

Chesapeake Area Professional Captains Association

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Discussion Points

- Sustaining Marine Professionalism
- How to Improve Vessel Standards
- Future Impacts
- Questions

Sustaining Marine Professionalism

- On March 2, 2015, at 1027 local time, the passenger vessel *Diamond Edge* and the liftboat-configured offshore supply vessel *B.W. Haley* collided while under way in dense fog about 55 miles south-southwest of Lafayette, Louisiana. As a result of the collision, the hull of the *Diamond Edge* was breached and the vessel partially sank. There were no significant injuries or pollution reported. Estimated damage exceeded \$1.75 million for both vessels combined.

Sustaining Marine Professionalism

- About 2200 on the evening of August 30, 2015, the uninspected fishing vessel *Capt Richie Rich* was under way and trawling for shrimp in coastal waters about 10 nm southwest of Point au Fer, Louisiana, when the port outrigger broke and holed the vessel's hull. The breach allowed water to enter the engine room, causing the vessel to list to starboard. It later sank partially in 12 feet of water. The three crewmembers, who abandoned the vessel into a liferaft, were rescued by the US Coast Guard; no one was injured. An oil sheen was observed in the area where the vessel sank.

Sustaining Marine Professionalism

- The *Spirit of Adventure*, a 99-gross ton catamaran small passenger vessel, flooded and partially sank while alongside its pier in Seward Boat Harbor, Alaska, before dawn on December 6, 2014. The vessel was out of service for the winter, and no one was on board. No injuries or pollution occurred as a result of the sinking. Damage to the vessel and its pier was estimated at \$2 million, and the vessel was declared a constructive total loss by its insurer. The *Spirit of Adventure* was one of eight vessels operated by Major Marine Tours on sightseeing tours from Seward to Kenai Fjords National Park and Prince William Sound, Alaska.

Sustaining Marine Professionalism

- On November 25, 2015, at 1158, the uninspected fishing vessel *Hawaii Five-1*, en route to Honolulu, Hawaii, from Bayou La Batre, Alabama, capsized and subsequently sank in the Gulf of Mexico just north of the Straits of Yucatan. The two crewmembers, a captain and a deckhand, managed to board a liferaft and were rescued by the Coast Guard later that night. The crew reported minor injuries associated with the accident.

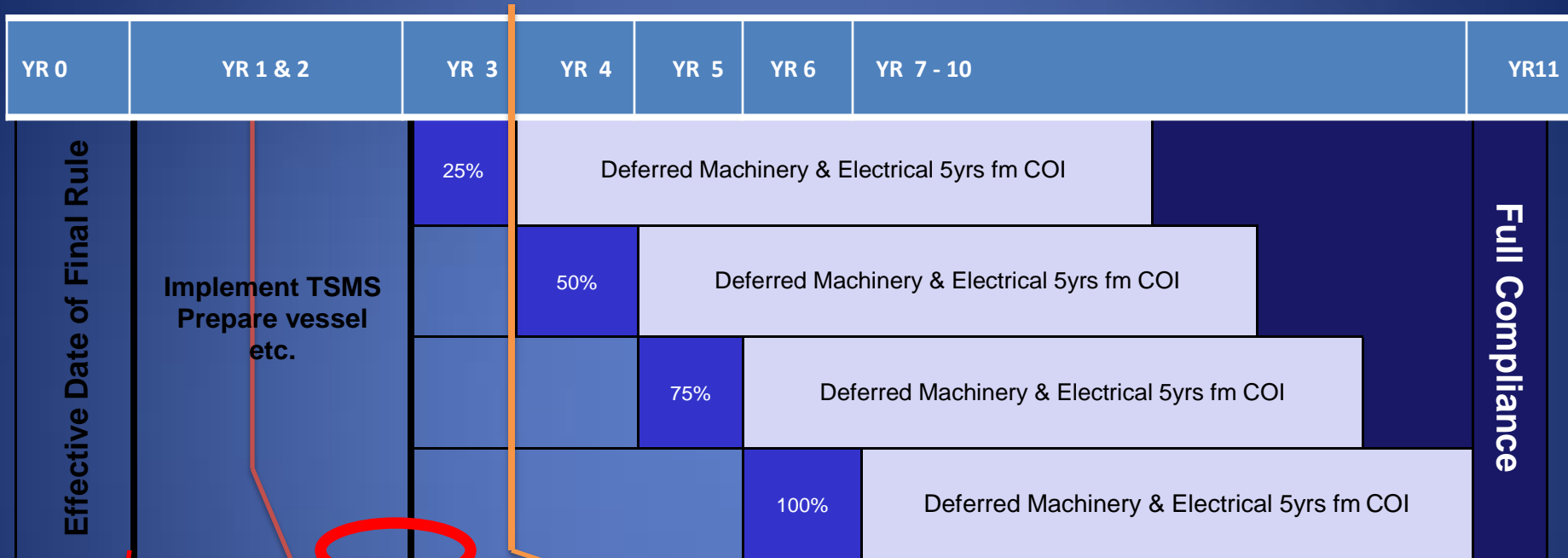
Future Ops/Impact

- Wind Energy-Offshore Supply Vessels
- SPV Targeting/Risk Assessment
- Towing Vessel Examinations-Sub M
- Development of an Enhanced Oversight Program and Voluntary Safety Guidelines for Commercial Fishing Industry Vessels – January 1, 2017
- Maintain Maritime Domain Awareness (MDA)

Sub-Chapter M

- Two year's before vessels must comply with the requirements...first COIs will not be issued until 20 Jul 2018. That gives (1) CG time to develop/publish policy and train our workforce; and (2) industry time to come into compliance.
- Provides phase-in period...spreads the workload for CG out over 4 year period. Industry must plan on how they spread their initial CG inspections out over the 4-yr period.
- New vs Existing – Vessels constructed before 20 Jul 2017 are existing...those after are new vessels and must comply with all requirements that apply to new vessels in Sub M. This is the only exception for vessels that could receive a COI ahead of Jul 2018.

Sub-M Compliance Timeline



30-day Effective Date

- TPO requirements
- TPO approvals
- Stability, watertight, & weather-tight

20 July 2016

Keel Laid Date
New Vessel
20 Jul 2017

Health and Safety Plan
After First Year
22 July 2019

- Comply with Sub M - 20 July 2018
- TSMS Certificate issued by approved TPO 6 months prior to COI Issue: starting 20 Feb 2018

Deferred Equipment

- Pilothouse alerter system
- Towing machinery (i.e. winches, bitts, guards etc.)

Ice Season



REPORTING REQUIREMENTS AND POLICIES

COMDTINST 16151.1D

➤ Waterways closures and restrictions.

➤ Winter Severity Measures.

• Winter severity is a function of various environmental conditions including, but not limited to:

○ Ice coverage

Type

○ Thickness

Duration

➤ Options:

• Use discretion

• Use adequately powered & constructed vessels

• Reschedule trips

• Hire commercial icebreaking assistance

Maritime Domain Awareness (MDA)

- Maritime domain awareness means the effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment of the U.S. Attaining and sustaining an effective understanding and awareness of the maritime domain requires the collection, fusion, analysis, and dissemination of prioritized categories of data, information, and intelligence. These are collected during the conduct of all Coast Guard missions. Awareness inputs come from Field Intelligence Support Teams, Maritime Intelligence Fusion Centers, Nationwide Automatic Identification System and other vessel tracking systems, and public reporting of suspicious incidents through [America's Waterway Watch](#).

Report What You Find to be Unusual!

- **First, call the National Response Center at 877-24WATCH.** For immediate danger to life or property, call 911, or call the U. S. Coast Guard on Marine Channel 16.
- **Never** approach someone you fear may be about to commit a crime. Make some notes, such as the person's appearance, clothing, vehicle license plate, and the type of boat, vehicle or aircraft involved. Take a picture if you can, but keep your distance if the situation seems hostile.
- **Provide Details:**
- Be specific with details whenever you report something amiss to authorities. Generalized descriptions and concerns don't provide sufficient information and may not carry the appropriate sense of urgency.
- **Details Carry Weight:**
- For Example: "I'm at the Safe Haven Marina and just saw [something dangerous] loaded from a White SUV into a turquoise Boston Whaler with the registration number of CF1234YZ. I can't read the SUV's plate number, but I think it's an out-of-state plate. The boat operator seems to be intimidated by his passengers, and the passengers seem to be trying to keep out of sight. I think something bad is about to happen." Pay attention to height, weight, gender, clothing, or other identifiable traits of the people engaged in suspicious activity -- you may be asked for this type of information.

