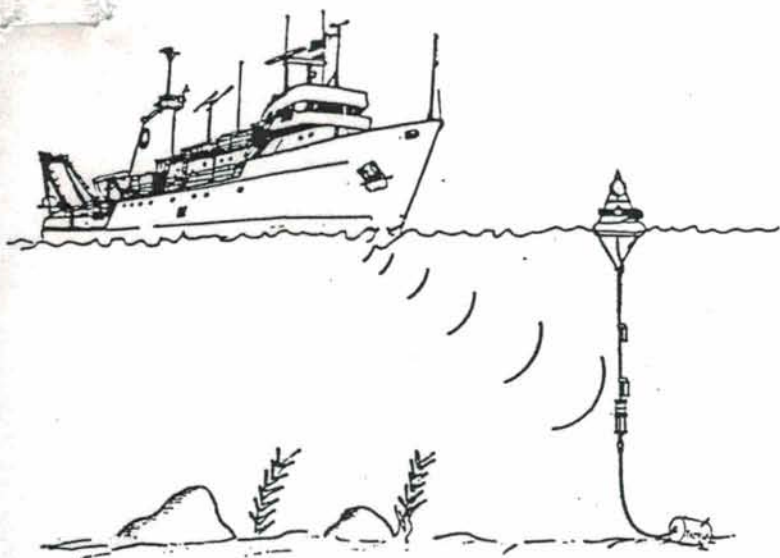


File RVOC (News)



University-National
Oceanographic
Laboratory System

RESEARCH VESSEL OPERATORS COMMITTEE NEWSLETTER

15 March 1989
Volume 10

EDITOR'S NOTE

This is the first of two newsletters planned for 1989. If interest is shown I'm not opposed to publishing a third newsletter which would come out in November. The deadline for contributions for the next edition (August 15) is July 29. If you have any articles or comments you would like to share with the community please let me know....B.K. Cornwall

ANNUAL RVOC MEETING

The dates for the annual RVOC meeting to be hosted by the University of Miami, RSMAS, have been set for October 3-5, 1989. Recommendations for agenda items can be sent to Jim Williams or Bruce Cornwall.

NSF NAMES SHIP OPS PROGRAM MANAGER

Dolly Dieter has been named by the NSF to fill the position of Ship Operations Program Manager, which has been vacant since the untimely death of John McMillan. The RVOC looks forward to working with Dolly in her new capacity, and we wish her all the best. She will start in her new position this spring.

RVOC SAFETY COMMITTEE

REPORT OF THE COMMITTEE MEETING

Bill Coste, Chairman of the RVOC Safety Committee reported on the meeting the committee held at WHOI 29-30 November, 1988. The basic goal the committee had at this meeting was to further discussions of the Training Manual, Video Tapes, and Hands-On-Training.

The committee also discussed the need to establish a data base of accidents and injuries occurring on our vessels. This information would be valuable in assisting the RVOC to establish its status with regards to safety (how bad are we?), and to establish a base line to determine if what we are doing is helping to improve our safety record (if it is that bad). It was unanimously agreed to attempt to collect these injury/accident statistics. Joe Coburn agreed to come up with a format for reporting the stats, to maintain the data base, and to provide information back to the membership. Participation will be voluntary and the information requested will basically be that already required by Workman's Compensation, OSHA, or an insurance agency. Joe anticipates collecting this information quarterly and plans to use the RVOC Newsletter as the vehicle to disseminate the statistics back to the membership.

As a final note, Bill reported that he stopped by NSF and discussed the training manual and hands-on training with Larry Clark and Lisa Lynch. They were very supportive (though Larry was concerned that ONR should share some of the costs), and suggested the best way to proceed (for funding) is through the UNOLS Office.

TRAINING MANUAL

During their meeting, the committee spent a lot of time trying to fine-tune the contents of the Training Manual, since it was felt that both video tapes and hands-on training would be influenced by its contents. The outline of the manual will follow the NPFVOA Manual, but items specific to fishing vessels and some simplistic topics were eliminated. Finding the expertise and providing the guidance to develop the sections of the manual that are unique to RV operations will require much work.

Jack Bash has agreed to write a request for proposal to invite prospective contractors to indicate how they would develop an RVOC Manual. They must be able to document the qualifications of their writers, illustrators, and experts in the subject matter. It is anticipated that the contractor will be selected by the entire committee after oral presentations at one or more locations

The committee hopes to have the final draft finished in time to allow for a review by the membership prior to and a discussion at the 1989 Annual RVOC meeting. Estimated cost of this effort is \$150K.

VIDEO TAPES

The committee discussed the use of video tapes for three purposes: (1) as an indoctrination tape for ship users; (2) as an indoctrination tape for new crew members; and (3) as training tapes for crew members. Because of an anticipated cost of \$25K per 20 minute tape, it was decided that an indoctrination tape for ship users should be given first priority.

This tape would reflect the contents of Chapter 2 of the Training Manual. Chapter 2 is intended to focus on shipboard safety and will contain information that should be required reading for the ship user. To reinforce this chapter and to insure that its contents are presented in a positive manner to the user, a professionally produced, well-scripted, quality tape will be used.

The tape will be generic and its contents will follow an outline similar to the following:

1. Welcome aboard
2. Tour of a typical ship
3. Safety equipment available
 - a. Fire Extinguishers
 - b. Survival Suits
 - c. Life/Work Jackets
 - d. Hardhats
 - e. Liferings
 - f. EPIRB
 - g. Liferrafts
4. Deck Safety
 - a. Dress
 - b. Operation of Deck Equipment
 - c. Procedures (do's and don'ts)
5. Drills
 - a. Fire and Emergency Drills
 - b. Man Overboard
 - c. Abandon Ship
6. Zero Tolerance Statement

The indoctrination tape would be very useful and could be augmented by some of the basic training tapes which are already available. Most of these tapes have been produced on a specific subject (ie, fire fighting, hypothermia) or by equipment manufacturers (ie, breathing apparatus, liferafts). Ken Palfrey will maintain a complete library of available tapes available to the membership and will also have ordering information.

HANDS-ON TRAINING

It was unanimously agreed that RVOC should establish an in-house training capability. A training team of three persons, made up of volunteers from our staffs, would visit each UNOLS vessel every eighteen months. A listing of facilities which are available for both individual and team training would also be maintained, with information obtained from the membership in the same manner as with the training video tapes.

The three-person training team would most likely consist of one engineer, one operations-type, and one other who might have medical training. Two teams would be trained on each coast, which would reduce the workload on any one individual or institution, and would allow for team members to be mixed, matched, or borrowed from the opposite coast. Volunteers would be trained and expected to serve in their capacity for a fixed term.

A training visit would consist of a safety inspection, followed by training exercises, and would last for 2-3 days with approximately one-half day underway. It is intended that this visit be welcomed by all concerned. In that regard, follow-up action will not be mandated and all reports, assessments, etc. will be left with the operating institution. Safety violations and training weaknesses found during the visit would probably be reported back to the chairman of the safety committee (for example) to provide the feedback necessary to place the emphasis of the training program where it is needed most.

It is anticipated that a training visit will consist of a safety inspection followed by the following proposed (tentative) training:

1. Firefighting
2. Abandon Ship (survival at sea)
3. Man Overboard
4. Medical Emergencies
 - a. Hypothermia
 - b. CPR
 - c. First Aid
 - d. Electrical Shock
 - e. Evacuation of Personnel
5. Portable Pumps/Dewatering
6. Pyrotechnics
7. Line Throwing Apparatus
8. Operation of Deck Equipment
9. Vessel Security

UNOLS RESEARCH FLEET ACCIDENT STATISTICS

A valid accident data base has several benefits. First, we would be able to rebut comments from those who believe that our vessels are unsafe. It is doubtful that the community of Research Vessels is as unsafe as some might have us believe, but without data our claims of being safe are no more valid than theirs. A second benefit of collecting statistics is that each institution can compare its own accident record, without revealing it, against the collective statistics of the RVOC. We could also compare ourselves (individually and collectively) with the Marine Section of the National Safety Council which publishes similar statistical summaries. Finally we can individually and collectively evaluate the effectiveness of safety programs and the impact of significant changes in the operations on the safety of our ships.

The following simple reporting system is proposed: Quarterly, report via mail, telemail, or facsimile to Joe Coburn at Woods Hole the following: For accidents at sea; Number of lost-time accidents, Number of man-days lost, Number of ship-days at sea, Number of marine crew-days at sea. For accidents in port; Number of lost-time accidents, Number of man-days lost, Number of Marine crew-days in port, Number of ship-days in port. Joe will total all the submissions, and the newsletter will publish the totals. The Safety Committee is open to comments and suggestions to improve this procedure.

VIDEO TRAINING UPDATE

Your Safety Committee has spent some long winter evenings reviewing potential safety training videos. So far we have located a few which we feel are suitable and would allow UNOLS vessel operators to get started with a program. Selections were made primarily on the basis of content, but ready availability and cost were considerations. Those we recommend are modestly priced and should be affordable within existing Ship Operations budgets. The committee has no plans to set up a distribution program for video tapes beyond what the UNOLS office has already done by providing firefighting tapes. Concerns with handling copyrighted material led to this decision.

All of the videos in the recommended starting program which follows have been "sea tested" on a UNOLS vessel. Feedback was positive and encouraging. For the test, crew members

were allowed to view tapes and keep track of their participation on an individual basis. Enthusiasm was high, probably because of the novelty of the test, so crew participation was almost perfect. As an afterthought, the scientific party was invited to participate. Curiously, their participation, although not recorded, was tremendous. This shows one of two conditions: 1) a "soft sell" worked to stimulate a genuine, inherent interest in safety; or 2) when desperate for entertainment, some people will watch anything on TV.

Here, then, is our initial recommendation on safety training videos which are available now.

I. Hypothermia

- | | | |
|----|---|---------------------------------|
| a. | "Hypothermia: The Cold Facts"
U. Minnesota Sea Grant | 28:00 m
\$59.95 + \$4.80 S/H |
|----|---|---------------------------------|

A clinical report which treats the subject in depth. Easy to follow and very educational on the effects of hypothermia. Makes you want to don a survival suit while watching. A good video for those who want a thorough treatment of the subject.

- | | | |
|----|--|-----------------------------------|
| b. | "Hypothermia"
U Alaska Marine Advisory Program
(UAK-MAP) | 14:51 m
\$50.00 ⁽¹⁾ |
|----|--|-----------------------------------|

A well organized and dramatized presentation on how to recognize and treat hypothermia. An excellent video, recommended as part of a basic program for all hands.

II. First Aid

- | | | |
|----|--|--------------------|
| a. | "Medical Emergencies at Sea"
North Pacific Fishing Vessel
Owner's Association (NPFVOA) | 42:00 m
\$35.00 |
|----|--|--------------------|

A good presentation on first aid and CPR techniques. Presumes viewer has had basic training. Recommended as a periodic refresher for persons already certified.

- | | | |
|----|---------------------------------------|-----------------------------------|
| b. | "Cold Water Near Drowning"
UAK-MAP | 20:23 m
\$50.00 ⁽¹⁾ |
|----|---------------------------------------|-----------------------------------|

Don't give up on an apparent drowning victim, particularly after immersion in cold water, is the dramatic message of this good quality video. It should be of particular interest to vessels operating in cold water.

III. Firefighting

The seven-part "Marine Firefighting" video series (Gulf Publishing - TAMU) provided by the UNOLS office should form the basis of a training program. Generally these videos are more suitable as periodic refreshers for the fire party. These tapes should not be considered as a substitute for

firefighting school training. Consideration should also be given to supplementing some parts with other videos to illustrate the use and care of specific items of firefighting equipment. For example: Part six of the series, "Self-contained Breathing Apparatus," discusses this type of equipment generically but shows "Scott" equipment in use. Mine Safety Appliances (MSA) has an excellent video series covering their equipment. Specifically, the one reviewed for this application is:

"How to Don and Fit an MSA 401 Air Mask"	20:00 m
MSA Number 18	No cost

A good video covering the use and care of a specific device. Recommended for viewing by a fire party of any vessel so equipped.

The following videos on firefighting are recommended as suitable for viewing by all hands on UNOLS vessels.

- | | | |
|----|--|-------------|
| a. | "Marine Firefighting - Using Extinguishers, Part 2" (Gulf Publishing - TAMU) | 12:55 m (2) |
|----|--|-------------|

This is the one exception to the suggestion the marine firefighting series is suitable primarily for the fire party.

- | | | |
|----|--------------------------------------|--------------------|
| b. | "Fire Prevention and Control" NPFVOA | 26:30 m
\$35.00 |
|----|--------------------------------------|--------------------|

This video was produced in cooperation with the Washington State Fire Service Training Center which operates an approved marine firefighting school now used by some UNOLS institutions. This is the best basic review of shipboard firefighting for all hands which the committee has been able to locate.

- | | | |
|----|---|--------------------|
| c. | "ABC&D's of Portable Fire Extinguishers" Factory Manual | 23.00 m
No cost |
|----|---|--------------------|

The most thorough video available on the use, care, and feeding of fire extinguishers. Its simplistic style may be annoying to some viewers. This video or the next listed should be included in basic firefighting training for all hands.

- | | | |
|----|---|--------------------|
| d. | "Fire Extinguisher Use for Classes of Fire" National Fire Protection Association and American Extinguisher Co. (AMEREX) | 18:00 m
No cost |
|----|---|--------------------|

Covers most of the material in the preceding video but with a slicker style. More enjoyable but not quite as

Instructive as the more repetitive Factory Mutual video.

IV. Survival

- a. "Safety Equipment and Survival Procedures" NPFVOA 45:50 m
\$35.00

An excellent presentation on use of lifesaving and survival equipment. Some repetition and extraneous material included. Recommended as a "must" for all hands, but remember this was provided exclusively for the fishing industry.

- b. "Sea Survival" 20:45 m (1)
UAK-MAP

A good dramatization of what the fisherman should know in Alaska waters. Has some excellent segments and takes a different approach to some topics than the preceding video. Worthwhile and highly recommended for inclusion in an all hands program.

- c. "Marine Survival Equipment" 11:12 m (3)
UAK-MAP \$15.00

A highly entertaining approach to impressing crew members with the need for servicing lifesaving equipment. May appear silly to some viewers, but it does convey a strong message: "The warranty means nothing when you pass the sea buoy-outbound."

- d. "Survival by Switlik" 9:40 m (4)
Switlik Parachute Co.

Probably too basic for most UNOLS vessel crew members, but it is the only decent video by a liferaft manufacturer. Avon's is lengthy, disjointed and of poor quality. Viking's is a dry narration of still pictures on video. If you need more on liferafts than is available from the two preceding videos, or have Switlik equipment, you may want to include this in an indoctrination program for new crew members.

Future Plans

The Committee is working on expanding the first aid/medical emergency section and in developing additional sections on:

Protective Equipment
Hazardous Materials
Electrical Safety
Machinery
Galley Safety

We hope the next RVOC Newsletter will contain further recommendations. Meanwhile your help is needed. Do you know of, or use any training videos which might be useful in a UNOLS program? If so, please complete and return a "RVOC Video Viewing Form" to Ken Palfrey (OSU) or Mike Prince (MLML). Similarly the committee would welcome feedback on these recommendations and suggestions on topics which should be in your video safety training program.

Footnotes

1. Sold only as part of a four program videotape. All four programs are provided for a total of \$50.00. We suggest you review the tape carefully before sending it to sea as the producers have had some quality control problems in duplicating tapes. "Shore Survival" is the fourth program included.
2. Marine Firefighting tape series has been provided to vessel operating institutions by the UNOLS office.
3. Available as a single videotape.
4. Presume this can be obtained from equipment sales and service representatives. The committee used a borrowed tape from a secondary source to conduct a review.

VIDEO SOURCES

A. U. of Minnesota Sea Grant - From:

Media Design Associates, Inc.
Box 3189
Boulder, CO 80307-3189

(303) 443-2800 (Jean Keppers)
May be ordered by phone.

B. Marine Advisory Program

Cooperative Extension Service
University of Alaska
2221 E. Northern Lights Blvd., Suite 220
Anchorage, AK 99503-4131

(907) 274-9691 (Deborah Mercy)
Ask for sea survival series

C. North Pacific Fishing Vessel Owner's Association

1800 W. Emerson, Suite 101
Fishermen's Terminal
Seattle, WA 98119

(206) 285-3383 (Leslie Walker)
Use order form

D. Mine Safety Appliances Co.

Market Development Group
P.O. Box 426
Pittsburgh, PA 15230

(412) 273-5139
Ask for bulletin no. 9917-1

A complete series of video and audiovisual programs is available through MSA sales representatives or from this company for viewing at no cost. Permission may be granted to duplicate these tapes provided the entire program is copied and used, especially sections that caution against equipment misuse. This is required to satisfy product liability concerns.

E. Factory Mutual (Allendale Insurance, Arkwright Boston Insurance and Protection Mutual). The only known sources for videos produced by this group are Worker's Compensation Insurers and state or institutional occupational health and safety offices. Such organizations usually publish catalogs of material available for viewing at no cost.

- F. National Fire Protection Association/American Extinguisher Co. (AMEREX). The only known source of the video produced by this partnership is from fire extinguisher sales and service representatives. It should be possible to borrow one at no cost. We have no information on whether duplication would be allowed.

EXCERPTS FROM USCG NEWSLETTER

PROPOSED REGULATION PROHIBITS DISCHARGE OF PLASTIC AT SEA

"We are taking a major step to clean up the world's oceans," Secretary of Transportation Jim Burnley said in announcing a proposed rule to prohibit the dumping of plastic refuse at sea.

"Marine birds and animals ingest plastic debris, or become entangled in it." As a result, Burnley said, "more than one million birds and over 100,000 marine mammals and sea turtles die each year. With these regulations, the United States leads an international effort to control a growing threat to marine life."

The proposed regulation, issued by the U.S. Coast Guard, implements Annex V of the International Convention for the Prevention of Pollution from Ships, known as MARPOL 73/78, which went into effect December 31, 1988. It applies to U.S. flag vessels anywhere in the world and foreign flag vessels in U.S. waters out to the 200 mile limit of the Exclusive Economic Zone.

In addition to prohibiting the discharge of plastic refuse, the rule would restrict the dumping of other ship-generated garbage and require that adequate facilities for receiving garbage from ships be available at U.S. ports and terminals, including recreational marinas.

The regulation would cover commercial, recreational, and fishing vessels of any size and type and the facilities that serve them. It would provide for a civil penalty of up to \$25,000 and a criminal penalty of up to \$50,000 and five years in jail for violations.

Public comments on the proposed regulation will be accepted for 30 days following publication in the Federal Register. Written comments should be sent to Commandant (G-LRA-2/21), U.S. Coast Guard Headquarters, Room 2110, 2100 Second Street, S.W., Washington, D.C. 20590-0001.

A copy of the proposed rules may be obtained by calling the Coast Guard's toll-free hotline, (800) 368-5647. (In Washington, D.C. call 267-0780).

LICENSING OF MARITIME PERSONNEL

The Coast Guard is amending the regulations concerning the licensing of maritime personnel and the manning of vessels. This rule modifies the regulations contained in Parts 10, 12, 15, 30, 31, 151, and 185 of Title 46 Code of Federal Regulations (CFR) and Part 155 of Title 33 CFR concerning the licensing of individuals, the registration of staff officers, and the manning of vessels.

These changes to the regulations are effective February 3, 1989. Notice of these revisions with background and supplementary information are found in the January 4, 1989 edition of the Federal Register. For further information contact: LCDR Gerald D. Jenkins, Project Manager, Office of Marine Safety, Security and Environmental Protection, (G-MVP), phone (202) 267-0224.

DRUG AND ALCOHOL TESTING FOR COMMERCIAL VESSEL PERSONNEL

On 21 November 1988, the final rules on drug and alcohol testing for merchant mariners and other transportation industry workers were published in the Federal Register. These new rules require drug testing of more than four million employees in safety-related jobs in all major modes of transportation, including 538,000 aviation industry employees, 3 million interstate truck and bus drivers, 195,000 mass transit workers, 90,000 railroad workers, 120,000 mariners on commercial vessels, and 116,000 pipeline workers.

The U S. Coast Guard rules require maritime employers to establish testing programs, maintain records of those tests and establish employee assistance programs. The rules apply to crewmembers working under a license or document, or employed on a vessel required to be manned by personnel licensed or documented by the Coast Guard, including self-employed operators. The rules also require drug testing as part of a physical examination required for any licensing or document transaction, including the annual physical examination required for pilots.

The rules became effective 21 December 1988, and provide for a phased-in implementation schedule. The five testing programs are:

- a. **PRE-EMPLOYMENT TESTING (for drugs)**
 1. To be implemented in six months (June 21, 1989) by large employers (over 50 covered employees).
 2. To be implemented in one year (December 21, 1989) by medium size employers (11 to 50 covered employees).
 3. To be implemented in two years (December 21, 1989) by small employers (10 or fewer employees).
- b. **RANDOM TESTING (for drugs)**
 1. At 50% selection rate when fully implemented.
 2. Implementation schedule:
 - i. Large employers - 25% of employees during year two (21 December 1989 - 21 December 1990); 50% of employees thereafter.
 - ii. Medium and small employers - 25% of employees during year three (21 December 1990 - 21 December 1991); 50% of employees thereafter.

- c. **REASONABLE CAUSE TESTING (for drugs)**
 - 1. To be implemented in one year by large and medium employers (21 December 1989).
 - 2. To be implemented in two years for small employers (21 December 1990).
- d. **POST-SERIOUS MARINE INCIDENT TESTING (drugs & alcohol)**
 - 1. The rule defines Serious Marine Incident (e.g. death, or \$100,000 damage, or loss of vessel, discharge of hazardous substance or 10,000 gallons of oil into U.S. navigable waters, etc.).
 - 2. Testing mandatory for crewmember who is determined by marine employer or law enforcement official to be directly involved in the incident.
 - 3. Testing kits must be carried on vessels unless they are readily obtainable within 24 hours from the time the incident occurs.
 - 4. To be implemented in two years (21 December 1990) by small employers.
 - 5. To be implemented in one year (21 December 1989) by medium and large employers.
- e. **PERIODIC TESTING (for drugs)**
 - 1. With any physical examination required by the Coast Guard for license or Merchant Mariner's Document applications, as well as required annual physicals for pilots.
 - 2. To be implemented in two years (21 December 1990).

The standards for conducting these tests are in the "Procedures for Transportation Workplace Drug Testing Programs," also published in the 21 November 1988 Federal Register.

Employers must keep records of the results of drug tests and must notify the Coast Guard of any failures. Employees who fail drug tests must be removed from any duties that affect the safety of the vessel.

Employers must establish an Employee Assistance Program to educate and train crewmembers and supervisors. The rules do not require rehabilitation programs.

For further information contact CDR John Koski at U.S. Coast Guard Headquarters (G-MMI), 2100 Second Street, S.W., Washington, D.C. 20593-0001, (202) 267-2215.

MAS DRUG TESTING SEMINAR

Bruce Cornwall, Jack Bash, Lou Hannegin, Jim Williams, and several crew members from R/V CAPE HATTERAS attended a seminar on drug testing conducted by Medical Advisory Systems (MAS) on January 20. The seminar was very informative and was time well spent. Those who attended left with the knowledge that compliance with this new regulation will not be a simple administrative task and will require some detailed preparation.

MAS appears to have most of the machinery lined up to support those operators interested in using their services for testing, reporting, reviewing, record keeping, and consultation. The cost to each institution would be for services rendered over and above their current UNOLS contract.

Another seminar may be conducted by MAS in the near future if a sufficient number of operators are interested. The location would be dependent on regional demand. Suggest calling MAS for information.

MAS just released a copy of its proposed Chemical Drug & Alcohol Testing Program. A copy of this document is included at the end of the newsletter.

FROM THE RTCM NEWSLETTER

FCC PROPOSES BAN ON VHF MARITIME TRANSMITTERS CAPABLE OF USING UNAUTHORIZED FREQUENCIES

By Notice of Proposed Rulemaking (NPRM), The Federal Communications Commission (FCC) has proposed prohibiting the use of VHF maritime transmitters that are capable of being programmed by operators to use frequencies other than those allocated to the maritime service. Interested parties may file comments on or before February 24, 1989 and reply comments on or before March 31, 1989.

The wording of the NPRM has raised a number of issues in preliminary review including: cost impact on maritime equipment which is often type accepted for use under other parts of the FCC Rules in addition to Part 80; possible need for additional shipboard equipment for users concerned with both U.S. operation with frequencies in the FCC Rules and international operation with Appendix 18 frequencies; and new restrictions imposed on manufacturers in regard to availability of procedures and special devices for frequency programming. As a result, RTCM plans to comment on this NPRM.

Both the NPRM and First Draft RTCM comments, developed by an Ad Hoc Committee, are available to RTCM members on request to the RTCM Office at (202) 639-4006. Request packet of information on proposed VHF transmitter rules.

NEW LAW REQUIRES CARRIAGE OF ALERTING AND LOCATING EQUIPMENT ON UNINSPECTED VESSELS

Proposed legislation, previously reported in the April 1988 RTCM Newsletter, has been signed into law to require carriage of alerting and locating equipment by U.S. flag

uninspected vessels (Note that term does not include recreational vessels) operating more than three miles offshore of both the Great Lakes and other U.S. coastlines. Mandatory carriage date will be established by implementing regulations to be issued by the U.S Coast Guard.

FCC FINDS SEVEN EPIRB MODELS NON-COMPLIANT WITH RULES

By Public Notice the Federal Communications Commission (FCC) has advised that seven models of Emergency Position-Indicating Radiobeacons (EPIRBS) tested at the FCC Laboratory are not in compliance with the FCC Rules. In addition to violating other rules, all of the tested EPIRBS failed to operate with the required radiated power at 243 MHz. The grantees of equipment authorization for these devices have been notified, and the FCC will work closely with them to remedy the situation as quickly as possible.

The FCC advises purchasers of EPIRBS listed below to contact the distributor or manufacturer of the device in order to determine what remedial action may be necessary. EPIRB models listed are as follows:

	<u>Grantee</u>	<u>Model No.</u>
1.	Guest Corporation	630
2.	Xcelatron, Inc.	ELB502
3.	Xcelatron, Inc.	ELB503
4.	Halotech, Inc.	SBR-100
5.	ACR Electronics, Inc.	ACR/RLB-21
6.	ACR Electronics, Inc.	ACR/RLB-21S
7.	Modern Products, Inc.	B-CON 200A

For further information contact Art Wall or Tom Phillips at the FCC Laboratory, telephone (301) 725-1585.

RTCM FILES PETITION FOR FURTHER EPIRB RULEMAKING

Review by RTCM Special Committee 110 of recent changes to Part 80 of the FCC Rules has indicated a need for further changes and clarification in order to insure satellite detectability of new 121.5 MHz EPIRBS and to provide a means by which users may determine whether or not newly purchased EPIRBS meet the new requirements.

Accordingly, RTCM has submitted to the Federal Communications Commission (FCC) a Petition for Rulemaking to change Part 80 of the Rules in order to more clearly specify required modulation characteristics for improved satellite detection and to make the requirement applicable to any transmission cycle with or without modulation.

Additionally, noting future difficulty that will be faced by inspectors, dealers and users in identifying those EPIRBS with improved satellite-detection capability, the RTCM Petition requests that the Rules contain labeling requirements to clearly identify new EPIRBS which meet the FCC Rules for improved satellite detection.

HOPKINS TO PHASE OUT CHESAPEAKE BAY INSTITUTE

EDITOR'S NOTE

The following press release was issued by The Johns Hopkins University News and Information Services on February 14, 1989. Scientists, senior and support staff of CBI were told of this decision by the Director earlier in the day. No decisions have been made concerning the future operation of R/V RIDGELY WARFIELD to support regional NSF-funded research on Chesapeake Bay.

The Johns Hopkins University has decided to phase out and close by December 31, 1991 the Chesapeake Bay Institute, an estuarine and oceanographic research facility whose staff is located in ShadySide, MD, and at the Homewood Campus in Baltimore.

University officials said they arrived at the decision reluctantly after determining that it would be too costly to maintain the institute as a first-rank research enterprise. Given that fact, CBI Director James D. Ebert said he concurred in the decision to close the institute.

A Five-Year Financial Plan prepared late last year by the Hopkins administration calls for the University's subsidy to CBI to diminish from \$550,000 this year to zero in 1993. CBI's researchers raise a substantial sum of money in sponsored research, amounting this year to \$1.9 million in research contracts and an additional \$400,000 in indirect cost recoveries. However, that supports only about 80 percent of the institute's \$2.8 million budget.

The decision will affect 15 researchers and 25 senior and support staff personnel. University officials said they expect the nearly three years of lead time to enable all the researchers to find positions elsewhere. They said staff members will be encouraged to apply for other positions within the University. In essence, CBI will diminish its activities as current research grants and contracts expire. Many of them are awarded for periods of several years.

No decisions have been made about the disposition of CBI's physical plant at ShadySide. A research group in aquatic ecology from the University's Applied Physics Laboratory operates out of CBI's quarters at ShadySide and its future has not been determined.

"The Chesapeake Bay Institute, at its heyday in the 1960s and early 1970s, was one of the leading centers for the study of marine science and geological processes in ocean coastal zones and estuaries such as the Chesapeake," said Dr. Ebert, CBI's director. "In recent years, however, oceanographic research has become much more competitive. In the Chesapeake Bay alone, the University of Maryland and the College of William and Mary in Virginia operate strong marine science institutes. Nationally, several universities in California and Texas as well as east coast universities such as Rhode Island have devoted major sums of money to new or refurbished marine science and oceanography institutes."

"It was, and is, my judgment that we needed either to spend substantially more on CBI to stay in the forefront of the field, or to resist the tug of mediocrity by closing our doors," he continued. "Therefore the CBI research staff and I, after careful and painful thought, unanimously decided that this would be the best course of action under the circumstances."

University Provost John V. Lombardi, who is charged by the Board of Trustees with implementing the Five Year Financial Plan, said he regards the decision to close CBI as in

keeping with the Hopkins tradition to choose areas of research carefully and to pursue them only as long as resources allow excellence to be maintained.

Lombardi stressed that the University will continue to have a strong commitment to environmental research. He noted that currently there are more than 50 faculty members in four divisions of the University working on more that \$20 million dollars worth of environmental projects.

"It is of course very painful to tell 40 loyal and devoted researchers and staff members that the institution for which they work is nearing the end of its life," he said. "We regret the human cost deeply. At the same time, in a total University context, I have no doubt this is the proper course of action and will in the long run help to create a stronger Hopkins."

FIRE FIGHTING SCHOOL UPDATE

The crew of the R/V RIDGELY WARFIELD recently completed the Marine Firefighting and Emergency Training Course given by the Fire Protection Training Division, Texas Engineering Extension Service, The Texas A&M University System, College Station, Texas. They report that the training they received there was excellent, not to mention that they all returned to Annapolis proficient in both firefighting and Aggie jokes. The program afforded them the opportunity to work together as a team in fighting fires, as well as to work with other mariners in this effort. A completed UNOLS Training Guide form listing pertinent information about this school is included at the end of the newsletter.

UNOLS TRAINING GUIDE

NAME: Texas Engineering Extension Service
Fire Protection Training Division
The Texas A&M University System

SCHOOL: Marine Firefighting and Emergency Training Course

CONTACT INFO: Ms. Debora Burnett
Fire Field Secretary
Texas Engineering Extension Service
Fire Protection Training Division
The Texas A&M University System
College Station, Texas 77843-8000

PHONE: (409) 845-1152 Telex: 762966

COST: \$650.00 per student

DURATION: 5 days, Monday - Friday, 0800 - 1700

REGISTRATION: Enrollment can be done by telephone.

BILLING: School will accept purchase order; invoice sent after completion of course.

LODGING: Abundant. School provided a lodging guide which listed 21 hotels/motels in the Bryan - College Station area. We chose the Ramada Inn, 1502 South Texas Ave., College Station, TX 77840, phone (409) 693-9891. Cost was \$60.00 per night, double occupancy.

TRANSPORTATION: Fly directly to College Station using scheduled commuter flights from Dallas, or Houston. The school and lodgings are in close proximity to the airport. Some of the hotels provide free shuttle service to and from the airport. Transportation from the hotel to the fire field, and return, is provided daily by the school. A rental car is not really necessary.

MEALS: Lunch is catered daily at the fire field. For the nominal cost of about \$5 a person per day, a variety of all-you-can-eat meals are served.

PERTINENT INFO: All gear necessary to participate in the course is provided by the school. Students who sport beards and who are not willing to shave them so as to participate in drills requiring the use of SCBAs are not issued a certificate of completion.

LAST USE: January 23-27, 1989. 6 crew members and 1 marine technician completed the course with no problems.

THE FOLLOWING PAGES OF THE NEWSLETTER ARE DEVOTED TO CLIPPINGS, FORMS, AND OTHER INFORMATION THAT WE BELIEVE WILL BE OF INTEREST TO OUR MEMBERS.

MARINE DIGEST And Transportation News

The Pacific Northwest's Weekly News Source

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GUEST EDITORIAL

Oil and Water

Portland is a river town. Towboats, the vessels I see most, are highly automated here and did away with engineers years ago, so I had more or less forgotten about the natural animosity that exists between the deck and engine departments. Lulled by the small-town bonhomie of Portland's waterfront and our decidedly inland point of view, I had blissfully lost sight of the axiom that oil and water just don't mix.

I was confronted once again with the ugly face of intolerance recently when work took me aboard a ship drydocked here for repairs. For three humiliating weeks I was subjected to a barrage of anti-deck department smears inflicted by a gang of soot-crazed snipes whose sole aim in life seemed to be the perpetuation of the preposterous myth that mates are somehow inferior. It was a little like being a Libyan balloon pilot on the Morton Downey Jr. Show.

No tradition was too sacred, no custom too time-honored to escape their scurrilous attack. Noon slips, time ticks, star time, nite mates, wearing clean khakis instead of greasy coveralls, overtime for winding clocks — all were the subject of ridicule. They even insinuated that there was something unnatural about our fondness for pencils. They brazenly admitted taking delight in blowing tubes when the wind is aft, and shutting off the heat to the midship house. ("Gee, it's plenty warm back here, captain.") When I confessed to having played in the band, they branded me with their ultimate term of contempt: "Band Deckie."

It is amazing how deep this bitter rift runs. A port engineer once shocked half the restaurant we were seated in by announcing that he would rather have his daughter turn to hooking than marry a mate. I know her and she could have handled both.

The ferocity of this unprovoked attack was all the more disturbing because I have always been a moderate on this issue; in fact, some of my best friends are engineers. You'd never hear me say that engineers study "English as a Second Language" in school along with stuff like "Channelocks" and "WD-40," or that all that they really want is to sleep with our women, or that the "engineer's library" now aboard ships is an oxymoron. Nor was I ever one of those fire and boat drill blighs who assign engineers to join the steward department in exercising the Fleming gear "because it's good for them," no sir.

It is high time that mates and engineers called a truce in this guerrilla war of character assassination which has beset shipping ever since Fulton's Folly first polluted the air over the Hudson River. The price we pay for our prejudice is simply too high. Your readers can help by passing along this olive branch to every marine engineer you know.

Of course, you might have to read it to him.

John Murdoch

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RVOC
VESSEL SAFETY PROGRAM - VIDEO VIEWING FORM

DATE:

VIEWER:

TITLE:

PRODUCER:

LENGTH:

SOURCE:

COST: RENT: _____ PURCHASE: _____

CONTENT SUMMARY:

RATING: E/G/F/P

VIDEOGRAPHY SUMMARY:

RATING: E/G/F/P

EVALUATION/COMMENTS:

Does video relate to UNOLS safety program?

Is video worth cost?

Etc.



North Pacific
Fishing Vessel
Owners' Association

NPFVOA USE ONLY

Rec'd _____
Shipped _____
Paid Ck# _____
Amount _____
Ck.Dep. _____

VESSEL SAFETY PROGRAM

ORDER FORM

Date: _____

Name: _____ SHIP TO: _____

Co./Vessel: _____

Address: _____

City: _____

State: _____ Zip: _____

Telephone: (____) _____ SHIP VIA: 4th Class Mail _____
Other _____

ITEM	QUANTITY	PRICE	TOTAL
Vessel Safety Manual	_____	\$45.00/ea.	_____
Safety & Survival at Sea Series (4 tapes) VHS _____ or BETA _____	_____	\$125.00/st.	_____
Individual Tapes: VHS _____ or BETA _____			
Safety Equip. & Survival Procedures (46 min.)	_____	\$35.00/ea.	_____
Fire Prevention & Control (26 min.)	_____	\$35.00/ea.	_____
Medical Emergencies at Sea (42 min.)	_____	\$35.00/ea.	_____
Fishing Vessel Stability (22 min.)	_____	\$35.00/ea.	_____
Emergency Medical Technician (EMT) Book	_____	\$25.00/ea.	_____

WASHINGTON STATE RESIDENTS ADD 8.1% SALES TAX:
(multiply sub-total by .081)

SUB-TOTAL: _____

SALES TAX: _____

Orders mailed within the U.S. price includes shipping fee. Orders outside U.S.
(including Canada) add \$5.00 shipping fee for each manual and/or videotape set
ordered and \$1.50 shipping fee for each individual tape ordered. All orders are sent 4th
class mail unless another method is requested, in which case, the purchaser must pay
shipping. Delivery will take from 2 - 4 weeks.

SHIPPING FEE: _____

TOTAL ORDER: _____

PLEASE MAKE CHECKS PAYABLE TO:

NPFVOA VESSEL SAFETY PROGRAM
BLDG. C-3, ROOM 218
FISHERMEN'S TERMINAL
SEATTLE, WA. 98119
(206) 285-3383

MAIL PAYMENT WITH ORDER
ALL ORDERS MUST BE PREPAID

WE REGRET WE CANNOT ACCEPT PURCHASE ORDERS OR CREDIT CARDS
Thank you for your order

Id:djp:5.88

CHEMICAL DRUG & ALCOHOL TESTING
PROGRAM

CLINICAL SERVICES (Chemical Drug & Alcohol Testing)MEDICAL REVIEW OFFICER (MRO)

MAS / MTRC physicians function as the Medical Review Officer (MRO) and provide the centralized coordination / general supervision of all activities on a 24 hour, 7 day a week basis. Services include :

Pre-employment / Periodic testing :

- MRO receives Urine Custody and Control forms (copy #1), with the urine test result attached, from the laboratory for review and evaluation.
- MRO receives Urine Custody and Control form (copy #2), containing specific identifying information on the individual tested, directly from the collection site person for review. The individual providing the urine specimen is offered the opportunity to make a written statement to the MRO, on this form, pertaining to the use, within the last thirty days, of over the counter, or prescription medications.
- MRO will evaluate the laboratory test reports and examine alternate medical explanations for any positive test result. This action may include a medical interview of the individual tested, medical referral to an MAS clinic /physician for further clinical evaluation when indicated, review of the individuals medical record (history), or review of any other biomedical factors, before a medical conclusion is rendered.
- MRO may request quantitation test results from the laboratory.
- MRO may request reanalysis should any question arise as to the accuracy, or validity of a positive test result received from the laboratory.
- MRO will report positive, or negative findings to the company.
- MRO will handle each test report verified as positive as a medical incident and develop a medical summary report, in addition to the laboratory report, for inclusion in the individuals Health Record on file at MAS.
- MRO will maintain the individuals Health Record on file in the MAS Centralized Health Record Storage and Retrieval System.
- MRO will release records to authorized personnel upon request. MAS will be responsible for the security & confidentiality of individual records on file at MAS.

CLINICAL SERVICES (Chemical Drug & Alcohol Testing)MEDICAL REVIEW OFFICER (MRO)
(continued)Random testing :

- MRO supervises and coordinates medical personnel boarding vessels or visiting company offices, for the purpose of collecting urine samples.
- MRO provides information on appropriate mailing / shipping procedures for delivery of samples to the DHHS certified laboratory.
- MRO receives Urine Custody and Control forms (Copy #1), with the urine test result attached, from the laboratory for review and evaluation.
- MRO receives Urine Custody and Control forms (copy #2), containing specific identifying information on the individual tested, directly from the collection site person for review. The individual providing the urine specimen is offered the opportunity to make a written statement to the MRO on this form, pertaining to the use, within the last thirty days, of over the counter, or prescription medications.
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- MRO will release records to authorized personnel upon request. MAS will be responsible for the security & confidentiality of individual records on file at MAS.

CLINICAL SERVICES (Chemical Drug & Alcohol Testing)MEDICAL REVIEW OFFICER (MRO)

(continued)

Post serious marine incident / Probable cause testing :

- MRO is immediately available for consultation, or procedural review, via telecommunications.
- MRO will provide the Medical Advisory Services listed in the MAS / subscribing company Service Authorization Agreement, including physician documentation in the form of a medical summary report.
- MRO supervises and coordinates medical personnel boarding vessels or visiting company offices, for the purpose of collecting urine samples.
- MRO provides information on appropriate mailing / shipping procedures for delivery of samples to the DHHS certified laboratory.
- MRO receives Urine Custody and Control forms (Copy #1), with the urine test result attached, from the laboratory for review and evaluation.
- MRO receives Urine Custody and Control forms (copy #2), containing specific identifying information on the individual tested, directly from the collection site person for review. The individual providing the urine specimen is offered the opportunity to make a written statement to the MRO on this form, pertaining to the use, within the last thirty days, of over the counter, or prescription medications.
- MRO will evaluate the laboratory test reports and examine alternate medical explanations for any positive test result. This action may include a medical interview of the individual tested, medical referral to an MAS clinic/physician for further clinical evaluation when indicated, review of the individuals medical record (history), or review of any other biomedical factors, before a medical conclusion is rendered.
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- MRO will release records to authorized personnel upon request. MAS will be responsible for the security & confidentiality of individual records on file at MAS.

CLINICAL SERVICES (Chemical Drug & Alcohol Testing)

MEDICAL REVIEW OFFICER (MRO)
(continued)

Supplemental Services :

Blind Performance (Specimen) Testing :

Blind performance testing requirements currently apply to any company who submits 1,000 or more employee specimens a year for analysis, or with 2,000 or more employees subject to the rule. This criteria may change in the near future*.

MAS will submit the required minimum number of specimen samples to the DHHS certified laboratory for the purpose of meeting the requirement and generating quality control data.

NOTE* :The number of samples required to be submitted by the companies is currently under comment and review by the U.S. Dept. of Transportation and a decision on this matter is not expected until May 1989, or later.

FEE : MAS COSTS of PURCHASING blind samples, submitting them to a laboratory for ANALYSIS and REPORTING the results in the manner prescribed can not be determined at this time.

Record-keeping :

MAS will prepare statistical reports on behalf of MAS subscribing companies for compliance with U.S.C.G. reporting requirements under the rule.

CLINICAL SERVICES (Chemical Drug & Alcohol Testing)SAMPLE COLLECTION & LABORATORY TESTSPre-employment / Periodic testing :

MAS clinic network / physician offices are designated as the collection site. Physicians and RNs collect the samples and deliver / send them to a DHHS certified lab. The samples will be collected in conjunction with the regular physical examination process in order to develop a medical record on the individual being tested. This record is necessary for the Medical Review Officers (MRO) decision process, which requires the MRO to "examine alternate medical explanations for any positive test result" and conduct a "review of the patients medical history, or review of any other relevant biomedical factors," before a report of positive findings may be reported to the company. (This medical record will be held by MAS for subsequent review by the MRO in Random / Post Serious Marine Incident / Probable Cause drug and alcohol testing.)

FEE INCLUDES : Sample collection material, tamper evident shipping package, chain of custody procedures & forms, laboratory analysis and report to the MRO; MRO review and interpretation of the laboratory test report, medical record and other biomedical factors; MRO medical interview of the individual and / or referral to an MAS clinic network physician for further evaluation when indicated; MRO final report of test results to the company.

- A. Initial screen (Immunoassay)
\$ 49.00 for each urine sample tested, plus shipping.
- B. Confirmatory test (Gas Chromatography /
Mass Spectrometry)
\$ 99.00 for each drug confirmed positive.

Note 1 : The same urine sample is used for both the initial and the confirmatory tests. Urine samples testing positive will be kept in frozen storage for a minimum of one year.

Note 2 : Clinic / physician fees for the physical examination and drug test sample collection are separately listed under the Clinical Services - Physical Examinations section.

CLINICAL SERVICES (Chemical Drug & Alcohol Testing)
SAMPLE COLLECTION & LABORATORY TESTS
(continued)

Random testing :

Company designated collection site onboard each vessel, or in company office. MAS supervises & coordinates medical personnel boarding vessels, or visiting company offices, to collect samples and send them to a DHHS certified lab.

FEE for medical personnel required at collection site :

- A. \$ 50.00 per hour, per person - minimum four hours.
- B. Reimbursement for travel and incidental expenses may be required for travel outside the local area (25 miles). (Personnel from nearby MAS local clinic network will normally be utilized.)

FEE for sample collection material, tamper evident shipping package, chain of custody procedures & forms, laboratory analysis and report to the Medical Review Officer; MRO review and interpretation of the laboratory test report, medical record and other biomedical factors; MRO medical interview of the individual and / or referral to an MAS clinic network physician for further evaluation when indicated; MRO final report of the test results to the company.

- A. Initial screen (Immunoassay).
\$ 49.00 for each urine sample tested, plus shipping.
- B. Confirmatory test (Gas Chromatography /Mass Spectrometry)
\$ 99.00 for each drug confirmed positive.

Note 1 : The same urine sample is used for both the initial and the confirmatory tests. Urine samples testing positive will be kept in frozen storage for a minimum of one year.

Note 2 : Clinic / physician fees for examining and evaluating an individual referred to them by the MRO are separate cost factors. Referrals will only be made when required to reach a medical conclusion.

CLINICAL SERVICES (Chemical Drug & Alcohol Testing)
SAMPLE COLLECTION & LABORATORY TESTS
(continued)

Post serious marine incident / Probable cause testing :

Company designated collection site onboard each vessel. MAS / MTRC physicians advise (via telecommunications) ESP* trained (according to requirements) ships officers to collect and store (when necessary) urine samples and will coordinate delivery to a DHHS certified laboratory.

MAS / MTRC physicians provide advice and review procedures with the Master and other onboard trained personnel, following a serious marine incident. They will review medical indicators with the Master prior to probable cause testing.

MAS drug & breath analyzer kits should be stored onboard and used for the sample collection. MAS / MTRC physicians will coordinate the transfer of custody from the vessel to the laboratory, including pickup and delivery sites.

Each situation of Post Serious Marine Incident or Probable Cause testing will be handled by MAS / MTRC physicians in the same manner as any other medical incident at sea, including the appropriate physician documentation in the form of a medical summary report.

FEE for laboratory tests and report to the Medical Review Officer

- A. Initial screen (Immunoassay) for five (5) drugs.
\$ 49.00 for each urine sample tested, plus shipping, if any, to a U.S. pickup site.
- B. Confirmatory test (Gas Chromatography /Mass Spectrometry)
\$ 99.00 for each drug confirmed positive.
- C. Ethyl Alcohol, Plasma or Serum initial screen \$55.00
Ethyl Alcohol, Plasma or Serum Confirmatory test \$25.00
(Some rare situations may require medical personnel to take blood samples, in addition to breath analyzer test.)

Note 1 : ESP* Emergency and Safety Programs, Inc. is an MAS wholly owned subsidiary, functioning as our training department.

CLINICAL SERVICES (Chemical Drug & Alcohol Testing)

SAMPLE COLLECTION & LABORATORY TESTS
(continued)

Post serious marine incident / Probable cause testing (continued) :

Note 2 : MAS / MTRC physicians fee for providing medical advice and consultation are listed separately under the Medical Advisory Services section.

Note 3 : The same urine sample is used for both the initial and the confirmatory tests. Urine samples testing positive will be kept in frozen storage for a minimum of one year.

FEE for medical personnel required at the site for the purpose of collecting urine and blood (when required) samples.

A. \$ 50.00 per hour, per person - minimum four hours.

B. Reimbursement for travel and incidental expenses may be required for travel outside the local area (25 miles). (Personnel from nearby MAS local clinic network will normally be utilized.)

CLINICAL SERVICES (Chemical Drug & Alcohol Testing)SAMPLE COLLECTION & LABORATORY TESTS
(continued)

Post serious marine incident / Probable cause testing (continued) :

C. Drug and Alcohol Test Kit containing all of the items necessary to collect the required urine and breath samples onboard. It includes :

1. step by step instructions for a lay person to follow.
2. clear specimen jar having minimum 60cc volume.
3. tamper proof lid with I.D. number corresponding to the Urine Control and Custody form enclosed.
4. hypothermic thermometer to record urine temperature.
5. bluing agent for collection site water sources.
6. tamper evident sealing tape.
7. Urine Control & Custody form (& five copies), with preprinted I.D. number.
8. toxic & hazardous substance double bag, certified for use as a mailing / shipping container.
9. storage / shipping tamper evident package.
10. Pre-addressed labels for mailing / shipping samples.
11. Pre-addressed envelope for mailing Urine Custody and Control form (copy #2) directly to the MRO.
12. Breath analyzer chemical reagent tube & volume bag.
13. Indelible ink ball point pen for filling in forms.

COST : \$ 189.00 for each package containing four (4) kits, plus shipping. (15% discount for single purchase of twelve (12) packages, each containing four (4) kits.) One kit is required for each person to be tested.

NOTE : All prices listed for sample collection, laboratory tests, test kits, and medical personnel listed in this section are subject to change upon thirty (30) days written notice to the company, after June 1, 1990.

TRAINING SERVICES (Chemical Drug & Alcohol Testing)

Training Program :

MAS training subsidiary company, ESP developed a two module training program, each module consisting of four hours, for managers, officers and crews. Module # 1 is for managers, all officers and crews, while Module # 2 is for managers and officers who will be responsible for specimen collection, shipping, documentation and record keeping.

Module # 1 - Managers, officers and crew.

- A. Orientation to the DOT rule regarding testing.
- B. Procedures and rationale for Random testing.
- C. Awareness of drug & alcohol problems and their effect on the industry.
- D. Specific effects of drugs on personnel safety, health & performance.
- E. Problems associated with chronic abuse of alcohol.
- F. Safe & sensible use of alcohol when ashore.

Module # 2 - Managers and officers.

- A. Regulations regarding specimen collections.
- B. When & how to properly collect specimens onboard.
(Collection site personnel are required to demonstrate proficiency upon completion of the training to comply with the regulation.)
- C. Procedures required for properly handling and shipping specimens.
- D. Procedures for proper documentation.

NOTE 1 : Programs may be conducted in conjunction with other training seminars, either onboard or ashore.

NOTE 2 : ESP is in the process of developing video tape programs which will satisfy personnel orientation to the regulation requirements, and may be used in lieu of Module #1.

FEE : Specific proposals are available on request, and are dependent on the number of personnel to be trained and training location.

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