

# Alternate Compliance and Safety Agreement (ACSA) Meeting

November 9, 2022

## *Coast Guard Base Seattle, Coho Conference Room (next to the galley)*

**In Attendance:** *Dan Hardin, Captain Burkett, LCDR Mostrom, Troy Rentz, Chris Woodley, Chad See, CDR Menefee, Bob Cuddeback, John Gresham, Phil Dang, Chris Shaffer, Anika Saltman, Frank Fogg, Chris Atkinson, Ed Miner, Freddy Rosado, Cory Craig, Heath Henry, Natalie Frank, John Dunn, Cory Kaldestad, Steve Becker, CDR Kira Moody, Scott Hansen, Richard Thummel, Mary Boggs, Scott Wilwert,*

### **Marine Casualty Investigations**

LCDR Mostrom made a presentation on the Purpose of Marine Casualty Investigations and report recommendations. See “Investigations” presentation.

### **Alaska Juris Report if Investigation**

Troy Rentz highlighted Alaska Juris report recommendations that require Stakeholder engagement and possible changes to the ACSA program. Several recommendations were implemented in 2017 and several more are ongoing. The report contained 35 recommendations, about ½ of them were recommended changes to ACSA standards and administration of the program.

### **Recommended updates to ACSA Guidance**

#### **Section A – Administration**

Consequences for non-compliance disenrollment procedures Ref: Alaska Juris ROI # 18 (Page 14)

Industry representatives requested clarification for vessels in lay-up and requested additional discussion regarding steps that would be taken before a vessel is disenrolled from the ACSA program. A workgroup was formed and met over MS Teams to develop the final language now reflected on page 14 & 15 of the ACSA Guide.

Log entries Alaska Juris ROI recommended log entries must be verified/signed by the Captain.. Ref: Alaska Juris ROI # 9 & 10. ACSA Stakeholders requested flexibility for the Master or Chief Engineer to sign as appropriate. This change was made and reflected on Page 17.

Stability Training Alaska Juris ROI # 14 recommended additional stability training for licensed masters aboard ACSA Vessels. Stakeholders voiced opinion that since licensed masters are required stability proficiency as a requirement of having a license it is more appropriate to require stability training for unlicensed ACSA Vessel Masters. This was discussed further in the MS Teams workgroup. Stability training for Unlicensed ACSA Vessel Masters To be implemented by December 31, 2025. Page 19 of the ACSA Guide.

Watertight door status indicators. Alaska Juris ROI # 16 Recommended watertight door status indicators to ensure the vessels master is always aware of the closure status of watertight doors. Neither ACSA Vessel Industry Stakeholders or USCG ACSA examiners support this recommendation. Logs are already required on ACSA vessels. The primary reasoning that even if the vessels were fully classed and loadlined and not part of ACSA, they wouldn't have to have the WT door monitoring. Proposed requirement was deleted from the ACSA Guide.

Automation in Lieu of Assistant Engineer checklist

The checklist was added to the ACSA Guide (Annex7) to assist vessel operators in maintaining compliance

### Sample company request for ACSA vessel lay-up

A sample request letter to assist vessel owners and operators in requesting to place a vessel in lay-up was added to the ACSA Guide (Annex 8) This was added after the meeting to help clarify Lay-up status,

### ACSA Guide Workgroup

During the Stakeholders' meeting volunteers were solicited to finalize on steps for disenrollment, to establish an implementation date for Stability training and to make the final determination on monitoring of watertight doors. This meeting was held on MS Teams 14 Mar 2023 and followed up with input via email. The final draft of the ACSA Guide reflects these changes.

A full transcript of the meeting is available upon request [troy.rentz@uscg.mil](mailto:troy.rentz@uscg.mil)