

Oddball Vessels on the Bay and Beyond

(The Regulator's view of Historic Vessels)



Marc Cruder – Traveling Senior Marine Inspector USCG Headquarters

The Marine Inspection Program

→ Congressional Act of 1838

→ Steamboat Act of 1852

→ Congressional Act of 1871

- * Steamboat Inspection Service thru 1932

- * Bureau of Navigation and Steamboat Inspection thru 1936

→ Act of 1936 after the MORRO CASTLE

- * Bureau of Marine Inspection and Navigation thru 1942
when transferred to the USCG

Traveling Inspection Staff - Then

- ➔ Created under the Steamboat Inspection Service in 1914
- ➔ Uniform Administration of the Marine Inspection Program
- ➔ Started with 1; eventually a 4 man staff

Traveling Inspection Staff - Now

“Provide professional Marine Safety expertise and leadership to improve proficiency and performance”

- ➔ Oversight of Targeted Vessels and Issues of Particular Concern
- ➔ Providing Technical Advice/Consult
- ➔ Measuring the Effectiveness of Existing Programs/Policies to help form Program Direction
- ➔ Being an Industry Advocate & POC to Broker Concerns

Unique and Historic Vessels



Historic and Unique Vessels

Options for Operation:

- **Shoreside as a permanently moored land structure**
(Responsibility = Local Fire Marshal)
- **Shoreside as an Attraction Vessel – Non navigational**
(COI issued by the CG – Could include steaming for display)
- **Shoreside as an Attraction Vessel – Navigational**
(COI issued by CG – Transits allowed with crew only)
- **Underway with paying passengers**
(Coastwise Trade Documentation and a COI issued by the CG to Subchapter T/K/H or I)

Historic and Unique Vessels

Things to remember before you even get started:

- **The process begins and ends with your local OCMI**
- **Steamships have their own additional regulations**
- **Think thru the business plan....before during and after restoration**
- **Travelers can and will be the “honest broker,” but do not have OCMI authority, so don’t “hang the paper”**



Copper Sheathing/Outer
Planking Removal

Tall Ship GAZELA



New Planks/Caulking

WWII-Era Vessels



Buy Boat WINNIE ESTELLE



Ex- Presidential Yacht SEQUOIA



Historic Vessel Lessons Learned – Vessel side

Typical Issues:

- **Construction Stds at odds with new intended use**
- **Steam Plant requires inspection/testing to current stds**
- **Sail Vessels must comply with NVIC 02-16**
- **Marine vs. Non-marine installations**
- **Structural Fire Protection (all but Sub T < 150 pax)**
- **Housekeeping**

Historic Vessel Lessons Learned – People side

Typical Issues:

- **Got the boat but got no plan or the wrong plan
(Vision)**
- **Not connected to or wanted by the local waterfront
(Politics)**
- **Have no sustainable economics to execute the plan
(Financial Resources)**
- **Have volunteers but not organized or the right skill set
(Project Management short/long term)**

Historic Vessels



- The process requires:
 - a vision
 - a plan with a strategy and way points
 - a technical team
 - CG resources both locally and at the CGHQ level as necessary or directed

Historic Vessels



- The process requires a vision:
 - what's the goal? (or you won't get there)
 - static dockside attraction?
 - dockside steaming attraction?
 - underway with volunteers only?
 - underway with paying passengers?

Historic Vessels



- The process requires a plan:
 - stabilization or credit drydock?
 - when does stabilization turn into recertification?
 - prioritize work...steel hull; wood superstructure; mechanical/electrical restoration; additional safety systems?

Historic Vessels



- The process requires a technical team:
 - project manager to execute the plan and interface with the CG
 - marine professionals to work out details for the purposes of CG plan review and inspection
 - competent tradesmen/craftsmen to execute the work to marine standards

Historic Vessels



- The process requires CG resources:
 - evaluation and inspection (macro and micro view)
 - plan review for new systems as well as some existing systems
 - continuous project oversight

STEAMING FOR SUCCESS



The one that got away...

STEAMING FOR SUCCESS



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