

U.S. Department of
Homeland Security

United States
Coast Guard



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16720 / Towboat-Barge Ferry
D8(dpi) Policy Ltr 03-2009

JUN 29 2009

MEMORANDUM

V. B. Gifford Jr.

From: V. B. GIFFORD, JR.
CGD8(dp)

Reply to: Mr. Kevin Maehler
Attn of: Ext. 2165

To: Distribution

Subj: DECK OFFICER LICENSES SUITABLE FOR SERVICE AS
MASTER OF TOWBOAT-BARGE COMBINATION FERRY

1. PURPOSE:

This memorandum provides guidance to Sector Commanders in the Eighth Coast Guard District regarding licenses suitable for Masters of towboat-barge combination ferry vessels. The memorandum also provides, as enclosure (1), an example of "Conditions of Operation" endorsements under which the responsibilities for both the towing vessel and the barge may be safely vested in one licensed Mariner on the towing vessel.



Figure 1 - Typical Towboat-Barge Combination Ferry (towing a barge on-the-hip).

2. **DIRECTIVES AFFECTED:**

None.

3. **APPLICABILITY:**

This guidance is relevant to Masters of those towboat-barge combination ferries where the following applies:

- a. The towboat is less than 100 Gross Registered Tons.
- b. The barge is less than 100 Gross Registered Tons.
- c. Each leg of a voyage is less than 30 minutes.
- d. The route is less than 1 nautical mile from shore.
- e. The combined unit is operated from the towboat.
- f. No passengers are carried on the towboat.

4. **BACKGROUND:**

While existing Coast Guard policy and guidance do not directly address towboat-barge combination ferries, each does provide insight to that end. The salient parts of the existing policy and guidance are as follows:

- a. MSM Vol III, Chap 21.D.4.a.(1) of May 27, 1999

"Master In Charge Of Towing Vessel And Passenger Barge.

A [passenger] barge master may not be required in situations where the OCMI considers that the responsibilities for both the towing vessel and the barge can be safely vested in one individual on the towing vessel. The barge's COI must be endorsed to indicate the conditions when a barge captain [passenger barge master] is not required. The COI will also require the master of the combined unit to hold a license as master of inspected, self-propelled vessels of sufficient scope authorizing service on both vessels. The unlicensed towboat crew members may not be used to satisfy the crew requirements on the barge."

- b. NVIC 04-01, enclosure 1, Paragraph 2.c.5.a. of May 21, 2001

"Towing vessels used in conjunction with passenger barges.

The local OCMI determines the manning required to operate inspected vessels. The officer serving as master may hold either a license as master of inspected, self-propelled vessels, or one as master of towing vessels."

- c. Federal Register, 68 FR 35801 Final Rule "Licensing and Manning for Officers of Towing Vessels of June 17, 2003

"One comment wanted to see passenger-vessel combinations, of any type, operated by masters of inspected vessels of appropriate route and tonnage, and passenger-carrying tug-barge combinations, operated by masters of towboats or of passenger barges at the owners' option. The Coast Guard agrees, and has

provided guidance to the local Officers in Charge, Marine Inspection, by way of Navigation and Vessel Inspection Circular (NVIC) 4-01, when determining the manning of such vessels.”

5. **DISCUSSION:**

Towboat-barge combination ferries have a dual nature — they are part towing vessel and part passenger vessel — and they have, for the last decade, been subjected to evolving manning guidance vis-à-vis licensed Masters. Because of these circumstances, and at the request of several Western Rivers field units, D8(dpi) recently explored requiring Masters of these combination ferries to earn an endorsement to their current license (typically either a tow vessel or passenger vessel license) such that their current license plus its endorsement would cover both the towing vessel and the passenger vessel aspects of combination ferry operations. For those Masters needing to earn the passenger vessel endorsement, this would mean additional study followed by testing at an REC. To those combination ferry Masters holding passenger vessel licenses, the needed endorsement would mean successfully completing a locally generated check-sheet based upon the Towing Officer’s Assessment Record.

Combination ferries often provide vital commercial and emergency services transportation links for small communities that may have few, if any, viable replacement options. Additionally, these ferries generally operate on modest budgets and consequently have difficulty attracting licensed mariners to serve as Masters. Therefore, it is important that any additional regulatory burden (cost) on combination ferries, such as requiring a license endorsement of the Master, rest upon an actionable need to improve safety. At present, the incident history for the 22 combination ferries currently operating in D8 does not justify expanding the Master’s qualifications beyond the status quo (i.e., the ferry’s Master holding either a tow vessel or passenger vessel license).

6. **POLICY:**

As allowed by NVIC 4-01, and except in situations where the OCMI can articulate a strong safety-based need for requiring a specific license type, the officer serving as Master of a tug-barge combination ferry that meets paragraph 3 herein may hold either a license as Master of inspected, self-propelled vessels or as Master of towing vessels.

Each OCMI should review the tug-barge combination ferry operations in their zone [see enclosure (2)] and determine whether there exists a strong safety-based need for a particular license. If no such need exists, either license must be accepted. The OCMI review should include validating that the tonnage-limited licenses in use on tug-barge ferries are of adequate size to cover the aggregate tonnage comprised by the tug and the barge, and the Certificates of Inspection for the tug-barge ferries within their zone shall have “Conditions of Operation” endorsements as per MSM Vol III, Chap 21.D.4.a.(1). These endorsements shall limit operations per paragraph 3 of this letter [see enclosure (1) as an example of adequate endorsements]. The OCMI may grant up to 3 year’s time, from the date of this policy letter, during which a currently sitting Master may continue to serve on a tug-barge ferry operation while seeking to complete licensing action prompted by this guidance.

Subj: DECK OFFICER LICENSES SUITABLE FOR
SERVICE AS MASTER OF TOWBOAT-BARGE
COMBINATION FERRY

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7. **ACTION:**

This policy letter is affective upon receipt.

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Encl: (1) Certificate of Inspection for BARGE 2000 (ON 1103212)
(2) Tug-Barge Ferries Operating in D8 (June 2009)

Dist: All Eighth District Sectors and MSUs

Copy CGD9(dp)



United States of America
Department of Homeland Security
United States Coast Guard

Certification Date: 05 Apr 2006
Expiration Date: 05 Apr 2011
IMO Number:

Certificate of Inspection

Vessel Name: BARGE 2000 Official Number: 1103212 Call Sign: Service: Passenger (Inspected)

Hailing Port: SPRINGFIELD IL Hull Material: Steel Horsepower: 0 Propulsion: None

Place Built: GUILD TN, UNITED STATES Delivery Date: 12Apr2001 Date Keel Laid: 06Jul2000 Gross Tons: R-69 Net Tons: R-69 DWT: Length: R-115.2
I-133 I-39 I-115.2

Owner: STATE OF ILLINOIS Operator: ILLINOIS DEPT OF TRANSPORTATION
ILLINOIS DEPT OF TRNSPRTN 1102 EASTPORT 1102 EASTPORT PLAZA DRIVE
PLAZA DR COLLINSVILLE, IL 62234
COLLINSVILLE, IL 62234

This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be 0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators.

0 Master	0 Master & 1st Class pilot	0 Radio Officer(s)	0 Chief Engineer	0 QMED/Rating
0 Chief Mate	0 Mate & 1st Class Pilot	0 Able Seamen/ROANW	0 1st Asst. Engr/2nd Engr.	0 Oilers
0 2nd Mate/OICNW	0 Lic. Mate/OICNW	0 Ordinary Seamen	0 2nd Asst. Engr/3rd Engr.	
0 3rd Mate/OICNW	0 1st Class Pilot	1 Deckhands	0 3rd Asst. Engr.	
			0 Lic. Engr.	

In addition, this vessel may carry 149 passengers, 0 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 150

Route Permitted and Conditions of Operation:

---Rivers---

LIMITED TO: THE ILLINOIS RIVER BETWEEN MILE MARKERS (3) AND (4) AND MILE MARKERS (32) AND (33) AND NOT MORE THAN ONE (1) MILE FROM SHORE.

OPERATION OF THIS VESSEL WITH ANY TOWING VESSEL OTHER THAN THE M/V BELLE OF CALHOUN, O.N. 1103213, REQUIRES PRIOR APPROVAL OF THE OCMI.

DO NOT OVERLOAD THE FERRY BARGE. MAINTAIN AS MUCH FREEBOARD AS POSSIBLE. DISTRIBUTE LOADS EVENLY. CHOCK THE WHEELS ON END VEHICLES. KEEP DECKS FREE OF ICE DURING OPERATIONS IN FREEZING WEATHER. KEEP ALL BILGES AND BELOW DECK SPACES DRY. LATCH AND PIN ALL GATES DURING TRANSIT.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at St. Louis, MO, the Officer in Charge, Marine Inspection, Sector Upper Mississippi River certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Quarterly Reinspections				This certificate issued by:	
Date	Zone	A/P/Q	Signature		
-	-	-	-		<u>S. E. ENGLEBERT, CAPTAIN, USCG</u> <small>Officer in Charge, Marine Inspection</small> <u>Sector Upper Mississippi River</u> <small>Inspection Zone</small>
-	-	-	-		
-	-	-	-		
-	-	-	-		
-	-	-	-		

Encl: (1)



Certificate of Inspection

BARGE 2000

PROPER SOUND SIGNALS AND RADIO COMMUNICATIONS SHALL BE USED EVERY TIME VESSEL TRANSITS THROUGH ISLANDS.

MINIMUM CREW REQUIRMENTS FOR THE M/V BELLE OF CALHOUN, WHILE OPERATING IN CONJUNCTION WITH BARGE 2000 INCLUDE (1) MASTER AND (1) DECKHAND THAT ARE TRAINED AND RESPONSIBLE FOR THE PROPER OPERATION OF ALL SYSTEMS ON BOARD THE M/V BELLE OF CALHOUN, AND BARGE 2000. WHEN OPERATING MORE THAN TWELVE (12) HOURS IN ANY TWENTY-FOUR (24) HOUR PERIOD, AN ALTERNATIVE CREW SHALL BE PROVIDED.

THE MASTER OF THE M/V BELLE OF CALHOUN, O.N. 1103213, IS RESPONSIBLE FOR ENSURING THE FERRY BARGE IS IN FULL COMPLIANCE WITH ALL LOADING AND OPERATING CONDITIONS, AS STATED IN THE VESSEL'S STABILITY LETTER.

THE MINIMUM NUMBER OF CHILD-SIZE LIFE PRESERVERS REQUIRED IS FIFTEEN (15). WHEN MORE THAN FIFTEEN (15) CHILDREN ARE CARRIED, ADDITIONAL CHILD-SIZE LIFE PRESERVERS SHALL BE PROVIDED.

THE NUMBER OF PASSENGERS CARRIED SHALL NOT EXCEED THE NUMBER OF APPROVED ADULT LIFE PRESERVERS REQUIRED.

EACH VOYAGE SHALL NOT EXCEED THIRTY (30) MINUTES IN DURATION.

THE REQUIREMENTS OF 46 CFR 185.340 SHALL BE MET PRIOR TO VESSEL OPERATIONS. HOWEVER, VEHICLES WHICH NEED TO KEEP THEIR MOTORS RUNNING, SUCH AS AMBULANCES, MAY DO SO AS LONG AS THEY ARE INDIVIDUALLY CHOCKED, THEIR EMERGENCY BRAKES ARE SET, AND THEY ARE POSITIONED ON THE FERRY TO ENSURE THEIR EXHAUST DOES NOT THREATEN PERSONS ON BOARD. NO OTHER VEHICLES SHALL BE POSITIONED WITHIN TEN (10) FEET OF THESE VEHICLES.

CERTAIN PACKAGED DANGEROUS CARGO MAY BE CARRIED ON BOARD THIS VESSEL IN HIGHWAY VEHICLES UNDER THE CONDITIONS SPECIFIED BY 49 CFR 176.76. SUCH CARGO SHALL BE PLACARDED, PACKAGED, AND STOWED IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS OF TITLE 49 CFR. ALL VEHICLES OR CONTAINERS FOR SUCH PACKAGED DANGEROUS CARGO SHALL BE IN GOOD CONDITION BEFORE BEING PLACED ABOARD. THE MATERIAL IS PERMITTED TO BE TRANSPORTED ABOARD A PASSENGER VESSEL UNDER 49 CFR 172.101. THE REQUIREMENTS OF 49 CFR 176.88 THROUGH 49 CFR 176.93, AND 49 CFR 176.315, SHALL BE MET PRIOR TO CARRIAGE OF SUCH CARGOES. THIS VESSEL SHALL NOT CARRY AUTOMOBILES/ LIGHT TRUCKS AND PASSENGERS WHILE SUCH CARGO IS ON BOARD. IN ADDITION, A MAXIMUM OF TWO (2) EXTRA CREWMEMBERS FOR EACH VEHICLE CARRYING HAZARDOUS MATERIALS MAY BE ADDED TO THE VESSEL MANNING REQUIREMENTS FOR VEHICLE OPERATION, SAFE HANDLING, AND STOWAGE OF THE CARGO.

THE OCFI SHALL BE NOTIFIED IN WRITING NO LESS THAN 30 DAYS IN ADVANCE PRIOR TO OPERATING AS AN EXCURSION VESSEL. EXCURSIONS WILL NOT BE AUTHORIZED UNTIL FORM CG-949 HAS BEEN ISSUED BY THE OCFI UNDER 46 CFR 71.10 OR 176.204, AS APPLICABLE.

Overnight accommodations for 0 passengers.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
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Certificate of Inspection

BARGE 2000

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Certification Date:
05Apr2006

Drydock	18Mar2011	18Mar2006	12Apr2001
Internal structure	18Mar2011	18Mar2006	12Apr2001

---Lifesaving Equipment---

	Number	Persons		Required
Total Equipment for		150	Life Preservers(Adult)	150
Lifeboats(Total)	0	0	Life Preservers(Child)	15
Lifeboats(Port)*	0	0	Ring Buoys(Total)	3
Lifeboats(Starbd)*	0	0	With Lights*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	0	Other*	1
Rescue Boats/Platforms	0	0	Immersion Suits	0
Inflatable Rafts	0	0	Portable Lifeboat Radio's	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	No
			(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/	0	Number of Fire Pumps/	2
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Hose information

Qty	Diameter	Length
2	1.5	Other

Fire Extinguishers - Hand portable and semi-portable

Qty	Class Type
3	B-II

END

Tug-Barge Ferries Operating in D8 (June 2009)

<i>Count</i>	<i>VslName</i>	<i>OfficialNumber</i>	<i>CgSector</i>	<i>GrossRegTons</i>	<i>Length</i>
1	Barge 2000	1103212	UMR	69	115.2
2	Boone No. 7	236465	OHV	58	64.8
3	Boone No. 8	263442	OHV	57	78
4	Boone No. 9	598067	OHV	77	80
5	CAPT G B Harmon	1081224	OHV	63	72
6	Danny L.	288530	OHV	88	90
7	David Z	266850	OHV	62	85
8	Ferry Barge No. 11	610209	UMR	82	85
9	Ferry Barge No. 9	555990	UMR	75	84
10	GR-1	1065470	UMR	84	90
11	GR-2	1065471	UMR	84	90
12	Kings Point Ferry II	1172098	LMR	81	65
13	Los Ebano Ferry	CG002117	CC	27	44
14	Ole Augusta	253301	OHV	56	64.7
15	Peggy Bea	536341	OHV	29	60
16	The Cumberland	677935	OHV	32	48
17	The Danville Faxon	258042	OHV	52	80
18	The Hickman	1039057	OHV	99	78
19	The Olen Fretwell	994538	UMR	90	90
20	Thelma Jean	927284	UMR	75	80
21	Vanguard 105	1020398	UMR	65	60
22	Winfield Ferry No. 2	1059224	UMR	85	90