of
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CONSUMER ADVISORY

FOR IMMEDIATE RELEASE
Wednesday, November 8, 1995

CG 39-95
Contact: R. Rounsevelle
Chief, Recreational
Boating Product Assurance
Tel.: (202) 267-0984

COAST GUARD PUBLISHES TWO BOATING SAFETY RECALL CAMPAIGNS

The U.S. Coast Guard today announced boating safety recall campaigns by two manufacturers -- Commander Boats and Key West Boats.

Commander Newport Ski Boats failed compliance testing for level flotation and, if swamped, may not float level. Key West Boats have a possible problem with the Attwood angled gas deck fill that may fracture and separate from the fill hose, allowing gas to enter the bilge and creating potential for an explosion.

Richard Rounsevelle, chief of the Coast Guard Recreational Boating Product Assurance Branch, warns boaters who own any of the models identified in the recall campaigns to contact the manufacturer or dealer before using the boat again. The law requires that the manufacturer correct safety defects at no cost to the customer.

Individuals owning any of the boats identified in the recalls may call the Coast Guard toll-free Customer Infoline 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780). Hearing impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

Anyone who has a personal computer with a modem may also access and download safety recall information by calling the Coast Guard Computer Bulletin Board at 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles are attached.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 920400S

MANUFACTURER'S NAME: COMMANDER BOATS

HOME OFFICE ADDRESS: 2282 Goetz Road, Suite A, Perris, CA 92570

HOME OFFICE TELEPHONE NUMBER: (909) 657-6917

MODEL YEAR: 1992

MODEL: 19' Newport Ski Boat

SAFETY DEFECT: Boat failed compliance testing for level flotation. The boat could fail to float level if swamped.

CORRECTIVE ACTION: Persons owning one of these boats should take it to the dealer to have the problem corrected at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 29

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 29
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 25

REMARKS: Defect discovered by Coast Guard testing. Manufacturer voluntarily initiated a Recall Campaign. Recall Campaign began July 30, 1992.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950159T
MANUFACTURER'S NAME: KEY WEST BOATS
HOME OFFICE ADDRESS: 593 Ridgeville Road, Ridgeville, SC 29472
HOME OFFICE TELEPHONE NUMBER: (803) 873-0112
MODEL YEAR: 1995 and 1996
MODEL: 2300 CC
HIN NUMBER: KWETC103B595 to KWETC136H596

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 34

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 8
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 28

REMARKS: Manufacturer of the angled deck fills voluntarily notified the Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-USCG-

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FOR IMMEDIATE RELEASE

Monday, November 20, 1995

CG 41-95

Contact: PAC Frank Jennings

Tel.: (202) 267-0931

**COAST GUARD PUBLISHES NEW OFFSHORE
SUPPLY VESSEL REGULATIONS**

The U.S. Coast Guard today announced an Interim Rule (IR) establishing a new set of regulations that govern the inspection and certification of offshore supply vessels (OSV) including liftboats.

The rule contains many changes to existing regulations and policy governing conventional OSVs and, for the first time, includes regulations for liftboats that currently do not require inspection. Existing OSVs and OSVs under construction that receive a certificate of inspection from the Coast Guard within 24 months after the effective date of the IR will have the option of complying with the new IR or continuing to comply with existing regulations.

The regulations represent a partnership and spirit of cooperation between the Coast Guard's Office of Marine Safety, Security and Environmental Protection and the offshore supply vessel industry. Over the past 12 years, the Coast Guard has published two Advance Notice of Proposed Rulemakings, one notice of Proposed Rulemaking and held a public hearing on the proposed regulations for offshore supply vessels.

The notices and public hearing generated over 280 comments on various aspects of the rule and many of the recommendations have been incorporated into this Interim Rule. The Coast Guard has made every effort to provide flexibility and cost savings to the offshore supply vessel industry, while retaining high standards for crew and offshore worker safety.

- more -

The most significant impact of the new regulations is that they consolidate requirements for the offshore supply vessels. Existing OSVs have been inspected and certificated under a number of regulations - Cargo and Miscellaneous Vessel Regulations; Small Passenger Vessel Regulations - depending on their age and tonnage. The Coast Guard said the new regulations will remove uncertainties and inconsistencies by consolidating existing standards and policy into a single subchapter.

Comments on the regulations (CGD 82-004 and CGD 86-074) must be received on or before Feb. 14, 1996. Comments may be sent to Commandant (G-LRA/3406) U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

No public hearing has been planned. However, if the Coast Guard determines that oral presentations would aid in the promulgation of the Final Rule, one would be scheduled and a notice of the time and place would be published in the Federal Register.

For additional information or to obtain copies of the IR, contact James M. Magill, Project Manager, Operating and Environmental Standards Division (G-MHOS) by calling (202) 267-1181.

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U.S. Department
of Transportation

**United States
Coast Guard**

2100 Second St., S.W.
Washington, D.C. 20593

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

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FOR IMMEDIATE RELEASE
Friday, November 24, 1995

CONSUMER ADVISORY

CG 42-95
Contact: R. Rounsevelle
Chief, Recreational
Boating Product Assurance
Tel.: (202) 267-0984

COAST GUARD PUBLISHES FOUR BOATING SAFETY RECALL CAMPAIGNS

The U.S. Coast Guard today announced boating safety recall campaigns by four manufacturers -- Beneteau, Inc., Sumerset Houseboats, Design Concepts and Whitewater Marine and Hardware, Inc.

The recall by Beneteau, Inc., involves a defective rotating forestay known as ISOFURL, which could be a safety hazard when furling or unfurling sails. If the forestay fails, the mast could fall.

Boats manufactured by Sumerset may have improper wiring. Anyone swimming near the boat or touching the metal hull is in danger of being electrocuted.

Boats manufactured by Design Concepts may have an Attwood angle deck fill that could fracture under excessive gas pump nozzle loads. This could cause the gas tank fill hose to separate from the deck fill fitting and allow gas to enter the bilge creating the potential for an explosion.

Boats that have cast hub stainless steel destroyer steering wheels distributed by Whitewater Marine are warned that the steering wheel spokes may become loose and the wheel may separate from the steering column causing the operator to lose control of the boat.

Richard Rounsevelle, chief of the Coast Guard Recreational Boating Product Assurance Branch, warns boaters who own any of the models identified in the recall campaigns to contact the manufacturer or dealer before using the boat again. The law requires that the manufacturer correct safety defects at no cost to the customer.

Individuals owning any of the boats identified in the recalls may call the Coast Guard toll-free Customer Infoline 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780). Hearing impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

Anyone who has a personal computer with a modem may also access and download safety recall information by calling the Coast Guard Computer Bulletin Board at 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles are attached.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NUMBER: 950321T

MANUFACTURER'S NAME: Beneteau, Inc.

OFFICE ADDRESS: 8720 Red Oak Blvd, Suite 102, Charlotte, NC 28217

OFFICE TELEPHONE NUMBER: (704) 527-8244

SAFETY DEFECT: The ISOFURL rotating forestay is defective and when furling or unfurling sails it may cause the mast to fall.

CORRECTIVE ACTION: Owners of boats equipped with an ISOFURL should contact the dealer to have the forestay and furling system replaced at no charge. The boat manufacturer has contacted as many Beneteau boat owners as possible and requested they assist in this replacement attempt by informing them of the representative or boatyard which maintains their boat so they may send it the new equipment.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 555

REMARKS: The boat manufacturer voluntarily initiated this campaign. Recall campaign began October 25, 1995.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950104T

MANUFACTURER'S NAME: SUMERSET HOUSEBOATS

HOME OFFICE ADDRESS: 375 Parkers Mill Rd, Somerset, KY 42501

HOME OFFICE TELEPHONE NUMBER: (606)-679-9393

MODEL YEAR: 1984 to 1996

MODEL: Aluminum Houseboat

HIN NUMBERS: SZJ01001A484 to SZJ02257H596

SAFETY DEFECT: Improper wiring. Possible danger of electrocution. Neutral wire (white) and the ground wire (green) are not separated and the ground wire (green) is not fastened to the hull. Anyone swimming near the boat or touching a metal hull is in danger of being electrocuted.

CORRECTIVE ACTION: Owner should contact the dealer or manufacturer immediately to have the problem corrected. Manufacturer's experts are traveling around the country in an attempt to locate boats which need this correction and to change the wiring.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 1250

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: Not available from manufacturer.
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 1250

REMARKS: Manufacturer voluntarily initiated this campaign.
Recall campaign began September 1, 1995.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950146T

MANUFACTURER'S NAME: DESIGN CONCEPTS

HOME OFFICE ADDRESS: 265 BOEING AVENUE, CHICO, CA 95926

HOME OFFICE TELEPHONE NUMBER: (916)-343-2232, EXT 11

MODEL YEAR: 1995 and 1996

MODEL: Various

HIN NUMBERS: GRZ10239A595 to GRZ10288A696

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 30

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 30
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 24

REMARKS: Manufacturer voluntarily initiated this campaign.
Recall campaign began September 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950071T

MANUFACTURER'S NAME: WILTEWATER MARINE AND HARDWARE INC.

HOME OFFICE ADDRESS: 13663 46th St. North, Clearwater, FL 34622

HOME OFFICE TELEPHONE NUMBER: (813)-572-8871

ITEM: Steering Wheels. Cast Hub Stainless Steel Destroyer Wheel

MODEL: 15½ NO. 7202; 13½ NO. 7203

SAFETY DEFECT: The wheel spokes may become loose, and the wheel may become disconnected from the steering wheel causing the steering wheel to become separated from the steering column. This could cause loss of control of the boat.

CORRECTIVE ACTION: Anyone owning a boat with this type of steering wheel should check with the dealer to have the part replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 1069

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 36
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 996

REMARKS: Distributor voluntarily initiated this campaign.
Recall campaign began August 8, 1995.

-USCG-

*An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>*



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Wednesday, December 6, 1995

CG 43-95

Contact: R. Rounsevelle
Chief, Recreational
Boating Product Assurance
Tel.: (202) 267-0984

**COAST GUARD PUBLISHES INFORMATION
ON TEN BOATING SAFETY RECALL CAMPAIGNS**

The U.S. Coast Guard today announced boating safety recall campaigns by ten manufacturers -- Anchor Industries, Fiber Sport, Inc., Caravelle Boats, Outboard Marine Corp. (Lowe), Polar Kraft Manufacturer, Inc., Outboard Marine Corp. (Sunbird), Triton Industries, Inc., Thompson Boat Company, OMC Stratos Inc., and Chaparral Boats, Inc.

All of the recalls involve boats that have angle deck fill hose fittings by Attwood Corp., that may fracture and spill fuel into the bilge. This could result in a fire or an explosion.

Richard Rounsevelle, chief of the Coast Guard Recreational Boating Product Assurance Branch, warns boaters who own any of the models identified in the recall campaigns to contact the manufacturer or dealer before using the boats again. The law requires that the manufacturer correct safety defects at no cost to the customer.

Individuals owning any of the boats identified in the recalls may call the Coast Guard toll-free Customer Infoline 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780). Hearing impaired boaters may call the Infoline TDD at 1-800-689-0816 (in the Washington, D.C. area 202-267-6707).

- more -

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Anyone who has a personal computer with a modem may also access and download safety recall information by calling the Coast Guard Computer Bulletin Board at 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles are attached.

- more -

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NUMBER: 950118T

MANUFACTURER: ANCHOR INDUSTRIES, INC.

MANUFACTURER'S ADDRESS: 1797 Park Drive, Traverse City, MI 49686

MANUFACTURER'S PHONE NUMBER: (616) 946-2760

MODEL YEAR: 1995 and 1996

MODEL: 14' Hydroforce

HIN: AFP 00 122G495 to AFPS0106H596

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 44

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 0

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 44

REMARKS: Manufacturer of the angle deck fills voluntarily notified the Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NUMBER: 950160T

MANUFACTURER: FIBER SPORT, INC.

MANUFACTURER'S ADDRESS: P.O. BOX 452, Waterway Industrial Park,
Amory, MS 38821

MANUFACTURER'S PHONE NUMBER: (601) 256-5113

MODEL YEAR: 1995 and 1996

MODEL: 185 ProMaster and 210 ProMaster 120

HIN: FIWI7887H596 to FIWI7216C595

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 301

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 222

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 284

REMARKS: Manufacturer of the angle deck fills voluntarily notified the Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NUMBER: 950169T

MANUFACTURER: CARAVELLE BOATS

MANUFACTURER'S ADDRESS: 111 Mathews Drive, Americus, GA 31709

MANUFACTURER'S PHONE NUMBER: (912 924-1185

MODEL YEAR: 1995 and 1996

HIN: VCL 6605 to VCL 8033

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 1,428

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: n/a

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 1,428

REMARKS: Manufacturer of the angle deck fills voluntarily notified the Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NUMBER: 950194T

MANUFACTURER: OUTBOARD MARINE CORPORATION (LOWE)

MANUFACTURER'S ADDRESS: 100 Sea Horse Drive, Waukegan, IL 600856

MANUFACTURER'S PHONE NUMBER: (708) 689-5636

MODEL YEAR: 1994 and 1995

MODEL: Lowe Deck Boats, Lowe Pontoon Boats with permanent fuel systems

HIN: OMCLXXXXE494 to OMCLXXXXH595 AND OMCLXXXXE494 to OMCLXXXXH595

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 900

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 851

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 750

REMARKS: Manufacturer of the angle deck fills voluntarily notified the Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NUMBER: 950216T

MANUFACTURER: POLAR KRAFT-MANUFACTURER, INC.

MANUFACTURER'S ADDRESS: Highway 78, P.O. Box 708, Olive Branch, MS 38654

MANUFACTURER'S PHONE NUMBER: (601) 895-5576

MODEL YEAR: 1995 and 1996

MODEL: 1700V, 1900V, 2100V, PJ1780

HIN: 10011-10015, 10043-10045, 10018-10038
10004-10007, 10021, 10040, 10066, 99000
10009, 10039, 10040, 10042
10050-10053, 10010

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 47

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 0

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 43

REMARKS: Manufacturer of the angle deck fills voluntarily notified the Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NUMBER: 950253T

MANUFACTURER: OUTBOARD MARINE CORPORATION (SUNBIRD)

MANUFACTURER'S ADDRESS: 100 Sea Horse Drive, Waukegan, IL 60085
MS-38654

MANUFACTURER'S PHONE NUMBER: (708) 689-5636

MODEL YEAR: 1995 and 1996

MODEL: Neptune 230

HIN: SB240004A595 to SB240020G596

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 79

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 44

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 76

REMARKS: Manufacturer of the angle deck fills voluntarily notified the Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NUMBER: 950264T

MANUFACTURER: TRITON INDUSTRIES, INC.

MANUFACTURER'S ADDRESS: 7800 Northport, Lansing, MI 48917

MANUFACTURER'S PHONE NUMBER: (517) 322-3822

MODEL YEAR: 1994 and 1995

SERIAL NO. 55564I495 to 77781F595

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 158

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 88

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 157

REMARKS: Manufacturer of the angle deck fills voluntarily notified the Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950120T

MANUFACTURER'S NAME: THOMPSON BOAT COMPANY

HOME OFFICE ADDRESS: 7535 Martin Road, St. Charles, MI 48655

HOME OFFICE TELEPHONE NUMBER: (517) 865-8281

MODEL YEAR: 1994 and 1996

MODEL: 1800BR, 2000BR, 2000C, 2100BR

HULL SERIAL NUMBERS: TMS37252C494 to TMS37841G596

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 589

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 0
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 589

REMARKS: Manufacturer of the angled deck fills voluntarily notified Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950127T

MANUFACTURER'S NAME: OUTBOARD MARINE CORP. (STRATOS)

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

HOME OFFICE TELEPHONE NUMBER: (708) 689-5636

MODEL YEAR: 1995, 1996

MODEL: Stratos 1600 Sportsman and Stratos 1700 Sportman

HIN NUMBERS: BNZ1P112J495 to BNZ1P117K495
BNZ1P101E596 to BNZ1P103E596
BNZ1P106G596 to BNZ1P108G596
BNZ1K127J495 to BNZ1K145L495

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 154

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 289
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 154

REMARKS: Manufacturer of the angled deck fills voluntarily notified Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-more-

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 950161T

MANUFACTURER'S NAME: CHAPARRAL BOATS, INC.

HOME OFFICE ADDRESS: P.O. Box 928, Nashville, GA 31639

HOME OFFICE TELEPHONE NUMBER: (912)-686-7481

MODEL YEAR: 1994 and 1995

MODEL: 1935 SS, 2135 SS, 2335 SS

FIN NUMBERS: All manufactured between May 2, 1994 and August 1995

SAFETY DEFECT: Attwood Corporation angle deck fills may fracture under excessive gas pump nozzle loads and cause the boat's gas tank fill hose to separate from the deck fill fitting. This could allow gas to enter bilge and create potential for explosion.

CORRECTIVE ACTION: Owner should take boat to dealer to have the unit replaced at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 438

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL/PHONE: 0
(retail owners whose whereabouts are known to the manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 423

REMARKS: Manufacturer of the angled deck fills voluntarily notified Coast Guard and boat manufacturer of the defect. Coast Guard informed manufacturer to initiate recall. Recall campaign began September 11, 1995.

-USCG-

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<http://www.dot.gov/affairs/index.htm>*



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Tuesday, December 19, 1995

CG 44-95

Media Contact: Frank Jennings

Tel.: (202) 267-0931

**COAST GUARD PUBLISHES FINAL RULE;
WILL CHECK CRIMINAL RECORDS AND
NDR BEFORE ISSUING MERCHANT
MARINER CREDENTIALS**

The U.S. Coast Guard today published a final rule that will help ensure maritime safety by allowing the agency to deny merchant mariner credentials to applicants who have been convicted of crimes that suggest they might pose a risk to the maritime community.

The rule authorizes criminal record checks and requires review of an applicant's driving record before issuing licenses, certificates of registry (CDR) and merchant mariner's documents (MMD). The rule complements the Coast Guard's "Prevention Through People" initiative that was developed to improve safety throughout the commercial maritime community.

The final rule requires that the Coast Guard access information in the National Driver Register (NDR) and use it as a basis for denying, suspending, revoking or taking other action against a license, CDR or MMD.

Currently, the Coast Guard only conducts criminal record checks on persons who are first-time applicants for merchant mariner credentials. The final rule requires criminal record checks for renewals and other transactions as well.

- more -

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The final rule is mandated by the Oil Pollution Act of 1990 (OPA 90), that was developed in response to the Exxon Valdez oil spill in Prince William Sound, Alaska.

The rule was published in today's Federal Register. Copies may be obtained by calling (202) 267-0475 or fax requests to (202) 267-4394.

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*An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>*

U.S. Department
of Transportation

**United States
Coast Guard**

2100 Second St., S.W.
Washington, D.C. 20593

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

138,109

FOR IMMEDIATE RELEASE

Friday, December 22, 1995

CG 45-95

Contact: Lt. Chuck Diorio

Tel.: (202) 267-0932

**COAST GUARD ANNOUNCES EXPECTED
DGPS OPERATIONAL STARTUP**

The U.S. Coast Guard today announced that the Differential Global Positioning System (DGPS) Initial Operational Capability phase - when the service will be available for navigation and positioning - is expected to begin in January 1996.

The Coast Guard Navigation Center (NAVCEN) began the pre-operational testing of the DGPS service on Nov. 1. During this pre-operational phase, NAVCEN will determine how functional the DGPS service is and verify operational performance requirements.

DGPS is the regular Global Positioning System (GPS) with an additional correction signal. DGPS receivers collect navigational signals from all satellites in view, plus differential corrections from a DGPS station in the area. DGPS accuracy and integrity are superior to that of unaugmented GPS.

The service being deployed by the Coast Guard will soon consist of 48 DGPS broadcast sites providing coastal coverage to the continental United States, the Great Lakes, Puerto Rico and portions of Alaska, Hawaii and the Mississippi River. Currently there are 36 DGPS sites on-air with control and monitoring through NAVCEN. The 12 additional sites are expected to come on line soon.

Users are cautioned that signal availability and accuracy are subject to change during the pre-operational phase, and they should refer to Local Notices to Mariners for up-to-date information on the developing system status.

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For further information, call NAVCEN at 703/313-5900 or write to NAVCEN, U.S. Coast Guard, 7323 Telegraph Road, Alexandria, Va. 22310-3998. Anyone who has a personal computer with a modem may also access and download DGPS information by calling the Coast Guard Computer Bulletin Board at 703/313-5910. Internet access is available at <http://www.navcen.uscg.mil>.

A list of the Coast Guard DGPS sites is attached.

- more -

ATLANTIC AREA

District 1

Brunswicks, Maine	on air - testing
Portsmouth, N.H.	on air - testing
Chatham, Mass.	on air - testing
Montauk Point, N.Y.	on air - testing

District 2

Memphis, Tenn.	on air - testing
St. Louis, Mo.	on air - testing

District 5

Sandy Hook, N.J.	on air - testing
Cape Henlopen, Del.	on air - testing
Cape Henry, Va.	on air - testing
Fort Macon, N.C.	on air - testing

District 7

Charleston, S.C.	on air - testing
Cape Canaveral, Fla.	under construction
Miami, Fla.	on air - testing
Key West, Fla.	under construction
Puerto Rico	under construction
Egmont Key, Fla.	on air - testing

District 8

Mobile Point, Ala.	on air - testing
English Turn, La.	on air - testing
Galveston, Texas	on air - testing
Aransas Pass, Texas	on air - testing
Vicksburg, Miss.	on air - testing

District 9

Wisconsin Point, Wis.	under construction
Sturgeon Bay, Wis.	on air - testing
Milwaukee, Wis.	on air - testing
Upper Keweenaw, Mich.	under construction
Whitefish Point, Mich.	on air - testing
Neebish Island, Mich.	on air - testing
Cheboygan, Mich.	on air - testing
Saginaw Bay, Mich.	on air - testing
Detroit, Mich.	on air - testing
Youngstown, N.Y.	under construction

PACIFIC AREA

District 11

Pigeon Point, Calif.	on air - testing
Point Blunt, Calif.	on air - testing
Point Loma, Calif.	on air - testing
Point Arguello, Calif.	under construction
Cape Mendocino, Calif.	on air - testing

District 13

Whidbey Island, Wash.	on air - testing
Point Robinson, Wash.	on air - testing
Fort Stevens, Ore.	on air - testing

District 14

Kokole Point, Hawaii	on air - testing
Upolu, Hawaii	on air - testing

District 17

Annette Island, Alaska	under construction
Gustavus, Alaska	under construction
Kenai, Alaska	on air - testing
Cold Bay, Alaska	under construction
Kodiak, Alaska	under construction

Cape Hinchinbrook	on air *
Potato Point	on air *

* These two sites are on air but not part of the DGPS pre-operational phase. However, they are part of the Valdez, Alaska VTS system.

USCG *

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<http://www.dot.gov/offairs/index.htm>*

U.S. Department
of Transportation

**United States
Coast Guard**

2100 Second St., S.W.
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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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CONSUMER ADVISORY
Request for Public Comment

FOR IMMEDIATE RELEASE
Wednesday, December 27, 1995

CG 46-95
Contact: R. Rounseville
Chief, Recreational Boating
Product Assurance
Tel.: (202) 267-0984

COAST GUARD SOLICITS COMMENTS ON ADEQUACY OF NAVIGATION LIGHTS FOR TOWING

Safety concerns associated with towing operations and small craft traffic has prompted the Coast Guard to solicit public comment on the adequacy of the lighting prescribed by the Navigation Rules for towing

A request for comment was published in the Federal Register on May 1, 1995, and notice of a public meeting of the Navigation Safety Advisory Council (NAVSAC) concerning this issue was published on Oct. 17, 1995.

NAVSAC is a Congressionally appointed advisory committee to the Coast Guard. The committee will consider public comment in assessing the magnitude of collision or near collision incidence that relate to the lighting of tugs with barges and possible corrective measures.

The committee is especially interested in comments regarding the lighting of barges towed astern and the lighting of long expanses of barges pushed ahead. The concern with the lighting of barges towed astern is that a vessel approaching in the vicinity of the barge might misinterpret, or fail to see, the prescribed lighting and not realize the presence of a barge and its towing hawser. Since barges pushed ahead are not required to carry lights between the lead barge and the tug boat, the concern is that the expanse of unlit barges, which can exceed 1000 feet, could cause a visual disassociation between the lead barge and the tug. It is also of concern that the barges might otherwise not be seen and the extent of the array not realized when viewed from the side, in which case the lead barge lights may not be visible.

One suggestion under consideration by NAVSAC is to extend the use of the yellow flashing light carried by the lead barge in a pushed ahead array, to include barges towed astern as a more positive indication of their presence. Another suggestion is that tugs towing astern indicate this by carrying three masthead lights regardless of the length of the towing hawser. Currently, two masthead lights are carried, the same as when pushing ahead or towing alongside, unless the length of the towing hawser exceeds 200 meters.

Anyone wishing to submit written comments should mail them to the Executive Secretary, Marine Safety Council (G-LRA), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001. For further information, contact Margie G. Hegy, Executive Director, Navigation Safety Advisory Council, at (202) 267-0415.

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U.S. Department
of Transportation

**United States
Coast Guard**

2100 Second St., S.W.
Washington, D.C. 20593

Official Business
Penalty for Private Use \$300



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE

Tuesday, January 23, 1996

CG 02-96

Contact: Frank Jennings

Tel.: (202) 267-0931

**U.S. COAST GUARD/PASSENGER VESSEL
ASSOCIATION SIGN PARTNERING AGREEMENT**

The U.S. Coast Guard and the Passenger Vessel Association (PVA) have signed an agreement that establishes a partnership aimed at promoting the safety of personnel and property within the domestic passenger vessel industry while protecting the environment within our nation's waters.

The document, signed during the Association's 25th Anniversary Convention in St. Louis, signifies an evolving relationship between the Coast Guard and the nearly 500 companies that make up the PVA membership.

In addition, a partnership action team comprised of government and industry representatives will be created to review and act on opportunities for improvement within areas of safety oversight. These opportunities may be suggested by individuals or companies within the domestic passenger vessel industry as well as Coast Guard personnel.

These activities are expected to complement the work of current safety advisory committees and improve the operation of current safety regulations governing small passenger vessels in a results-oriented, non-regulatory manner.

The first action taken as a result of the agreement will be the establishment of an action team by April 30, 1996, to focus on advancing the streamlined inspection program on domestic vessels.

-USCG-

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<http://www.dot.gov/affairs/index.htm>*



U.S. Department of
Transportation

News:

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

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FOR IMMEDIATE RELEASE

Wednesday, January 24, 1996

CG 03-96

Contact: Lt. Chuck Diorio

Tel.: (202) 267-0932

JUNIPER BUOY TENDER DELIVERED TO COAST GUARD

The U.S. Coast Guard accepted delivery of Coast Guard Cutter JUNIPER, the first of a new fleet of buoy tenders, from Marinette Marine Corporation of Marinette, Wis., on Jan. 12.

JUNIPER will undergo operational testing and evaluation, and then will make its way to its homeport of Newport, R.I. This is the first ship of the new fleet of multi-mission seagoing buoy tenders used to replace the over 50 year-old, World War II era 180-foot buoy tenders currently in service. JUNIPER was named to honor an earlier Coast Guard buoy tender of the same name.

The Coast Guard is leveraging technology with its new class of cutters. The 16 planned Juniper Class cutters are scheduled to replace 26 of the older cutters. The new Juniper Class will be 45 feet longer, but because of its efficiency it will have 10 fewer crew members on board. JUNIPER also will be able to cover a larger area of responsibility because of its increased speed and advanced technology.

JUNIPER will be equipped with Differential Global Positioning System (DGPS) and electronic charts. It also will have a Dynamic Positioning System that will allow it to approach, maneuver and automatically maintain position within a 10-meter radius. In addition, an improved 20-ton hydraulic telescoping boom will be standard on the Juniper Class.

The primary mission of the Juniper Class buoy tenders is to maintain and repair more than 50,000 buoys, day markers and lights. These aids are essential to the safety and welfare of maritime vessels and recreation boats that use U.S. waters.

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The cutters also will undertake search and rescue, law enforcement, defense and icebreaking missions. In addition, the Juniper Class buoy tenders will be outfitted with a permanently installed spilled-oil recovery system. This provides an additional marine environmental protection capability that does not exist in the current buoy tender fleet.

For further information, contact Coast Guard Public Affairs, U.S. Coast Guard Headquarters, Commandant (G-CP-2), 2100 Second St., S.W., Washington, D.C. 20593-0001, tel.: (202) 267-0932.

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U.S. Department
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**United States
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2100 Second St., S.W.
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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
Wednesday, March 13, 1996

CG 07-96
Contact: CPO Frank Jennings
Tel.: (202) 267-0931

U.S. Coast Guard Announces Findings of Cruise Ship Safety Review Task Force

The final report of a U.S. Coast Guard task force on cruise ship safety recommends crew training and communications improvements, particularly on vessels employing multinational crews. Additionally, contingency planning and exercises performed in partnership with industry, emergency responders and other associated port agencies should receive greater emphasis.

The findings of the task force were announced by Coast Guard Vice Commandant Vice Admiral Gene Henn, during a noontime address before the Seatrade Cruise Shipping Convention in Miami.

The report states that over the past ten years, not one passenger death due to a vessel casualty has been reported on passenger vessels operating from U.S. ports. Of reported injuries, nearly all were minor in nature. The task force concluded that there was no evidence of trends or heightened risks associated with oceangoing cruise ships from U.S. ports. It is the opinion of the task force that the cruise ship industry is a safe industry.

The task force was commissioned by Rear Admiral James C. Card, Chief of the Coast Guard's Marine Safety and Environmental Protection Directorate, in response to several cruise vessel casualties this past summer. Although there was no apparent link between the incidents, the Coast Guard deemed it prudent to conduct a safety review to assess the myriad factors that impact the overall safety of cruise ships operating from the United States.

During the course of the study, the task force focused on four primary review areas: the vessel inspection process, international safety standards, casualty analysis —both recent and historical, and cruise ship management.

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Forthcoming international initiatives in the area of fire safety, crew licensing and training and safety management practices should further enhance the industry's safe record. Additionally, the report's recommendations for further improvement, primarily in the human factors area, will be addressed through the Coast Guard's "Prevention Through People" initiative.

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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, March 22, 1996

CG 08-96
Contact: Lt. Chuck Diorio
Tel.: (202) 267-0932

Coast Guard Awards \$8.9 Million Contract for Construction of New Coastal Patrol Boats

Transportation Secretary Federico Peña today announced that the U.S. Coast Guard has awarded an \$8.9 million contract to Bollinger Shipyards, Inc., of Lockport, La., to design and construct a new 26.5 meter coastal patrol boat.

The initial contract award includes the design and construction of a lead ship with options for up to 50 additional cutters. Bollinger Shipyards, Inc. said the contract would create approximately 100 new jobs. Bollinger had previously constructed 49 110-foot island class cutters between October 1984 and March 1992.

The new Coastal Patrol Boats will be the first of an expected 31 to 51 cutters and will be named CONDOR. This new cutter class will replace the thirty-seven 82-foot Point Class cutters currently in service.

Secretary Peña said, "Safety is President Clinton's top transportation priority, and new design and equipment upgrades make this class of patrol boat better suited for search and rescue, marine environmental protection and recreational boating safety missions."

Mission areas for the 26.5 meter class cutters include enforcement of laws and treaties, search and rescue, marine environmental protection/response and military readiness.

CONDOR will be equipped with state of the market systems and equipment incorporating proven technology.

For further information, contact Coast Guard Public Affairs at U.S. Coast Guard Headquarters, Commandant (G-CP-2), 2100 Second Street, SW, Washington, D.C., 20593-0001, or telephone (202) 267-0932.

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