



# Safety Lines

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- COs and XOs of all MSOs, MSDs and MSUs

## Nation's Newest Clean Marina Program Begins to Take Shape

The Oregon State Marine Board's Clean Marina Steering Committee is designing a Clean Marina Program to take effect in Oregon this summer. Once implemented, it will join a growing number of other such programs across the nation. Though somewhat differently designed, organized and managed in each state, all Clean Marina Programs have a common focus on encouraging Best Management Practices for boaters and marina operators that will help protect our marine environments. Oregon's new program, like those already in effect in Maryland and Florida will be a "verification" program. Each marina will have to demonstrate its compliance with a specified set of environmental regulations and Best Management Practices in order to qualify for the Oregon "Clean Marina" designator. Participation in the program is entirely voluntary, but once qualified, these marinas will enjoy enhanced status and official recognition as role models of environmentally friendly and ecologically responsible marine facilities.

Clean Marina Programs benefit all members of the maritime community. These practices can reduce waste disposal costs, saving money for both marina operators and boat owners. Many states offer on-site assistance to help owners meet regulatory requirements, which leads to reduced legal liabilities. A Clean Marina designation is also an unmatched source of publicity for participating marinas. Many state programs issue special burgees and signs for participating marinas to display. Some programs allow qualified marinas to use their State's Clean Marina logo on their letterhead. Because of their improved public image, Clean Marinas can charge slightly higher slip fees and have fewer vacancies.

The Clean Marina Programs are an excellent complement to the USCG's Sea Partners and Good Mate efforts to help the public minimize their impacts on the marine environment. As with all Auxiliary approaches to environmental protection, Clean Marina efforts are built on cooperation and education that fosters everyone's common interest in clean waters. The marina and boating industry depends on clean waters and a healthy coastal environment for their continued success and these programs are key to improving water quality and habitat for living resources. Clean Marinas pay off for everyone involved.

With the inception of this new program, Oregon will join the growing network of Clean Marina Programs nationwide. Clean Marina programs have been implemented in most coastal states from Connecticut to Texas as well as many inland states including Michigan, Ohio, and the Tennessee Valley Authority. Sponsored, encouraged, and supported by Sea Grant and NOAA's Office of Ocean and Coastal Resource Management, these programs play an important role in protecting and improving the quality of our marine environments. Wherever one finds water, boaters, and marinas, development of and participation in a Clean Marina initiative is a worthy and practical expression of marine environmental responsibility.

Responsible boating and utilizing Best Management Practices for the protection of our marine environments is nothing new to the Auxiliary. Sea Partners and Good Mate are excellent places to begin for any Auxiliarist interested in helping to

Saving People from the Sea and the Sea from People

promote marine environmental protection. For those living in states with an existing Clean Marina program, Auxiliary encouragement, support and participation can go a long way towards insuring the success of these important and valuable marine environmental protection programs.

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S0-MS-06-130



## **HOMELAND SECURITY** **WHAT YOU CAN DO TO HELP** **Kevin Cady, BA-MSS**

**Maritime Domain Awareness (MDA)** is the effective knowledge of all activities and elements in the maritime domain that threaten the safety, security or environment of the United States or its citizens.

The U.S. Coast Guard Auxiliary is tasked with taking a leading role in the U.S. Coast Guard's Maritime Domain Awareness mission. With the boating season upon us, and thousands of Auxiliary patrols planned on land, underway, and in the air, the Coast Guard Auxiliary is also integrating Maritime Domain Awareness in its daily missions. Every Auxiliary member needs to be aware of the Coast Guard's Homeland Security mission that is combating the constant threat of a domestic maritime terrorist threat and attack.

The Auxiliary's MDA mandate enables prevention which is a cornerstone of the Coast Guard's maritime security strategy. MDA draws on Coast Guard intelligence sources and leverages existing databases to gain effective knowledge of all vessel activity in the maritime domain, including knowledge of crew and passengers as well as cargo. The Auxiliary is tasked with observing and reporting potential threats to the nation's ports and navigable waterways. Since the Auxiliary conducts most of the Coast Guard's outreach efforts, it needs to be instrumental in educating the maritime community in Maritime Domain Awareness. The objective is to employ this new level of awareness to allow legitimate commerce and recreational boaters to move through the navigable waters of the U.S. unimpeded while detecting and responding to suspicious activity before it can threaten our homeland. With greater involvement of the entire maritime community, the Coast Guard Auxiliary can increase security while providing instrumental support to the Coast Guard in protecting our ports.

### **REPORTABLE SUSPICIOUS ACTIVITY**

1. Unknown person(s) photographing facilities or vessels.
2. Unknown person(s) trying to access facilities or vessels.
3. Suspicious people establishing roadside business close to facilities.
4. Unknown person(s) calling and asking questions about security, personnel or standard operating procedures.
5. Unknown person(s) loitering near vessels or facilities for extended periods.
6. Vehicles or boats loitering near facilities or vessels.
7. Unknown person(s) asking questions about visits by Coast Guard or other governmental agency personnel.
8. Any bomb threat to port facilities or vessels.
9. Suspicious vendors.
10. Theft of any facility vehicle, passes, identification, uniforms or standard operating procedures.
11. Any theft of documents or architectural plans.
12. Suspicious workmen attempting to gain access to facilities or vessels to repair, replace or install equipment.
13. Suspicious emails attempting to obtain information about facilities, personnel or standard operating procedures.
14. Suspicious package drop-offs.
15. Anti-American pamphlets or flyers distributed to employees, or placed on car windshields.
16. Suspicious activities at a marina or boat ramp, especially recreational boats or fishing vessels engaged in activity not related to pleasure or legitimate commercial activity.

## WHAT TO REPORT

To combat domestic terrorism, and in order to improve our collective ability to gain situational awareness locally, gather as much accurate and detailed information as possible whenever anything unusual or suspicious is observed while on a harbor patrol, marine environmental patrol, underway patrol or while in the air. Follow local OPSEC or “operational security”, advise the respective OOD, Group, Sector or MSO having order issuing authority over the patrol whenever suspicious activity is observed or detected. **Ensure the National Response Center is informed of all suspicious activity.**

Here is a list of some of the types of specific information needed by the Coast Guard and Homeland Security when suspicious activity is detected:

- Name
- Address
- Passport ID number
- Drivers license number
- Boat registration number
- License plate number
- Make, model and color of vehicle
- Description of person(s) (height, weight, gender, race, age, clothing, etc.)
- Any scars, marks or tattoos
- As much information as possible about the suspicious activity

If a terrorist event has occurred or is imminent, call the National Response Center: **1-800-424-8802**



## Sources

*Safety Lines will periodically offer sources of information on marine safety and environmental protection from government, industry and private agencies and organizations.*

### Industry

American Petroleum Institute  
<http://api-ep.api.org/environment/>

International Tanker Owners Pollution Federation  
<http://www.itopf.com/effects.html>  
Technical advice, expertise, assistance and information on effective response to ship-source pollution.

The International Oil Spill Information Center  
<http://www.oil-spill-web.com>  
Information from Fleming Co. Environmental, including an Oil Spill Response Handbook, oil spill related press releases and links

Shipping Facts  
<http://www.shippingfacts.com>  
Information from the Round Table of international shipping associations (BIMCO, ICS / ISF, Intercargo and Intertanko), about the international shipping industry



*Late last year, a presidential panel called for a broad-based national ocean policy, citing increased stresses on the marine and coastal environments, as well as expanding economic and security demands. In the second part of a series on the panel's report, "An Ocean Blueprint for the 21st Century," Safety Lines focuses on possible remedies to vessel pollution.*

## **Panel Calls for National, International Actions on Vessel Pollution**

By Bill Pritchard  
BC-MOP

While ocean traffic creates significant economic benefits, it also poses a risk to the environment that must be addressed with strengthened prevention and enforcement measures, according to the U.S. Commission on Ocean Policy.

"Limiting pollution associated with vessel operations depend on responsible owners and operators, conscientious crews, enforceable national and international standards, and development of new technologies and management approaches," the commission said in its report, "An Ocean Blueprint for the 21<sup>st</sup> Century. "There is also a need for heightened awareness and better real-time information about the full array of offshore activities to ensure safety, security, and environmental quality."

Among other steps, the commission recommended that the Coast Guard should carry out sustained and strengthened performance-based inspections as a key component of vigorous enforcement of marine safety and environmental protection laws. While 80 percent of all ocean pollution originates from land-based activities, the commission said, "The existence of other sources does not diminish the importance of finding better ways to reduce vessel pollution." 80 percent of the vessel casualties leading to spills and other pollution is caused by human error, according to a 1995 Coast Guard report.

The vessel pollution problem has an international scope, the panel said. More than 90 percent of international commercial freight entering United States ports is carried aboard foreign flag ships. The same is true for passenger vessels. "Consequently, it is critical for the United States to participate in worldwide efforts to manage vessel operations." An important step would be an international commitment to effective oversight and enforcement by those with primary responsibility for vessel operations and by the ports they enter.

While the Coast Guard has incentives such as reduced government oversight or inspection that reward companies and vessels with excellent performance records, a small percentage of owners, estimated to control 10 to 15 percent of the world fleet, cause significant environmental damage by disregarding or intentionally violating safety and environmental regulations. The commission said, "Thorough inspections and enforcement operations and appropriate penalties can help discourage such illegal conduct."

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# ARTIFICIAL REEFS FROM RETIRED SHIPS

## Sinking The Oriskany

By Barbara Rhoades  
BA-MOP

Under provisions established by the 2004 National Defense Authorization Act, the 888-foot USS Oriskany was to become the world's largest man-made reef in December 2004 at Pensacola Florida, and the first of at least 18 obsolete Navy ships. The Navy will put up an estimated \$2.8 million for the scuttling but acquiring the necessary environmental permits has delayed the sinking. Timing for the sinking is now thought to be the end of the 2005 hurricane season in November or early 2006 until environmental scientists have completed a study to be sure there is no risk to aquatic life from materials in the remaining components of the ship, Robert Turpin, chief of Marine Resources, Escambia County.



Commissioned in 1950, The Oriskany was the setting for *The Bridges at Toko-Ri*, a 1955 film with William Holden, Mickey Rooney and Grace Kelly. Former crew members include astronaut Alan Shepard and POW survivors Sen. John McCain, Republican from Arizona, and Rear Adm. James B. Stockdale.

The nooks and crannies that the ship provides will serve as breeding grounds for microorganisms. In turn, this will attract small fish which attract bigger fish. In the Pensacola area there wouldn't be many barracuda, snapper, grouper, amberjack, lobsters or other tropical fish without the artificial reefs as the Gulf is nothing but sand. Those interested in diving will be able to explore the upper tiers of the "Mighty O". It will rest in about 225 feet of water nearly 25 miles offshore.

## The Sinking of the USS America

Photo courtesy of George Widman/APFile)



The Aircraft Carrier USS America, commissioned in 1965, will become the largest warship ever sunk and will be used to create an artificial reef. At 1,000 feet long, she displaces about 80,000 tons and was the third carrier of the non-nuclear Kitty Hawk class. The sinking of this particular ship causes issues as it carries the name of our country. The Navy wants to sink this ship as there is a lack of information on how well a supercarrier would survive battle damage. Some materials from the ship that could cause environmental damage have already been removed.

300 miles off the Atlantic coast, experiments on her will last from four to six weeks. The Navy will use explosives, both underwater and above the surface to simulate attacks by torpedoes, cruise missiles and perhaps a small boat suicide attack. After the information is gathered, the USS America will be sunk.