Towing Vessel Safety: Analysis of Congressional and Coast Guard Investigative Response to Operator Involvement in Casualties Where a Presumption of Negligence Exist

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Abstract
Legislation proposed by members of the 103rd Congress to address towing vessel safety resulted from three focusing events. The proposed legislation was not passed. There is a continuing need to address the human element in marine casualties. Prevention through enforcement is a viable solution to some human causal factors. Numerous personnel investigations which should have been initiated following towing vessel groundings during 1992 and 1993, were not pursued; despite a presumption of negligence that exists in grounding cases. Due to the presumption, all groundings, and particularly those attributed to human factors during a casualty investigation provide sufficient reason to initiate a personnel investigation to ascertain if the casualty is attributable to the operator’s action or inaction. Initiating personnel investigations is necessary to establish whether remedial action is justified. Failure to initiate remedial action against a negligent towing vessel operator’s license following a grounding allows the individual to continue operating under the authority of a license. When remedial action is not pursued, similar casualties could reoccur. Therefore, the Coast Guard has foregone a prime opportunity to preclude similar casualties from recurring; and, ultimately improve towing vessel safety.

Recommended Citation

Since a successful evacuation of a potential vessel-to-vessel collision, or a vessel grounding situation, is highly dependent on the nearby maneuvering limitations and other possible accident situations, multi-vessel collision and grounding risk is considered in this work to identify real-time risk. The presented algorithm utilizes and exploits dynamic AIS information, vessel registry and high-resolution maps and it is robust to inaccuracies of position, course and speed over ground records. The computation-efficient algorithm allows for real-time situation risk identification at a large-scale Coast Guard Maritime Force Protection Units serve to the public domain, CC0 1.0. All other icons designed by Adrien Coquet and licensed under CC BY 4.0.
This means that half the accidents had 7-23 causes and the other half of the accidents had causes. Perrow C. (1984) Normal Accidents: Living with High-Risk Technologies.