



Homeland
Security

UNITED STATES COAST GUARD



TOWING VESSEL NATIONAL CENTER OF EXPERTISE

8/9/2011



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TVNCOE Team Active Duty

LCDR Wade Russell

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LCDR Julie Bethke

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Marine Inspector





TVNCOE Team Civilians

- Roy Murphy
- Bill Perkins
- Mike Kelly
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Current Areas of Interest to Industry

- TVBP Phase II Implementation
- Steel Repair Subgroup
- MARPOL VI





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TVBP Update and Phase II Implementation

8/9/2011



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Bridging Program Industry Initiated Exam Progress

The latest results show that just over 3200 of the 6600 (48%)
Uninspected Towing Vessel's have participated in an Industry
Initiated Exam



Phase II Implementation

- Elements introduced in Phase I will not end in Phase II
- Phase II will utilize the Prioritization Matrix and introduce two (2) new elements

Phase II Prioritization Matrix

High Priority Vessel

- Company has not participated in Phase 1
- Vessel has not been examined

Low Priority Vessel

- Company participating in Phase 1
- Vessel has not been examined

Non-Priority Vessel

- Company participating in Phase 1
- Vessel has been examined

Dockside Prioritized Exams

- Focus on High Priority Vessels
- Same scope as IIE but are conducted at the convenience of the Coast Guard
- Currently deficiencies recorded in MISLE as part of an IIE do not map over to PSIX, vessels with activities recorded as Prioritized Exams will not be afforded this luxury

Underway Law Enforcement Boarding and Surge Operations

- Operational commanders have wide discretion to plan and execute underway LE boardings and surge operations as resources permit, irrespective of TVBP.
- Limited resources should be focused on High Priority Vessels.
- Operational Commanders should consider towing vessels with valid decals as non-priority vessels when planning these operations.



Phase II Implementation

Phase II will not start until every District has been able to communicate, train, and orient industry and their examiners on this policy and all Districts announce that they are ready to commence.



Subgroup on Inland Towing Vessel Inspection and Repair Standards (NVIC 7-68)

16 members volunteered from both AWO and USCG for the subgroup.

Purpose

- To define good marine practice for inland towing vessel inspection and repair, and
- Make recommendations for same with respect to applicable Coast Guard guidance following the implementations of Subchapter M regulations

Key Issues Identified by Steel Repair Subgroup

- Use of doubler plates
- Water in voids
- Insets
- Welding standards
- Internal structural examinations

MARPOL VI

What are Nox and Sox?

Nitrogen Oxides (Nox)- a group of reactive gasses as a result of combustion which result in ground level ozone and fine particulate pollution

Sulfur Oxides (Sox)- a group of reactive gasses as a result of combustion which lead to the formation of fine particulate matter in the atmosphere posing significant public health risks





MARPOL VI

Regulation 13

Nitrogen oxides (Nox)

(New) marine diesel 130 kW (171 hp) and greater (or existing) that undergoes a major conversion after 1/1/2000

Major Conversion is considered

- replacement
- substantial modification (per Nox Tech Code 2008)
- max cont output rating is increased to more than 10%



MARPOL VI

Regulation 18

Sulfur oxides (Sox)

- Bunker delivery note kept on board the ship for three (3) years
- Fuel sample under the ship's control for not less than one (1) year
- Fuel oil for combustion purposes shall not exceed the applicable sulfur content (reg 14) or cause an engine to exceed the applicable Nox emission limit (reg 13)



NOx /SOx Reference Table

Applicable if operating in an Emission Control Area

Table 1: International Ship Engine and Fuel Standards (MARPOL Annex VI)

	Year	Fuel Sulfur	NOX
Emission Control Area	Today to July 2010	15,000 ppm	
	2010	10,000 ppm	
	2015	1,000 ppm	
	2016		Tier III (Aftertreatment-forcing)
Global	Today to January 2011		Tier I (Engine-based controls)
	2011		Tier II (Engine-based controls)
	Today to January 2012	45,000 ppm	
	2012	35,000 ppm	
	2020 ^a	5,000 ppm	



North American Emission Control Area



Questions

MARPOL ANNEX VI
ISBN 978-92-801-4243-3





Additional Areas of Interest to Industry

- Vessel General Permit
- The intent of “(Oil) Transfer”
- Pressure Vessels
- Training and UTV Exam Form/ Guidebook Revision
- Equivalency, Exemption, and Appeals



Vessel General Permit

What are current vessel requirements?

As per VGP 4.1.1- Routine vessel inspections at least once per week or per voyage which ever is more frequent, and the records of routine visual inspections must be made available upon request.

Current guidance from HQ for UTV's is that the USCG is not to evaluate compliance during routine exams.





Oil Transfer Hose Requirements for Internal Transfers

- Moving liquids such as bilge slops, engine oils, or other fluids internally (engine room) does not meet the intent of the definition of transfer as per 33 CFR 156.150.
- A transfer is considered to begin when the PIC on the transferring vessel or facility and the PIC on the receiving vessel or facility sign the DOI.
- DOI not required to be signed= No hose requirements (per 46 CFR 154.500)

Guidance is for vessel internal fluid movement only



Pressure Vessels

In addition to the Pressure Vessel Safety Alert the TVNCOE was asked to draft an Unfired Pressure Vessel Safety Issue Solution Matrix which includes further guidance on the qualifying of the tanks.

This paper is based on recommendations from the National Board of Boiler and Pressure Vessel Inspectors Form 132 Rev 8 for non- standard tanks.



Pressure Vessels

The system needs a weak link, ie proper sized relief valve.

This is sized according to both MAWP and compressor discharge volume.

For example, A 150 MAWP compressed air storage tank with 17 cu/ft/min compressor: the relief valve set for no more than 150 psi and able to relieve air volume at a rate of 17 cu/ft/min

We have revised both the guidebook and the UTV exam form
for more effective exams

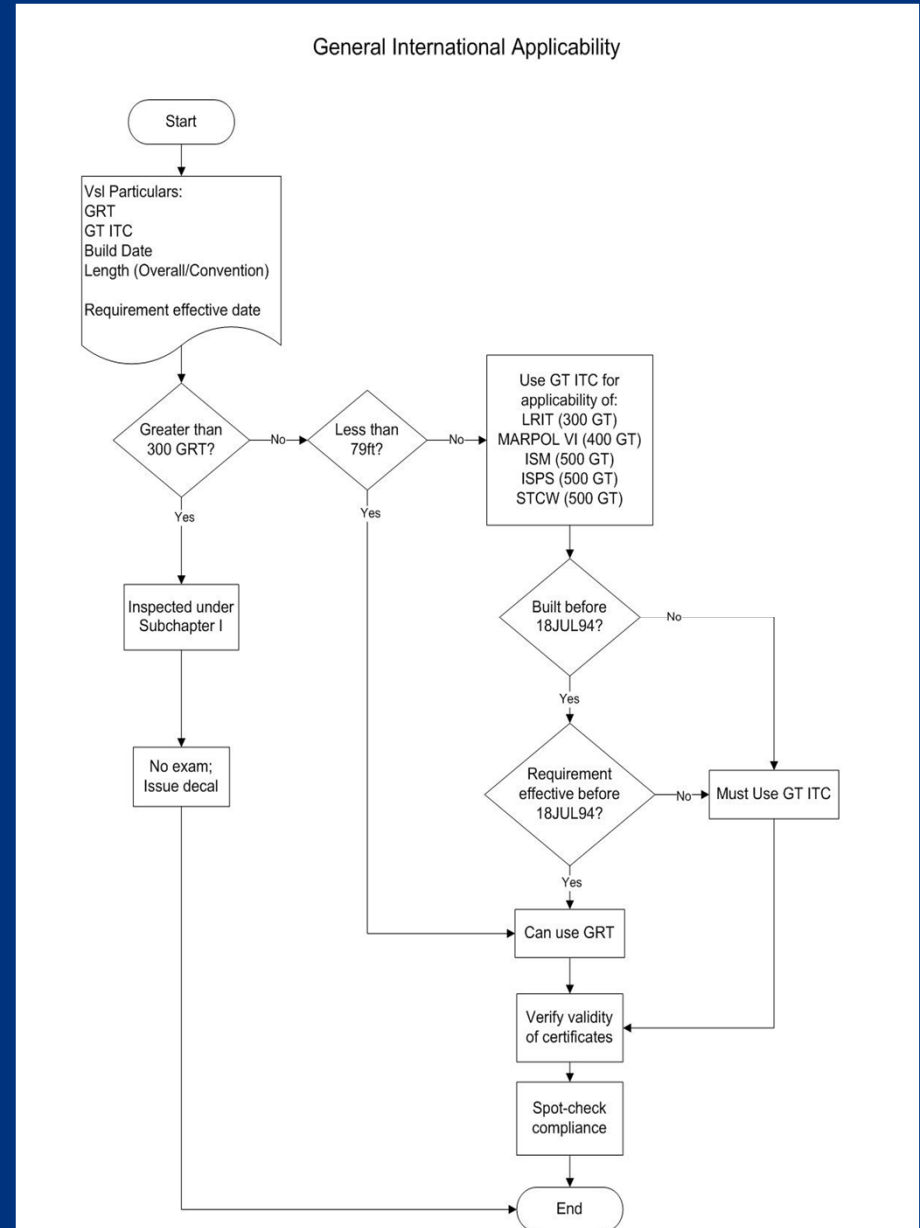
We also are continuing with the Examiner Training...

FY11 JITO courses:

Paducah KY:	20-24 JUNE
Alameda CA:	11-15 JULY
Paducah KY:	22-26 AUG
TRACEN Yorktown VA:	12-16 JUNE



In addition to the revisions, an International Addendum and flow chart was also created to be used as field guidance for examiners



Equivalency, Exemption, and Appeals Package

Designed to walk industry through the process’.

Includes flow charts, process descriptions, and template letters

Questions

