

First Coast Guard District

408 Atlantic Avenue
Boston, MA 02110



CANUSLANT Tabletop 2018 May 15-16, 2018



Overview: CANUSLANT 2018 is a two day workshop designed to improve the Atlantic Geographic Annex to the Joint Marine Pollution Contingency Plan and enhance coordination of search and rescue efforts between the two nations. The scenario we will be using involves a hypothetical collision between a cruise ship and a petroleum tank ship near Grand Manan Banks. This will result in a large cross border search and rescue, mass rescue operation, vessel salvage, and pollution response.

Scenario: The cruise ship VIKING SAILOR departed Bar Harbor, Maine at 1800. The 122,000 GT, 963 foot long vessel has 1,910 passengers and 1,120 crew. VIKING SAILOR is making 15 knots en route to Saint John, New Brunswick, Canada. She is scheduled to arrive in Saint John at 0700 on the following day.

The 605 foot, 23,421 GT tanker ARCTIC NAVIGATOR departed the Irving Oil refinery in Saint John, New Brunswick loaded with 272,256 barrels of diesel fuel bound for Portsmouth, NH then Boston, MA. The vessel is making 12 knots and is manned by a crew of 22.

At 2200, the on-scene weather is heavy rain with 25 knot winds with 4-6 foot seas. The two vessels are in a crossing situation as the VIKING SAILOR enters the traffic separation scheme to sail north into the Bay of Fundy. The ARCTIC NAVIGATOR suffers a steering casualty and heads directly towards the VIKING SAILOR. The VIKING SAILOR makes every effort to avoid the ARCTIC NAVIGATOR. ARCTIC NAVIGATOR reverses her engines to full astern but despite the efforts of both crews, the two vessels collide.

Objectives:

1. Discuss the role of the International Coordinating Officer (ICO) as identified in the Joint Marine Pollution Contingency Plan, Atlantic Regional Annex.
2. Discuss jurisdictional authorities, incident management roles, and resources available for a cross-border maritime Search and Rescue (SAR)/Mass Rescue Operations (MRO) incident.
3. Identify trans-boundary coordination procedures and resources available to support salvage operations.
4. Discuss the decision-making process for response to a vessel requesting a place of refuge.
5. Identify shore side logistical and accountability requirements for survivor care, transport, and triage.
6. Discuss the ability to simultaneously conduct Search and Rescue (SAR) and pollution response.
7. Discuss resources at risk of a trans-boundary pollution incident.
8. Identify resources available to implement protection strategies.
9. Discuss coordination of external affairs including unified public messaging and social media.
10. Validate the contact lists for activation of the Joint Marine Pollution Contingency Plan.

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Agenda

Tuesday, May 15	
0800-0900	Registration
0900-1000	Welcome and Opening Remarks
1000-1045	Cruise Ship Brief
1045-1100	Break
1100-1130	Tanker Brief
1130-1230	Lunch
1230-1445	TTX – Module 1
1445-1500	Break
1500-1700	TTX – Module 2
Wednesday, May 16	
0800-0830	Registration
0830-0845	Welcome
0845-0915	Diesel Brief
0915-1000	Salvage Brief
1000-1015	Break
1015-1215	TTX – Module 3
1215-1315	Lunch
1315-1515	TTX – Module 4
1515-1600	Player Hotwash
1600-1630	Closing Remarks