

EQUIPMENT FAILURES AND EQUIVALENT LEVELS OF SAFETY

Action Items: Reporting:

- A vessel's Master transiting in the Strait of Juan de Fuca and Puget Sound region, including Haro Strait, Rosario Strait and the Strait of Georgia, shall immediately notify the Captain of the Port Puget Sound either directly or via the Cooperative Vessel Traffic Service (CVTS) of any mechanical or operational deficiency that would reduce the vessel's capabilities.
- Masters shall *immediately* relay the following information:
 - Nature of the defect, deficiency, damage, failure or breakdown of the vessel's, machinery or navigational/radio equipment
 - Type of vessel, cargo and fuel capacity
 - Location and proximity to land or other navigational hazards
 - On-scene weather, visibility, tide, current, wind and sea state
 - Traffic density
 - Maneuverability of the vessel
 - Proposal to mitigate the deficiency (follow the table below for proposals to the COTP)

Amplifying Information:

The Harbor Safety Committee and the Coast Guard Captain of the Port, Puget Sound are committed to ensuring vessels safely transit the waters of the U.S. and Canadian Strait of Juan de Fuca/Puget Sound region, while also keeping these waters from environmental damage caused by vessel casualties. The Captain of the Port Puget Sound will require additional measures when necessary to provide an "equivalent level of safety" to vessels with reduced capabilities.

The following decision table serves as a guideline to vessel Masters to make timely and effective decisions to ensure an equivalent level of safety during a mechanical or operational deficiency.

Defects/Deficiencies	Additional Safety Measure
Propulsion loss/reduced capabilities while underway	<ul style="list-style-type: none"> • Immediately obtain the services of an escort or a rescue tug of adequate size and horsepower • Maintain frequent communication with the corresponding CVTS Traffic Center and relay status of vessel and propulsion capabilities • Make both anchors ready for letting go • Prepare to anchor at closest anchorage or moor at nearest harbor of safe refuge upon direction of the COTP • Correct deficiency before departing
Loss or reduction of steering capabilities or ship service generator	<ul style="list-style-type: none"> • Immediately obtain the services of an escort or a rescue tug of adequate size and horsepower • Maintain frequent communication with the corresponding CVTS Traffic Center and relay status of vessel and propulsion capabilities • Make both anchors ready for letting go • Prepare to anchor at closest anchorage or moor at nearest harbor of safe refuge upon direction of the COTP • Correct deficiency before departing
Loss of all radars	<ul style="list-style-type: none"> • Transit only in daylight and good visibility • Maintain frequent communication with the corresponding CVTS Traffic Center and relay status of vessel and propulsion capabilities • Provide additional navigation officer on bridge • Correct deficiency before departing
Gyro failure	<ul style="list-style-type: none"> • Transit only in good visibility • Maintain frequent communication with the corresponding CVTS Traffic Center and relay status of vessel and propulsion capabilities • Provide additional navigation officer on bridge • Correct deficiency before departing
Automatic Radar Plotting Aid (ARPA) failure	<ul style="list-style-type: none"> • Maintain frequent communication with the corresponding CVTS Traffic Center and relay status of vessel and propulsion capabilities • Provide additional navigation officer on bridge to assist manual radar plotting • Correct deficiency before departing
Missing navigation chart(s)	<ul style="list-style-type: none"> • Contact agent to supply chart(s) at entrance of Strait of Juan de Fuca or appropriate pilot station. (<i>see Information Chapter 2</i>)
Propulsion/electrical power reduction or main engine maintenance while at anchorage	<ul style="list-style-type: none"> • Obtain the services of an escort or a rescue tug of adequate size and horsepower prior to taking the plant off line and the permission of the COTP. • Maintain frequent communication with the corresponding CVTS Traffic Center and relay status of vessel and propulsion capabilities