



THE VRP REVIEW

WINTER 2011/2012

Commandant, USCG (CG-5431) • Vessel Response Plan Team • 2100 2nd Street SW, Stop 7581 • Washington, DC 20593-7581

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VADM Brian M. Salerno's Remarks, National Maritime Salvage Conference & Expo

"We in the Coast Guard view the Salvage industry as indispensable in how

we approach a wide range of contingencies. In our view ...

"The salvage industry represents a vital response capability in the event of marine accidents. In cases involving pollution from ships, actual or potential, salvage expertise is often the key to successful resolution.

"The industry also represents a strategic capability to the nation in the event of natural disasters or terrorist attack. Ports are our economic engines, and restoration of commerce in vital maritime arteries may very well depend on the capabilities you bring to bear.

"For these reasons, if we did not already have a strong partnership between the American Salvage Association and the Coast Guard, as reflected in our Memorandum of Undertaking, we would have to create one. The relationship is just that necessary."

VADM Brian M. Salerno, the Coast Guard's Deputy Commandant for Operations, addressed the National Maritime Salvage Conference & Expo in Arlington, Virginia at the beginning of October 2011. Admiral Salerno discussed increased public scrutiny of incidents as seen in the Deepwater Horizon response, and the problem of deteriorating wrecks before turning his attention to the issue of salvage and marine firefighting preparedness:

"The steady state for tankers, at present, is that they must all have salvage and fire fighting plans prepared in accordance with regulations that went into effect this past February. As you know, these regulations were developed with a lot of input from the salvage industry. I particularly want to thank the American Salvage Association, for its assistance in helping catalog capabilities that exist regionally, so that we have a clear understanding of the level of preparedness by the industry to respond to a significant event.

"I am sure you are also aware that these preparedness requirements will be extended to non-tank vessels. There is an on-going regulatory project to achieve this. While all of this looks good on paper, and it appears that we have provided the level of clarity necessary to achieve the intent of the salvage and firefighting requirement in the Oil Pollution Act of 1990, we do have some cause for concern.

(Continued on next page)



“There have been a few recent cases where ships did not activate the salvage component of their vessel response plans, even when faced with situations that, to us at least, it would have been appropriate to do so. A fully laden crude oil tanker losing propulsion in the Gulf of Mexico, for example. The Vessel Response Plan identified a primary salvage provider to be called upon for emergency towing assistance in such a case. They were not called. We are looking into why.

“We are also taking a closer look at the capability and capacity of resources identified in response plans, in particular ... offshore towing resources We are paying closer attention to the conditions which led to waivers as well. Waivers were a bridging strategy, but the intent is to allow time for salvage capacity to be built up—so, we want to move that forward. One way to maintain focus on that issue is to include Salvage and Marine Firefighting elements as a regular part of vessel response plan exercise requirements.

“As with all required plans, we want them to mean something. They are meant to guide actions in an emergency. We are not interested in creating shelfware. So if we need to readdress the planning requirements to give greater effect to their purpose, we will do so.

“So, to sum up, we are in this together. We will each be judged by a skeptical public and concerned elected officials. There is nothing wrong with that. But it means we have to place a premium on helping them understand what we are doing, recognizing that they may simply be very angry at the situation. In many ways, our fates are intertwined. So, let's be sure we keep the communications very active. None of us should ever be strangers to each other, or meet each other for the first time in an incident command post.”

Status: Salvage and Marine Firefighting Implementation

By Patricia Adams

The final tank vessel salvage and marine firefighting (SMFF) rule was published on 31 Dec 2008 and changed VRPs in these ways:

- Clarified 19 SMFF services that must be identified in a VRP
- Established criteria for vessel owners/operators to use to select and contract SMFF service providers
- Set new response time planning standards for each of 19 required SMFF services.

Tank vessel owners or operators are responsible for determining the adequacy of salvage and marine firefighting resource providers they include in the plan, and certify in the VRP that 15 factors were considered in the selection of their chosen provider. The vessel owner or operator is responsible to contract this capability, and include a mutually agreed upon funding agreement.

Four nationwide SMFF Providers voluntarily provide Core Geographic Specific Appendices (GSAs) to the VRP Program for incorporation into Tank VRPs by reference, saving significant duplication of effort and paper during the planning process. SMFF resource providers make their electronic response resource planning and status information available on their own websites for their clients. SMFF Providers report their information to the VRP Program using a standardized format that was developed in collaboration with shipping industry representatives and the Coast Guard VRP office. Without this voluntary reporting program, each vessel owner or operator would be obligated to include full information in the Geographic Specific Appendices of their Tank VRPs about the resources they have under contract, and update them whenever resources change.

It is very important that vessel owners and operators understand that incorporation of resource information by reference does not relieve the vessel owner or operator of its obligation to continuously have available by contract or other approved means the required SMFF assets in the geographic area in which it operates.

The Coast Guard conducts quarterly verification of core GSA updates submitted by the SMFF Providers as part of our plan update review process. Any non-conformities or resource issues identified in the core GSAs is reported to the SMFF provider to address. The currently accepted core GSA version numbers and dates are posted on Homeport for shipowner and third party planner reference and plan updates. The Coast Guard review of core GSA documents does not relieve the vessel owner or operator of its obligation to ensure that adequate response resources are contracted and available to respond to their vessels.

The multi-agency National Preparedness for Response Exercise Program National Scheduling Coordination Committee (PREP NSCC) has begun the process of updating the PREP guidelines to include SMFF exercises. There will be an opportunity for comment by industry before finalization of these guidelines.

Statistics showing current counts of approved VRPs for tank vessels with salvage and marine firefighting updates are found in the box on page 5 of this edition of THE VRP REVIEW.



Status: Nontank Vessel Response Plan Rulemaking

By CDR Ryan Allain

There has been no change since CDR Allain provided the following update for the Summer 2011 edition of THE VRP REVIEW:

This rulemaking will establish regulations requiring owners or operators of nontank vessels to prepare and submit oil spill response plans. The Federal Water Pollution Control Act defines nontank vessels as self-propelled vessels of 400 gross tons or greater that operate on the navigable waters of the United States, carry oil of any kind as fuel for main propulsion, and are not tank vessels. The NPRM proposed to specify the content of a response plan, and among other issues, address the requirement to plan for responding to a worst case discharge and a substantial threat of such a discharge. Additionally, the NPRM proposed to update International Shipboard Oil Pollution Emergency Plan (SOPEP) requirements that apply to certain nontank vessels and tank vessels. Finally, the NPRM proposed to require vessel owners and operators to submit their vessel response plan control number as part of the notice of arrival information. This project supports the Coast Guard's broad roles and responsibilities of maritime stewardship.

The public comment period for the Notice of Proposed Rulemaking for Nontank VRPs (Docket USCG-2008-1070) closed on November 30, 2009. The Coast Guard is currently considering the comments received and formulating its final rule, and therefore can no longer discuss the specifics of the rule nor accept any additional input. The Coast Guard plans to publish the final rule soon. Interested parties should periodically check the Unified Agenda at www.reginfo.gov for the latest rulemaking updates.

Status: Hazardous Substance Response Plan Rulemaking

By Tim Brown

There has been no change since Mr. Brown provided the following update for the Summer 2011 edition of THE VRP REVIEW.

The public comment periods for the Notices of Proposed Rulemaking for Tank VRPs (Docket 98-4354) and Marine Transportation-Related FRPs (Docket 99-5705) for Hazardous Substances were reopened from February 17 to May 18, 2011.

The Coast Guard is currently considering the comments received and formulating its final rule, and therefore can no longer discuss the specifics of the rule nor accept any additional input. The Coast Guard plans to publish the final rules by April 2012, in accordance with the Congressional mandate contained in the 2010 Coast Guard Authorization Act.

RADM William M. Benkert Marine Environmental Protection Award

By LT Evelyn Samms

The RADM William M. Benkert Award is the premiere marine environmental protection award presented by the Coast Guard to members of the Marine Industry. This award recognizes organizations for outstanding achievements in all aspects of marine environmental protection. More than just a symbol of excellence, the award provides an avenue for creative exchanges of ideas and innovations that benefit both the industry and the public. The 2012 RADM Benkert award ceremony will be held during the American Petroleum Institute Tanker Conference in Orlando, Florida, on May 21-22, 2012.

Applications are being accepted for the 2012 RADM Benkert Awards beginning on December 1, 2011, and are open to any marine transportation-related commercial organization owning, operating, or otherwise managing vessels, facilities, fleeting areas, oil spill removal organizations, or other entities engaged in maritime operations. There are six categories in which companies are eligible for consideration:

- Large Business—Facility Operations and Vessel Operations
- Small Business—Facility Operations and Vessel Operations
- Special Small Business
- Foreign Vessels

Applications will be accepted until March 1, 2012. Potential applicants should visit the award website for detailed application guidelines at <http://homeport.uscg.mil/benkert>.





VRP Help Desk FAQs

By MST2 Aaron Jessup

How do I find my approval letters in VRP Express?

To begin you will need to search for the Vessel Response Plan, SOPEP, or SMPEP using the following steps (to view approval letters you do not need to be logged into Homeport):

1. Open Homeport using the following site: <http://homeport.uscg.mil>.
2. Under the "Missions" tab select "VRP Status Board." This will open the VRP search page. Use the next steps to find the plans a vessel might be associated with:
3. Change the "Result Listing" from "Vessels" to "Plans"
4. Enter either Plan Number, Vessel Number, IMO Number, or Official Number
5. Then select "Search." The result listing will show all applicable plans for that vessel. If you have a choice between a legacy plan and an express plan use the express plan. The next steps explain how to locate and open the approval letter for a vessel.
6. Select the desired plan to view the plan details
7. Scroll down to the list of vessels to view the Approval Letter or select the vessel's name to view the details / list of authorized zones.

plan to maintain transparency for Coast Guard members and industry partners. Once the plan is released to the plan holder or plan preparer they take on the responsibility of making updates through VRP Express but the VRP Program still reviews and approves all submissions. If a company would like their plan released for electronic submissions please contact one of the staff members of the VRP Help Desk at 202-372-1229.

Did my plan get a new number?

Yes, your plan did get new a number when the plan was updated from a Legacy plan to a VRP Express plan.

Plan numbers starting with zero are Legacy VRP numbers, and were generated in the previous (legacy) eVRP data system. Plans starting with any other number than zero are VRP Express numbers and were created when plans were updated from eVRP to VRP Express plans.

Where can I find the Revision Reports?

Revision Reports were set up to manage the influx of plans caused by the implementation of the Salvage & Marine Fire-fighting and CAPs regulations on February 22, 2011. The VRP Program is now up-to-date on all VRP reviews affected by these regulations, and VRP Express approval letters capture SMFF requirements.

Since SMFF and CAPs planning are now being tracked in VRP Express, the VRP Program will no longer be posting the SMFF Submission Revision Report to Homeport.

Vessel Name	IMO Number	Official Number	Status	Vessel Type	VRP Type	Worst Case Discharge	VRP Approval	Interim Ops
IB 948		628503	AUTHORIZED	Tank Barge	Tank (Primary)	10488 barrels	• Tank Approval	
AARON F BARRETT		664964	AUTHORIZED	Towing Vessel	Non Tank	3298 barrels		• Non-Tank IOA

All Approval letters and Interim Operating Authorization letters are located on the right side of the screen under the list of vessels, as shown in the graphic above. If you select the text "Tank Approval" a PDF document will be generated to view and print.

Can I make an online revision to my USCG Uploaded Plan?

Yes, in order for you to make an online revision to a USCG Uploaded Plan the VRP Program must first release the plan to your company. The plan is entered as a USCG Uploaded Plan so our reviewers can make necessary changes to the

We will continue to post the report "Submission Received by VRP Program After January 31, 2011," twice a week on Tuesdays and Fridays.

Can I meet the staff or receive training in VRP Express?

If you ever find yourself in the Washington DC area and would like to meet the Vessel Response Plan staff, or if you want to receive training in how to use VRP Express Plan Builder, we would be more than happy to make arrangements for you to do so. Just call the VRP Help Desk at 202-372-1229 to set up an appointment.



Coast Guard Hosts Salvage Panel at Annual Inspection Conference

By LCDR Kevin Ferrie

The Coast Guard held its annual meeting for Marine Inspection Division Officers in the Washington, D.C. area on December 6-8, 2011. On the afternoon of December 6, a panel was held to discuss the implementation of the new salvage and marine firefighting regulations. The purpose of the panel was to discuss the regulations that took effect in February 2011, and how it has changed response procedures during the initial activation of a Vessel Response Plan. This panel represented a cross-section of the industry, including a Qualified Individual, a salvor, a representative of the P&I Club and hull underwriter, and the Coast Guard's Salvage Engineering Response Team Leader.

The panel discussed the problems associated with the implementation of the new regulations during actual response events, specifically when to activate contracted resources identified in a plan and the communication required to ensure plan activation is understood by all interested parties. All agreed that continued training and improved communications are the keys to improving responses under the new requirements.

The Coast Guard Vessel Response Plan Team offers a special thanks to the presenters who took time out of their busy schedules to share their experiences with the new regulatory requirements:

- Renee Bowen – Vice President, Tank Vessel Services ECM Maritime Services
- Paul Hankins – Vice-President, Donjon Marine Co.
- Frank Gonynor – Senior Claims Adviser, Gard (North America), Inc.
- CDR Wayne Arguin – Coast Guard Marine Safety Center, Salvage Engineering Response Team Leader





VRP Express Electronic Submission Timeframes

Type of Submission	Regulatory Lead Time	VRP Program Completion Time Goal	Average Actual Turnaround
New Plan – SOPEP/ SMPEP	90 days	30 days	8 days
New Plan – Tank/Nontank	60 days	30 days	8 days
Plan Revisions – All	30 days	21 days	13 days
Plan Resubmissions – Tank/Nontank Plan Re-certifications	180 days/NA	21 days	9 days
Response to Deficiency	N/A	21 days	2 days

Late submission risks incurring an interruption in your vessel's operations. In most cases, expedited review requests will not be granted as they are conducted at the detriment of other plan holders who have submitted their plans in a timely manner. Plans are reviewed in the order in which they are received.

VRP Statistics (as of 12:30 pm January 27, 2011)

Data	Legacy*	VRP Express	Total
Authorized Plans	-	3,095	-
Authorized Plans (VRP)	212	2,592	2,804
Authorized Plans (IMO)	-	400	-
Authorized VRP/IMO Combined	-	103	-
Authorized Vessels	625	24,148	24,773
Authorized Tank Vessels	198	8,316	8,514
Authorized Primary Tank Vessels	77	8,003	8,080
Authorized Secondary Tank Vessels	121	313	434
Authorized NonTank Vessels	275	14,239	14,514
Approved SOPEP Vessels	309	2,391	2,700
Approved SMPEP Vessels	49	941	990
Plans In Progress	-	41	41
Core Plans - Approved	-	4	4
Core Plans - in progress	-	1	1
Hard Copy Plans - Authorized	-	2,736	2,736
Hard Copy Plans - in progress	-	36	36
User Upload Plans - Authorized	-	351	351
User Upload Plans - in progress	-	5	5
Plan Builder Plans - Authorized	-	5	5
Plan Builder Plans - in progress	-	0	0
VRP Plans Expiring in 30 days	5	6	11
VRP Companies	-	81	81
SMFF Companies	-	66	66
Active VRP Community Members	-	98	98

*Legacy data will continue to decrease as plans continue to be entered into VRP Express.



Salvage and Marine Firefighting Regulatory Implementation

By LCDR Kevin Ferrie

The new Vessel Response Plan regulations addressing salvage and marine firefighting requirements for tank vessels carrying oil have been in place since February 22, 2011. While this is a relatively short timeframe it has given the Coast Guard, and the public, an opportunity to assess implementation and begin to understand the true effect the regulations may have on the future of the maritime industry. Since this has completely changed the way the salvage industry conducts its business in the United States, it may take years to fully understand its impact, but a precursory review has shown there are some areas of ambiguity where further guidance may be warranted.

Substantial threat of such a discharge means any incident involving a vessel that may create a significant risk of discharge of cargo oil. Such incidents include, but are not limited to, groundings, strandings, collisions, hull damage, fire, explosion, loss of propulsion, flooding, on-deck spills, or other similar occurrences.

The most notable observation made following implementation is that there appears to be a general lack of understanding of how, or when, the activation of a vessel response plan should occur. 33 CFR 155.1035 stipulates the required notifications that must be made in the event of a discharge or a substantial threat of a discharge of oil. These notifications mark the activation of a VRP, but only sections of the plan relevant and scaled to the threat, need be activated. Six months after implementation of the Salvage and Marine Firefighting regulation, responses to substantial threats of a discharge of oil continue to be approached in the same manner as before the regulatory change. There have been several incidents where responsible parties have failed to put the response plan in action for salvage, which circumvents all the benefits envisioned with the regulatory change.

The Salvage and Marine Firefighting section of the regulations are designed to expedite a response. Prior to the implementation of these regulations, a ship in distress would need to contract with resources after the incident happened and before earnest salvage operations began. This often led to pressurized negotiations that had the potential to delay a response. The new requirement to pre-contract for salvage and marine firefighting response removes the need for contractual negotiations during an already stressful situation, and proactively manages response expectations between the contracting parties.

Under the new regulations planning is required for 19 separate emergency specialties. Vessel Response Plans now must include pre-negotiated contracts or other agreements for these services. Should an incident occur, the responsible party has

already identified the resources and agreed upon fees for resources that need to be mobilized, thus expediting a response. It is no longer necessary to negotiate contracts in the heat of the emergency. In order to reap this benefit, it is imperative that vessel response plans are activated when a substantial threat of discharge exists. In fact, it is a regulatory requirement to make notifications as identified in the plan, and a responsible party must follow their plan unless authorization to deviate is given by the Federal On-Scene Commander.

Communication is critical in the early stages of an incident with substantial threat of discharge. A responsible party should immediately make notifications as required in their Vessel Response Plan, and engage with those identified in the plan and the

local Coast Guard to ensure all parties are comfortable with the initial plan for response. The initial notification should include a discussion on whether or not a substantial threat of pollution exists, and therefore if a plan should be activated. Notification, and initial activation of the primary resource provider does not offer carte blanche to mobilize resources at will; it ensures vessel stability is considered and greatly increases the efficiency of any required response.

The Coast Guard will continue to assess the implementation of these new regulations, and issue guidance as appropriate through various means. This has changed the basis for which an entire industry operates, and there are bound to be questions that arise. If we embrace this change, and strive to model responses within the confines of Vessel Response Plans, we will continue to move forward and increase our preparedness.





Vessel Response Plan Requirements Due to Implementation of the “CAPS” Dispersant Regulation

By LT Evelyynn Samms

Vessel and Facility Response Plans for Oil: 2003 Removal Equipment Requirements and Alternative Technology Revisions” or the “CAPS” regulation establishes equipment capability limits (CAPS) on the amount of resources that vessel and facility plan holders are required to ensure available by contract or other approved means.

The “CAPS” regulation enhances the existing response requirements for vessels and facilities by requiring advance contracts for dispersants and related delivery equipment and aerial tracking and trained observation personnel. Similar to the Salvage and Marine Firefighting regulation, “CAPS” Dispersant updates must include a contract and identification of response resources that meet the requirements.

Advance contracts are required for:

- Dispersants and related delivery equipment; and
- Aerial tracking and trained observation personnel.

The dispersant requirement applies only to vessels and facilities operating in areas where dispersants are pre-authorized (in accordance with 40 CFR 300). Alaska and Guam do not have pre-authorization areas, therefore vessel and facility owners and operators in these operating areas are not required to contract with dispersant providers, but they are required to meet the aerial observation requirement. Vessels and facilities operating on the inland rivers are not required to comply with the aerial observation provisions of the rule.

Both the National Response Corporation (NRC) and Marine Spill Response Corporation (MSRC) have received classification for the “CAPS” regulation. However, neither oil spill response organization (OSRO) has received full dispersant classification for the Honolulu COTP zone. Both OSROs have memorandums of understanding with Clean Islands Council (CIC) to allow their clients access to CIC dispersant resources in the Hawaiian Islands. MSRC and NRC customers must obtain a separate contract with CIC to make full use of their dispersant resources. Tank vessels requesting and approved for the Honolulu COTP zone will receive a navigation restriction on their VRP approval letter noting this requirement. In addition, COTP Honolulu may request proof of contract for the NRC, MSRC, OR CIC contracted tank vessels operating in their zone.

Where resources do not exist in a COTP zone to meet the resource timeframe requirements of the “CAPS” regulation, vessel owners/operators must submit request for Alternate Planning Criteria (APC). We encourage you to visit the VRP Page on CG Homeport for detailed information on how to submit APC requests to CG-543 for consideration and for additional information on the “CAPS” regulation.





FEDERAL REGISTER: Semiannual Regulatory Agenda

OPA 90 COAST GUARD RULEMAKING STATUS: Published January 20, 2012

For details on the items listed below, visit www.regulations.gov/public/custom/jsp/navigation/main.jsp.

Select the Department of Homeland Security from the list of departments.

Select Go. Select 250, then scroll to USCG Items.

The Fall 2011 Semiannual Regulatory Agenda was posted in the Federal Register on January 20, 2012. Coast Guard agenda items are a component of the Department of Homeland Security (DHA) portion of the document. Significant items are described in detail in the "Regulatory Plan." We recommend that you use the link provided to learn more about items of interest to you.

COMPLETED ITEMS

- 2011 Technical Amendments to 46 CFR
- Barges Carrying Bulk Liquid Hazardous Materials Cargoes
- Clarification of Discovery Rules Used in Administrative Proceedings of the U.S. Coast Guard
- International Anti-Fouling System Certificate
- Limited Service Domestic Voyage Load Lines for River Barges on Lake Michigan
- Navigation and Navigable Waters; Technical, Organizational, and Conforming Amendments (USCG-2011-0257)

FINAL RULES

- Alternate Tonnage Threshold For Oil Spill Response Vessels
- Carbon Dioxide Fire Suppression Systems on Commercial Vessels
- Changes to Standard Numbering System, Vessel Identification System, and Boating Accident Report Database
- Great Lakes Pilotage Rates--2012 Annual Review and Adjustment
- Implementation of the 1995 Amendments to the International Convention on Standards of Training, Certification, and Watch-keeping (STCW) for Seafarers, 1978
- Lifesaving Equipment, Production Testing, and Harmonization With International Standards
- Nontank Vessel Response Plans and Other Vessel Response Plan Requirements
- Offshore Supply Vessels of At Least 6000 GT ITC
- Revision to Transportation Worker Identification Credential (TWIC) Requirements for Mariners
- Standards for Living Organisms in Ships' Ballast Water Discharged in U.S. Waters

- Validation of Merchant Mariners' Vital Information and Issuance of Coast Guard Merchant Mariner's Documents (MMDs)
- Validation of Merchant Mariners' Vital Information and Issuance of Coast Guard Merchant Mariner's Licenses and Certificates of Registry
- Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System

PROPOSED RULES

- Assessment Framework and Organizational Restatement Regarding Preemption for Certain Regulations Issued by the Coast Guard
- Ballast Water Management Reporting and Recordkeeping
- Bulk Packaging To Allow for Transfer of Hazardous Liquid Cargoes
- Cargo Securing on Vessels Operating in U.S. Waters
- Commercial Diving Operations
- Consolidated Cruise Ship Regulations
- Discharge-Removal Equipment for Vessels Carrying Oil
- Dry Cargo Residue Discharges in the Great Lakes
- Harmonization of Standards for Fire Protection and Extinguishing Equipment
- Inflatable Personal Flotation Devices
- Inspection of Towing Vessels
- Marine Transportation-Related Facility Response Plans for Hazardous Substances
- MARPOL Annex 1 Update
- Numbering of Undocumented Barges
- Outer Continental Shelf Activities
- Reconsideration of Letters of Recommendation for Waterfront Facilities Handling LNG and LHG
- Revision of Coast Guard Auxiliary Regulations
- Revision of Crane Regulation Standards for Mobile Offshore Drilling Units, Offshore Supply Vessels, and Floating Outer Continental Shelf Facilities
- Tank Vessel Response Plans for Hazardous Substances
- Top Screen Information Collection from MTSA-Regulated Facilities Handling Chemicals
- Transportation Worker Identification Credential (TWIC); Card Reader Requirements
- Updates to Maritime Security



WPI Project

By Carlie Crawford, Alec Sirocki, Jeff Freyermuth, and Ryan Ismirlian

The VRP staff had four undergraduate engineering students from the Worcester Polytechnic Institute (WPI) in Massachusetts working with us from late October to mid-December 2011 on a project to evaluate and catalogue Emergency Towing Vessels. Emergency Towing Vessels are especially difficult to evaluate as it can be very complicated to compare tugs in terms of horsepower, bollard pull and sea-keeping capabilities as required by 33 CFR Part 155 Subpart I, Salvage and Marine Firefighting.

WPI sends engineering students to work in government and industry as part of a Interactive Qualifying Project or IQP. The eight week IQP allows the students to work on a major project in the real world, with particular stress on the impact of students' work on the environment and society. The WPI students assigned to VRP have been working with their professors back in Worcester and with Coast Guard salvage and towing industry subject matter experts to develop a Microsoft Access based catalogue of emergency towing vessels that will sort emergency towing vessels based on calculated bollard pull. Special thanks are due to Mr. Bob Roosevelt, Capt. Cutter Belote and the crew of the Vane Brothers tug *Severn*, CDR Lee Boone and CDR Jim Rocco of the USCG Headquarters Domestic Vessels Inspection Division, LT Andrew Lawrence of the USCG's Marine Safety Center Salvage Engineering Response Team, and LCDR Kevin Ferrie, Petty Officer Dean Johnston, Ms. Patty Adams and Mr. Tim Brown of the VRP Staff for their time and assistance on this project.



The WPI students involved with the VRP staff are Carlie Crawford (Tiverton, RI, Aerospace Engineering), Jeff Freyermuth (Bridgewater, MA, Chemical Engineering), Ryan Ismirlian (Peapack, NJ, Mechanical Engineering) and Alec Sirocki (Scarborough, ME, Environmental Engineering). In addition to their technical expertise, the VRP staff has also had the pleasure to hear about the students' off-hours interests, including music (Carlie), rock climbing (Jeff), cars (Ryan) and guitar and hiking (Alec).

Using San Francisco Bay as a test case, they hope to be able to develop a tool capable of selecting an appropriate tug available within regulatory response timeframes nationwide. We're looking forward to reporting back with their final results in our next newsletter.

Vessel Response Plan Program Contact Info

MAILING ADDRESS

COMMANDANT (CG-5431)
ATTN: VESSEL RESPONSE PLANS
US COAST GUARD
2100 2nd ST SW **STOP 7581**
WASHINGTON, DC 20593-7581

Note: Any mail without the "stop 7581" in the address will no longer be delivered.

VRP Contact Phone Numbers

VRP Help Desk 202-372-1229
VRP Fax 202-372-1917

VRP Express Website

<https://homeport.uscg.mil/vrpexpress>

HOMEPORT Website

<https://homeport.uscg.mil/vrp>

SMFF Revision Reports

<https://homeport.uscg.mil/vrp>
Thread: EVRP/Revision Reports
> EVRP > Revision Reports

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