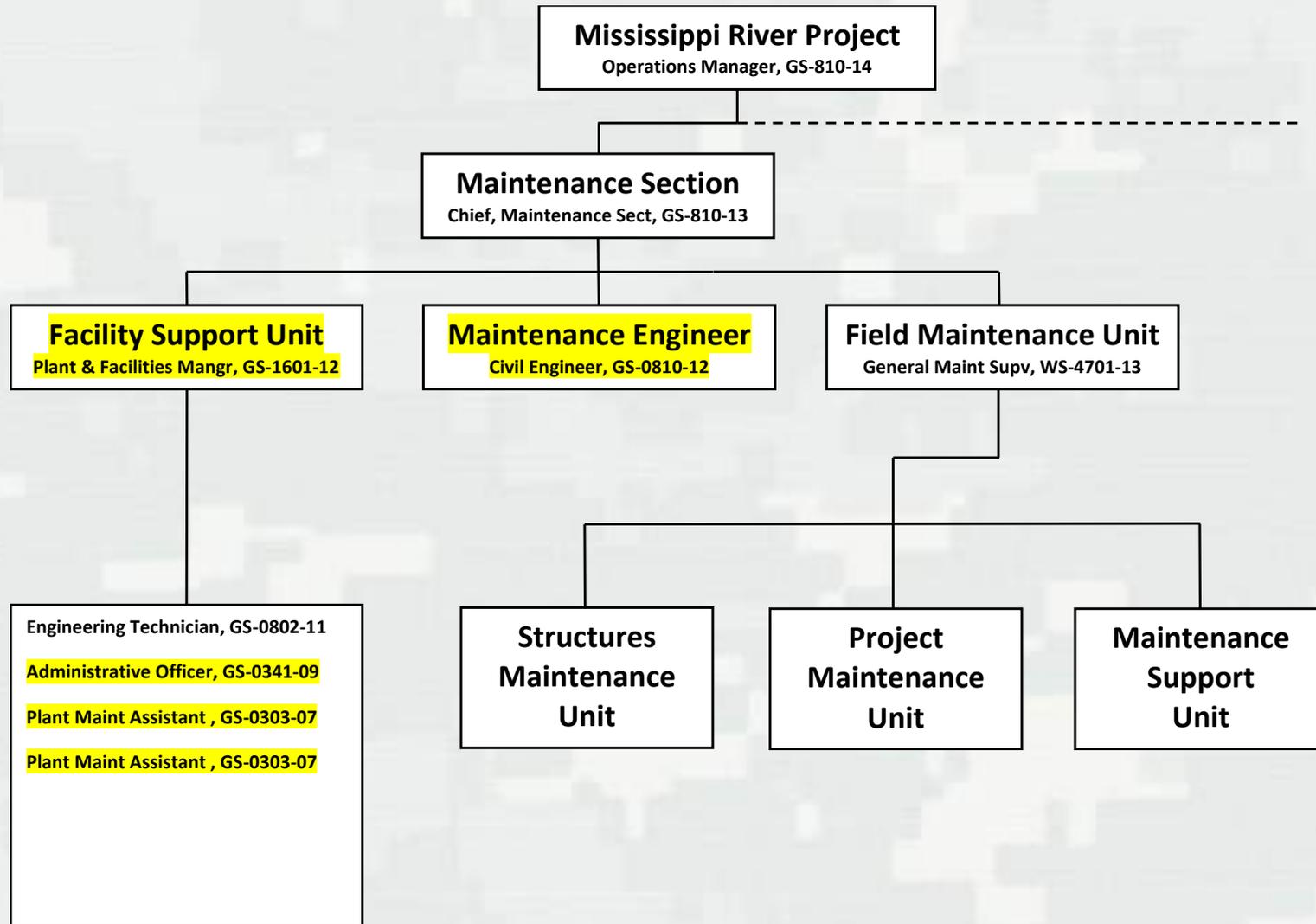


MVR – Mississippi River Project Office Floating Plant Initiatives



US Army Corps of Engineers
BUILDING STRONG

2014 Org Chart



OUTLINE

- U.S Coast Guard Courtesy Inspections
- Vessel General Permitting – VGP / sVGP
- Required hull inspections via dry-docking
- Fleet condition assessment workbook.

- Questions and Comments



USCG Vessel Inspections

- **Completed initial examinations on all MVR – Rock Island towing vessels during CY 2014**
- **Follow up final inspections are scheduled to be completed in spring of 2015**
- **Motor Vessels (Towboats)**
 - Clinton- 2011- 65'x25' – 1200HP
 - Rock Island- 2011- 65'x25' – 1200HP
 - Davenport- 1999 – 59'x22' – 760HP
 - Moline – 1995 – 59'x22' – 760HP
 - Bettendorf – 1994 - 85'x30' - 2560HP
 - Muscatine – 1976 – 52'x20' – 760HP



Common Deficiencies Found

- Official hull numbers not permanently stamped or welded to hull structure.
- FCC ship station license / FCC Ship station logs for radio communications incomplete or not available when requested.
- No onboard testing equipment for drugs or alcohol per - 46 CFR 4.06-15
- MARPOL – missing garbage placard
- Inland Navigation Rules not on board.
- 1 or more primary or secondary navigation lights not operable.
- Incorrectly sized fog bell for vessels greater than 65.6 feet



Common Deficiencies Found

- Incorrect amount and type of PFDs on board.
- PFDs that were onboard did not have required amount of retro-reflective material.
- Oil / Fuel transfer procedures not properly displayed or documented.
- Fire detection systems are required to have proof of certification from a professional engineer onboard.
- ALL fire hoses on board must be serviceable and in good condition regardless of their actual use.
- Fuel shut offs not located at source of fuel.



Corrective action taken / comments

- Most all minor deficiencies have been corrected.
- Major deficiencies will require retrofitting of vessel to correct the violation. Such as remote fuel shut offs and MSD replacement systems.
- All items onboard must be in serviceable condition even if not “required” by USCG.
 - Intentionally requested the same inspectors to conduct all examinations to maintain consistency throughout all vessels.
 - Inspection reports still widely vary between identical / similar vessels.



Vessel General Permit

- 2008 VGP
- 2013 VGP - sVGP



sVGP – VGP Vessel General Permit

2008 VGP

2013 VGP

United States Environmental Protection Agency
Washington, DC 20460
OMB No. 2040-0004

Notice of Intent (NOI) for Discharges Incident to the Normal Operation of a Vessel under the NPDES Vessel General Permit

Submission of this completed Notice of Intent (NOI) constitutes notice that the entity in Section A intends to be authorized to discharge pollutants to waters of the United States, from the vessel identified in Section B, under EPA's Vessel General Permit (VGP). Submission of the NOI also constitutes notice that the party identified in Section A of this form has read, understands, and meets the eligibility conditions of Part 1 of the VGP; agrees to comply with all applicable terms and conditions of the VGP; and understands that continued authorization under the VGP is contingent on maintaining eligibility for coverage. In order to be granted coverage, all information required on this form must be completed. Please read and make sure you comply with all permit requirements.

NPDES Permit Tracking Number: EPA use only: VPA37060

A. Vessel Owner/Operator Information

1. Name: US ARMY CORPS OF ENGINEERS

2. IRS Employer Information Number / owner/ operator M.O. Number: 311575142

3. Name of Certifying Official: William T Orelan

4. Mailing Address: a. Street: 2564 S. HENRY ST. P.O. Box 534
b. City: Pleasant Valley c. State: IA d. Zip code: 52767
e. Country: United States
f. Phone: 319-754-4533 g. Fax: (if phone):
h. Email: corundulop@usarmy.mil

B. Vessel Information

1. Vessel Name: MMV Bellefleur

2. Vessel ID/Registered Number/Vessel M.O. Number: 0000019

3. Vessel Call Sign:

4. Flag State/Port of Registry: Lower/Pleasant Valley

5. Type of Vessel (check one):
 Commercial Fishing Vessel with Ballast Water
 Medium Cruise Ship (100 to 499 passengers)
 Large Ferry (200+ passengers or more than 100 ft in length, e.g., tug boats, ferries, or other large cargo vessels)
 Other Vessel

6. Vessel Dimensions: a. Weight: 361 gross tons
b. Length: 86 feet
c. Ballast Water Capacity: 3381 gallons
d. Year Vessel Built: 1964
e. Ballast Water Management System (BWMS) type: DDO VDRS
f. Date of next scheduled/dry-dock: _____

10. Does the vessel have onboard treatment systems for any other waste stream covered by this permit (e.g., Advanced Wastewater Treatment System, or Graywater, Oil-Water Separator)?
 Yes, please complete the following for each treatment system:
 Wastewater Treatment System: _____
 Treatment System Capacity: _____

11. Ballast Water:
 a. How often is the ballast tank cleaned and sediment disposed of?
 b. How and where do you typically dispose of ballast tank sediment?
 c. Does your vessel have an existing ballast water management plan?
 d. Type of anti-fouling hull coating on the vessel:
 e. When and how often hull coating was last applied:

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United States Environmental Protection Agency
Washington, DC 20460
OMB No. 2040-0004

Notice of Intent (NOI) for Discharges Incident to the Normal Operation of a Vessel under the NPDES Vessel General Permit

Submission of this completed Notice of Intent (NOI) constitutes notice that the entity in Section A intends to be authorized to discharge pollutants to waters of the United States, from the vessel identified in Section B, under EPA's Vessel General Permit (VGP). Submission of the NOI also constitutes notice that the party identified in Section A of this form has read, understands, and meets the eligibility conditions of Part 1 of the VGP; agrees to comply with all applicable terms and conditions of the VGP; and understands that continued authorization under the VGP is contingent on maintaining eligibility for coverage. In order to be granted coverage, all information required on this form must be completed. Please read and make sure you comply with all permit requirements.

NPDES Permit Tracking Number: VPA37060

A. Vessel Owner/Operator Information

1. Name: U.S. Army Corps of Engineers - Rock Island District

2. IRS Employer Information Number: 311575142

3. Name of Certifying Official: Daniel Guise

4. Mailing Address:
 a. Street: 2564 S. Henry Street
 b. City: Pleasant Valley
 c. State/Territory: Iowa
 d. Zip Code/Postal Code: 52767
 e. Country: United States
 f. Phone: 319-754-4540
 g. Fax: 319-754-4540

B. Vessel Information

1. Vessel Name: MMV Bellefleur

2. Did you, as the operator, have permit coverage for this vessel under the 2008 VGP? Y
 If yes, 2008 VGP Permit Tracking Number: VPA37060

3a. Registered Number:
 3b. Vessel IMO Number:
 4. Vessel Call Sign:
 5a. Flag State: United States
 5b. Port of Registry: Other - Pleasant Valley, IA
 6a. Type of Vessel: Other - inland waterway towboat
 6b. Type of Vessel - Secondary:
 7. Identify the North American Industry Classification System (NAICS) code that best represents your vessel service for which you are seeking coverage: 483211 Inland Water Freight Transportation

8. Vessel Dimensions:
 8a. Tonnage: 351 gross tons
 8b. Length: 85 feet
 8c. Ballast Water Capacity: 3381 gallons
 10. Date and Year Vessel Built (i.e., build date or date keel laid): 01/17/1964
 11a. Date of last dry-dock: 02/01/2008
 11b. Date of next scheduled/anticipated dry-dock: 07/07/2014

12. Does vessel currently have, or has vessel ever held, an NPDES permit, other than the VGP, for any part, discharge or operation of the vessel? Y

12a. Permit Number: VPA37060
 12b. Effective Date of Permit: 09/18/2009
 12c. Expiration Date of Permit: 12/19/2013
 12d. Discharges Permitted: deck wash-down and runoff, ballast water, firemain systems, graywater

13. Is this a transfer of ownership? N

13a. Date Of Transfer:
 13b. Previous vessel permit tracking number:
C. Vessel Voyage Information
 1. Home US Port or Most Frequented US Port: Other - Pleasant Valley, IA
 2. US Ports Vessel Anticipates Visiting During Permit Term: Other - inland waterway Lock and Dam facilities

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Compliance with VGP – sVGP

- All MVR – Rock Island towing vessels and crane barges have submitted all required NOI documentation.
- Only 1 MVR-Rock Island Towboat is subject to VGP (greater than 79'), the remaining vessels will be transitioned into sVGP.
- Discussion with master and pilots to ensure they are aware of the VGP requirements
- Examine the Notice of Intent (NOI)
- Examine records of annual inspections
- Examine the dry dock inspection report. (currently waiting for scheduled dry-dock)
- Review Ballast Water Management Plan and records (this is an existing requirement in addition to the VGP requirements)
- Examine deck areas for clutter, debris, oil stains, garbage, and proper use of drip pans and spill rails with mechanical closures.
- Currently developing a plan to provide oversight to the VGP requirements and provide the vessel masters / pilots with all documentation and information needed to continue successfully.



Dry-docking inspections



USCG required dry-docking intervals

TABLE 31.10-21(b)-- FRESH WATER SERVICE VESSELS EXAMINATION INTERVALS IN YEARS

	Ship and single hull barge ⁹	Double hull barge with internal framing ¹	Double hull barge with external framing ²	Single hull barge with independent tanks ^{3, 5}	Wood hull ship and barge	Ship and single hull barge Grade D and E cargoes only ^{4, 9}	Double hull barge Grade D and E cargoes only ¹	Single hull asphalt barge ^{6, 9}	Double hull asphalt barge ⁷
Drydock.....	5.0	10.0	10.0	10.0	2.5	5.0	10.0	5.0	10.0
Internal structural.....	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0
Cargo tank internal..	⁸ 5.0	⁸ 5.0	⁸ 10.0	⁸ 10.0	⁸ 2.5	5.0	10.0	10.0	15.0

Notes

- ¹Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the internal tank surface.
- ²Applicable to double hull tank barges (double sides, ends, and bottoms) when the structural framing is on the external tank surface accessible for examination from voids, double bottoms, and other similar spaces.
- ³Applicable to single hull tank barges with independent cargo tanks where the cargo tanks are not a contiguous part of the hull structure and which has adequate clearance between the tanks and between the tanks and the vessel's hull to provide access for examination of all tank surfaces and the hull structure.
- ⁴Applicable to single hull tankships and tank barges certificated for the carriage of Grade D and E cargoes only.
- ⁵Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of Grade D and E cargoes only.
- ⁶Applicable to single hull tank barges certificated for the carriage of asphalt only.
- ⁷Applicable to double hull tank barges (double sides, ends, and bottoms) certificated for the carriage of asphalt only.
- ⁸Or as specified in part 38 or 151 as applicable
- ⁹Enhanced survey requirements apply as specified in 33 CFR part 157.



USCG required dry-docking intervals

- Most all floating plant at MRPO will require a 5 year inspection interval.
- 100% compliance would potentially require the dry-docking of approximately 50 pieces of floating plant. 10 per year just for hull inspections.
- Towing vessels are currently dry-docked strictly on a as needed basis for mechanical and structural repairs.
 - Will create a substantial cost for Rock Island District to be fully compliant.
 - Alternatives we be explored such as a waiver for an alternate underwater hull inspection via divers / ROV for vessels older than 15 years of age.
 - Potential to provide dry-docking services in house. I.e. floating dry-dock, dewatering lock chambers, hoist and place on platform.



Fleet Condition Assessment Workbook

- Rough draft of possible layout along with grading criteria May, 2015.
- Solicit within district for feedback and implementation uses.
- Potential correlation with current MVR teams conducting site OCAs.

Name:		
Hull identification number:		
Date of manufacture:		
Meets ABS standards:		
Date of last drydock:		
Date of USCG inspection:		
Complies with EPA, VGP or sVGP:		
	Component	Sub Component
		Rating
	Exterior Hull structure	Bow skin thickness and condition
		Aft Skin Thickness and condition
		Port Skin Thickness and condition
		Starboard Skin Thickness and condition
		Topside skin thickness and condition
		Draft markings
		Hull identification
		rub rails
	Exterior deck	deck paint coating
		deck non-skid coating
		crane mat timbers
		deck fittings, kevels, timber heads, chalks
	Exterior additional Structures	superstructure of buildings
		roof of buildings
		windows
		doors
		handrails / safety chains
		ladders
		Lighting fixtures
		Electrical recepticals
	Scuttle watertight integrity	combing ring
		hatch plate
		dogging bar
		release handle
		seal



Fleet Condition Assessment Workbook

- Implementation of an OCA style evaluation of floating plant.
- Vessels and barges would be assessed during the 5 year intervals to align with current USCG dry-docking requirements.
- Evaluations would identify deficient conditions with internal and external hull structures, paint and anti-fouling coating systems, electrical and mechanical components, safety and environmental issues and all other original / aftermarket installed systems.
- The anticipated product of the inspection would prepare for scheduling workloads, appropriation of funding, and potential justification for replacement of unsafe or cost prohibitive equipment.



Questions and Comments?

- **Contact Information**

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