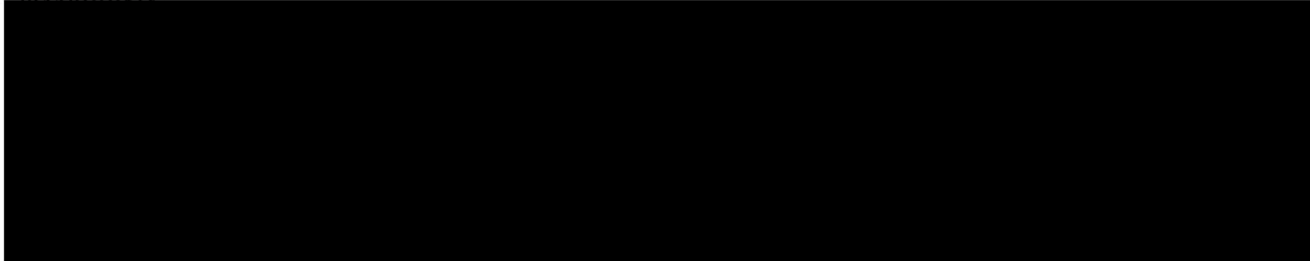


FLAG STATE INFORMATION

ACP/MSP RISK ASSESSMENT – CREDITING ANNUAL INSPECTIONS

[CVC-PR-010\(1\)](#) provides instructions for conducting additional periodic oversight exams on vessels that have been selected for additional oversight pursuant to the FY2019 ACP/MSP Risk Assessment. If an additional periodic additional oversight exam is conducted AND the vessel is “in the window” for its annual oversight exam, the OCMI should perform these exams concurrently and endorse the COI accordingly



The Flag State Detention of the Month goes to Sector Boston. While conducting a post-casualty damage survey on the towing vessel [redacted] inspectors from Sector Boston identified over 40 deficiencies, most affecting vital systems. The inspectors fully documented the unsatisfactory condition of the vessel, directly tying the deficiencies and generally poor vessel condition to a systemic failure to proactively manage a serious substandard condition. Bravo Zulu, Sector Boston.

For more information about reporting and documenting Flag State Detentions, please see [CVC-PR-001\(1\)](#) or contact the CVC-1 staff [redacted]

OPEN LIFEBOAT CONCENTRATED INSPECTION CAMPAIGN

CIDs are reminded that the Concentrated Inspection Campaign for Open Lifeboats is still underway. Details can be found [here](#). After confirming the accuracy of MISLE data and completing the examination for the vessels listed in the attachment, scan and forward the completed the job aid in MSIB 004-18 to [redacted]

ALTERNATIVE SECURITY PLANS

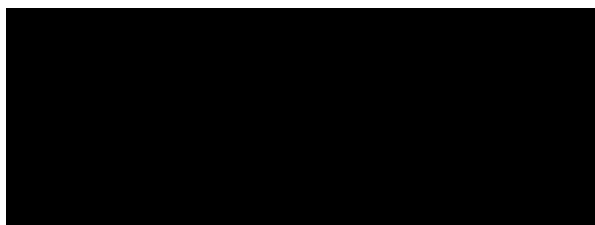
During the most recent quality partnership meeting with the Offshore Marine Service Association (OMSA), concern was raised by the organization that companies not in good standing with the organization are using the OMSA Alternative Security Plan (ASP). Based on MSC’s current data, over half the companies using the OMSA ASP are not authorized to use it. This situation highlights the need to ensure MTSA verifications are being completed at the deck plate level.

Approved ASPs:	
[redacted]	Facilities
	Facilities & vessels
	Vessels
	Facilities
	Facilities
	Vessels

CVC-TM-006(1)

The CID Notes document the internal deliberative process of the marine safety program; therefore, internet release of this document is NOT authorized.

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	Facilities
	Vessels
	Facilities & vessels
	Facilities & vessels

ORV SCIENTIFIC PERSONNEL

Section 515 of the just-released Coast Guard Authorization Act (██████████ Coast Guard Authorization Act of 2018) provides clarification to the term "scientific personnel" as it pertains to Oceanographic Research Vessels (ORVs). From this point on, age is not a factor in determining whether a person can be considered member of the "scientific personnel" onboard. If the scientific personnel are receiving instruction in oceanography or limnology (the study of lakes), they could technically be in kindergarten and it is now okay. This legal change contradicts a long-standing Coast Guard policy regarding "scientific personnel" which basically limited the term to graduates and undergraduates at the college level (consistent with original discussion of the ORV Act in the mid-1960's). Based on this statutory change, now high school-aged, middle school-aged, and grade school-aged minors can be considered "scientific personnel". CG-CVC recommends that OCMI's require the owner/operator to submit a plan for a designated ORV to obtain this expanded/designated status. This plan should include how they will equip the vessel with appropriate lifesaving devices for a range of age groups and varying sizes of individuals to be carried. In addition, how PFDs will be donned (with or without adult assistance) should be addressed. Should these devices be donned before departure? The OCMI may need to make differing determinations based on vessel operating parameters and other vessel-specific facts. Contact ██████████ with your questions.
