



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Monday, January 13, 1997

CG 01-97

Contact: Jack O'Dell

Tel.: (202) 267-6491

**COAST GUARD FINAL RULE
REQUIRES NO NEW STRUCTURAL MEASURES
FOR EXISTING TANK VESSELS WITHOUT DOUBLE HULLS**

The U.S. Coast Guard today announced a final rule in the last phase of its three-phased effort to reduce oil pollution by tank vessels. It requires no new structural measures for existing vessels without double hulls.

The Oil Pollution Act of 1990 requires development of operational and structural measures for existing single-hull tank vessels that provide as much protection from oil spills during the phase-in period for double-hulled vessels as is technologically and economically feasible. The Coast Guard previously has required operational measures but did not require interim structural measures in this rule, because it determined that there are no interim structural measures that are both technologically and economically feasible for existing tank vessels without double hulls.

The final rule and withdrawal of the Coast Guard's Oct. 22, 1993, proposal concerning structural measures, such as protectively located spaces or hydrostatic-balanced loading, was published in the Jan. 10 *Federal Register*.

For additional information, call Lt. Cmdr. Suzanne Englebert of the Office of Standards Evaluation and Development at (202) 267-1492 or write to the Commandant (G-MSR), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C., 20593-0001.

Individuals and organizations on the Marine Safety Newsletter mailing list (formerly the OPA 90 Update mailing list) will receive a copy of this *Federal Register* notice by U.S. mail. Others may obtain copies by faxing requests to (202) 267-4547 or at the U.S. Coast Guard's World Wide Web site: <http://www.dot.gov/dotinfo/uscg/hq/nmc/nmc/regs/index.htm>.

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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> and http://www.nsnnet.com/~uscg_m*



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FOR IMMEDIATE RELEASE

Tuesday, March 11, 1997

CG 11-97

Contact: Cathy McDermott

Tel.: (202) 267-2304

**COAST GUARD ISSUES FINAL RULE
REQUIRING RADAR TRAINING
FOR MARINERS ON TOW BOATS**

The U.S. Coast Guard today announced a final rule requiring that radar-equipped towing vessels be manned by mariners who have the qualifications, skills and knowledge to operate the radar equipment on board.

It requires that licensed masters, mates and operators of radar-equipped, uninspected towing vessels eight meters long or longer complete radar-training.

Based on an interim rule, the Coast Guard has required radar training since June 1, 1995, for mariners on radar-equipped tow boats. The final rule was delayed so that the Coast Guard could consider the numerous comments on the interim rule. The final rule, which was published in today's *Federal Register*, did not change the effective date of the requirement.

Persons who want additional information or a copy of this final rule should contact Lt. Cmdr. Don Darcy, project manager, in the Coast Guard's Office of Operating and Environmental Standards, 2100 Second St., S.W., Washington, D.C. His phone number is (202) 267-0221 and fax number, (202) 267-4570. The rule also is available on the Internet at <http://www.access.gpo.gov/su-docs>.

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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
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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Tuesday, April 22, 1997

CG 17-97

Contact: Cathy McDermott

Telephone: 202-267-2304

NEW COAST GUARD WEB SITE PROVIDES INFORMATION ABOUT PORT STATE CONTROL

The U.S. Coast Guard today announced that it has new Internet web page to provide information about the Port State Control Program.

The Coast Guard said that the goal of the Port State Control Program is to identify and eliminate all substandard foreign flag ships which may pose an unacceptable threat to the safety of ports, waterways and the marine environment of the United States.

To achieve this goal the Coast Guard tracks responsible parties involved with vessels detained in U.S. waters and applies a risk-based method to identify those vessels which pose the greatest risk of being substandard.

The Port State Control Web Page includes information about the origins of the program as well as a

- Vessel owner and operator list,
- Flag list,
- Boarding priority matrix,
- List of classification societies and
- List of ships detained in the past 12 months.

The Port State Control website is available through the U.S. Coast Guard Internet Page at <http://www.dot.gov/dotinfo/uscg/hq/g-m/psc/psc.htm>.

Questions or comments may be addressed to Commandant (G-MOC-2), U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington D.C. 20593-0001 or via e-mail to coelschlegel@comdt.uscg.mil.

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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, June 25, 1997

CG 24-97 (Revised)

Contact: Cathy McDermott

Tel.: (202) 267-2304

Comments Requested

**COAST GUARD INTERIM RULE
IMPLEMENTS 1995 STCW AMENDMENTS**

In a move to comply with amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW), the Coast Guard today announced an interim rule with a request for comments.

The changes are required by the 1995 amendments to STCW for Seafarers, 1978, which became effective Feb. 1, 1997, and will affect virtually all phases of the system used in the United States to train, test, evaluate, document and license merchant mariners, the Coast Guard said.

The regulations will apply to mariners aboard U.S. vessels sailing beyond the U.S. boundary line, on ocean or coastwise voyages, and will be phased in over a five-year period. The Coast Guard is using exemptions and equivalencies permitted under STCW to ensure that the new regulations do not impose an unreasonable burden on personnel serving on small vessels operating on domestic voyages.

The interim rule will become effective on July 26, 1997. Additional information is available from Christopher Young, (202) 267-0216, Project Manager, or Lt. Cmdr. Stephen Boyle, (202) 267-0230, of the Office of Operating and Environmental Standards or by writing to the Commandant (G-MSO), U.S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, D.C. 20593-0001.

Inquiries about STCW licensing and documentation may be directed to any Coast Guard Regional Examination Center or Stewart Walker, (202) 267-0479, of the Office of Compliance or by writing to the Commandant (G-MOC) at Coast Guard Headquarters. Inquiries may be faxed to (202) 267-4499.

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Questions about approved training information should be directed to Jerry Miente, (703) 235-8449, at the National Maritime Center, 4200 Wilson Boulevard., Suite 510, Arlington, Va. 22203-1804. Requests may be faxed to (703) 235-1062.

Copies of the interim rule or the 1995 Amendments to the STCW may be obtained by writing to the Commandant (G-MSO), U.S. Coast Guard Headquarters, or by calling (202) 267-0229 between 8 a.m. and 3 p.m. Eastern time Monday through Friday, except federal holidays. Requests may be faxed to (202) 267-4570.

Copies of the interim rule also may be obtained after its publication in the June 26, 1997 *Federal Register* at the U.S. Coast Guard's World Wide Web site: <http://www.dot.gov/dotinfo/uscg/bq/nmc/nmc/regs/index.htm> or at the *Federal Register's* World Wide Web site: <http://www.access.gpo.gov/nara/index.html>.

Written comments concerning this interim rule must be received before Dec. 23, 1997. They should be addressed to the Executive Secretary, Marine Safety Council (G-LRA-3406) [CGD 95-062], U. S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, D.C. 20593-0001.

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<http://www.dot.gov/briefing.htm>

FOR IMMEDIATE RELEASE

Wednesday, December 24, 1997

CG 39-97

Contact: Cathy McDermott

Telephone: 202-267-2304

**COAST GUARD RULE WILL PERMIT
INTERNATIONAL CERTIFICATES
FROM CLASSIFICATION SOCIETIES**

In a final rule written to improve the Alternate Compliance Program (ACP), the U.S. Coast Guard today said it can authorize classification societies to issue international certificates typically issued by the Coast Guard.

The ACP was fully implemented on July 31, 1997.

According to the rule published today, the Coast Guard may issue a Certificate of Inspection based upon reports by an authorized classification society that the vessel complies with certain international conventions, classification society rules and other specified requirements. This program reduces the burden on vessel owners and operators by eliminating redundant plan review and inspection by the vessel's classification society and the Coast Guard.

Today's final rule responds to 17 letters commenting on the interim rule published on Dec. 27, 1996. It also includes several minor, technical changes to help with clear application of the ACP.

Additional information and copies of the final rule are available from Lt. Cmdr. Daniel Pippenger, project manager, Office of Design and Engineering Standards (G-MSE), 2100 Second St., S.W., Washington, D.C. 20593-0001. His telephone number is (202) 267-2997, and requests may be faxed to (202) 267-4816.

An electronic version of the proposed rule is also available via the Internet's World Wide Web at: http://www.access.gpo.gov/su_docs/aces/aces140.html

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