



Eighth Coast Guard District
Cooperative
Towing Vessel
Examination Program



CCGD8INST 16710.1

JAN 21 1997

EIGHTH DISTRICT INSTRUCTION 16710.1

Subj: COOPERATIVE TOWING VESSEL EXAMINATION PROGRAM

1. PURPOSE. This instruction promulgates policy for implementing the cooperative towing vessel examination program (CTVEP).
2. DISCUSSION. Commercial towing vessel safety is enhanced through this cooperative effort between industry and the Coast Guard. This program allows the Coast Guard to maximize the use of its resources by concentrating its enforcement activities on higher risk vessels.
3. PROCEDURE.
 - a. Program entry and voluntary examinations.
 - (1) Companies that operate towing vessels should apply in writing to one of the participating marine safety offices (MSOs) for entry into the CTVEP. MSOs that participate in the program will act as sponsors to companies and will function as a company's point of contact in all matters relating to the program. Scheduling of examinations is based on the availability of the sponsoring MSO's resources. The CTVEP consists of two phases. Phase I involves an annual examination of a company's towing vessels by Coast Guard personnel and Coast Guard issuance of a decal. Phase II is granted to companies that meet suggested guidelines for marine management and ship operations based on the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code), the American Waterways Operators Responsible Carrier Program, or an equivalent quality system. The company must also undergo a verification of their quality program by the Coast Guard.

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3. a. (2) For Phase I companies, the initial vessel examination will be conducted by a qualified Coast Guard examiner. After passing the exam, the vessel will be issued a decal that demonstrates compliance with the regulations. These examinations will be conducted with the understanding that the Coast Guard will not initiate civil penalty action for deficiencies discovered during the examination. Voluntary examinations without penalties are a cornerstone of this program. Discovery of an especially hazardous condition that threatens the safety of the vessel, its crew or the environment will require that the condition be corrected immediately.
 - (3) For Phase II companies, quality verifications and prescribed vessel examinations will be conducted by qualified Coast Guard examiners. Once a quality verification is completed, a number of company vessels will be examined by the Coast Guard. Although the exact number of vessels to be examined will be determined by the cognizant MSO in conjunction with the company representative, this should normally be no less than ten percent of the operating fleet. Following successful completion of the vessel examinations, the company is granted Phase II designation, which authorizes it to issue decals to its own vessels. Phase II companies will undergo an annual quality verification by the Coast Guard, which will include examination of a number of the company's vessels.
 - (4) Enclosure (1) contains all the information needed to implement this program. It provides a summary of the CTVEP, an explanation of program administration, and a quality verification checklist that is suggested for use to verify a company's quality program during a Phase II quality verification exam. It also contains a towing vessel boarding form and a list of applicable towing vessel safety requirements.
3. b. **Unscheduled boardings.**
- (1) Commercial towing vessels with current decals will not normally be subject to boardings unless they are involved in a pollution incident, a marine casualty or when the boarding is part of a Coast Guard law enforcement operation. Marine safety units shall use the boarding form in enclosure (1) for all boardings. All other units shall use the CG 4100 form to document boardings. A copy of the boarding form or 4100 form shall be mailed to the sponsoring MSO, by the boarding unit, within five work days of the boarding.

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3. b. (2) Unscheduled boardings of "decaled" towboats shall normally be limited to a check of principal lifesaving and firefighting equipment, as well as personnel licenses and documents. If an especially hazardous condition is discovered aboard a "decaled" towing vessel during an unscheduled boarding, the boarding unit shall take all actions necessary to ensure the safety of the vessel, its crew and the environment. These steps could include immediate correction of the condition or termination of the vessel's voyage. Sponsoring MSOs shall review all boarding forms or 4100 forms received from boarding units and take appropriate action to ensure that deficiencies are corrected within an acceptable time frame, which, in most cases, will be within 30 days from discovery.
- (3) Commercial towing vessels without a decal will continue to be subject to random unscheduled boardings. Regardless of the outcome of an unscheduled boarding, the boarding team shall encourage participation in the CTVEP by providing the vessel operator a copy of either enclosure (2) or (3). Vessels from companies that do not participate in the CTVEP are not eligible to be issued a decal as a result of an unscheduled boarding.

4. ACTION.

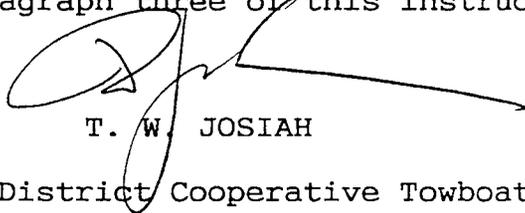
- a. Effective upon the date of this instruction, the following personnel shall take the actions specified:
- (1) CCGD8(m) is responsible for program management and oversight and shall ensure that the CTVEP is carried out consistently.
- (2) CCGD8(o) shall provide copies of this instruction to all groups, stations, WPBs, and visiting cutters and shall ensure that unscheduled boardings on "decaled" vessels are limited in scope as described in this instruction.
- (3) Commanding officers of MSOs and MSU Galveston are responsible for implementation of the program. Units choosing not to fully implement this program, due to resource constraints or other higher risk priorities, shall conduct familiarization training for vessel boarding personnel. They shall also honor decals issued by other units and use the boarding form in enclosure (1) for all unscheduled towing vessel boardings.

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4. a. (4) Commanding officers of groups and WPBs shall ensure that boardings of towing vessels are conducted in accordance with paragraph three of this instruction.



T. W. JOSIAH

- Encl: (1) Eighth Coast Guard District Cooperative Towboat Examination Program
(2) Boarding Officer letter citing deficiencies
(3) Boarding Officer letter citing no deficiencies

EIGHTH COAST GUARD DISTRICT COOPERATIVE TOWING VESSEL EXAMINATION PROGRAM

PROGRAM SUMMARY

24 Jan 97

Program Summary

Overview

The Eighth District's Cooperative Towing Vessel Examination Program (CTVEP) is a voluntary program developed with industry to enhance safety on fleet and line boats. It is designed to reward companies that have shown a commitment to quality, and it allows for more efficient use of Coast Guard and industry resources.

Historically, the Coast Guard conducted unscheduled boardings to ensure that commercial operators complied with applicable U.S. laws and regulations. Penalties were assessed for deficiencies identified. Working with the industry, the Coast Guard became convinced that there is a better way to enhance safety on fleet and line boats. It is believed that a higher level of safety and a more efficient use of resources will be assured through a cooperative voluntary dockside examination program. This is the basis on which the CTVEP was founded.

The Cooperative Towing Vessel Examination Program

The CTVEP greatly reduces unscheduled boardings for participating companies, and provides an opportunity to correct deficiencies without penalty. A company that must apply via letter to the commanding officer of the cognizant Marine Safety Office for entry into the program. The program consists of two phases:

Phase I - Vessel Exam: Companies will schedule annual examinations with the Coast Guard which will be conducted using a joint MSO~industry examination checklist. Companies will be provided thirty days to correct all but the most critical discrepancies, which must be corrected immediately. No penalties will be assessed as a result of these examinations. Once discrepancies are corrected, the vessel will be issued a decal for display in the wheelhouse. This decal will ensure that the vessel is subject to no unnecessary examinations in the eighth Coast Guard District for the period of one year. The decal will be honored by all Eighth District Coast Guard Units.

Phase II - Quality Verification Exam: Companies may enter Phase ~11 of the Cooperative Towing Vessel Examination Program if they use an approved quality program to manage their vessel operations. Approved programs include the suggested guidelines for marine management and ship operation based upon the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code), the AWO Responsible Carrier Program, or any other equivalent quality management program approved by the cognizant MSO. Participation in Phase II of the program allows the company to issue its own decals. Entry into Phase II requires two steps. First, the company must complete a quality verification examination by the Coast Guard. During this exam, the Coast Guard will use the principles of the "AWO Responsible Carrier Program" as a guide.

Following a successful exam, the second step of Phase II will include the examination of a percentage of the company's towing vessel fleet. The number of vessels examined will be determined by the cognizant MSO, but shall normally be no less than ten percent of a company's fleet. In making the percentage determination, the MSO should work closely with the company's quality representative, and consider the overall quality of the company, the operating area of its vessels and the total number and variety of towing vessels within the company's fleet. The goal of the Phase II program is to allow the Coast Guard observe, through scheduled examinations, that the company's quality program is fully in place aboard its vessels. Companies that fail to meet the Coast Guard standard for either the quality verification exam (Phase II) or the vessel exam (Phase I) will be provided written notice of the discrepancies. The company will then be allowed to correct the deficiencies and request another Phase II examination. Companies failing the Phase II examination may opt to forego Phase II designation and choose to enroll in the Phase I program. It is also expected that many companies will transition from Phase I to Phase II over a period of time.

This program provides numerous benefits to both the Coast Guard and the participating companies.

Coast Guard Benefits

- 1) Greater emphasis on prevention and quality systems.
- 2) More effective use of resources.
- 3) Better focus on high risk vessels.
- 4) Increased industry cooperation.
- 5) Provides CG/industry contact at "deck plate" level

Company Benefits

- 1) Voluntary program. Participation is at company's discretion.
- 2) Provides for scheduling of examinations more compatible with operations.
- 3) Focuses on education and correction of deficiencies, not penalties.
- 4) Eliminates repeat or multiple boardings and minimizes examination time.
- 5) Standardizes examinations.
- 6) Offers a natural progression to self-inspection using existing model company concepts such as AWO's Responsible Carrier Program.

Noncompliance

Participation in the CTVEP and display of either a Phase I or Phase II decal will preclude unnecessary unscheduled vessel boardings by Eighth District units. Boardings subsequent to a pollution incident or a marine casualty will continue as will boarding that are necessary in the interest of safety, environmental protection, or the enforcement of law or regulation. Boarding units will report all discrepancies found to the MSO that issued the vessel's decal by forwarding a copy of the boarding form or 4100 form within five workdays of the boarding. For an especially hazardous condition that threatens the safety of the vessel, its crew, or the environment, the boarding unit may require that the condition be corrected immediately. In these circumstances, the decal-issuing MSO shall be notified immediately by the boarding unit. Additionally, depending on the nature of the discrepancies and the circumstances of the incident, civil penalty action may be initiated by the boarding unit.

Upon receipt of a boarding report that shows deficiencies, the decal-issuing MSO will contact the vessel's owner and/or operator and grant up to thirty days to correct any deficiencies noted. If, after thirty days, the owner and/or operator have not corrected the deficiencies to the satisfaction of the MSO, the vessel's company will either be reverted back to Phase I or entirely withdrawn from the CTVEP. In all cases where the discrepancy hazarded the vessel or its crew, the sponsoring MSO shall investigate the matter to determine the reason for the failure of the company's quality program. If this investigation reveals a lack of commitment to safety by company management, action shall be taken to remove the company from the CTVEP.

Scheduling

Requests for vessel examinations or company enrollments shall be forwarded to any of the following Coast Guard offices:

U.S. Coast Guard MSO St. Louis
Attn: Chief of Port Operations
Suite 8.104E,
1222 Spruce Street
St. Louis, MO 63103-2835
(314) 539-3091

U.S. Coast Guard MSD Quad Cities
Attn: Supervisor
Rock Island Arsenal, Bldg. 218
Rock Island, IL 61204-3220
(309) 782-0627

U.S. Coast Guard MSD Nashville
Attn: Supervisor
Suite 148, 220 Great Circle Road
Nashville, TN 37228-1700
(615) 736-5421

U.S. Coast Guard MSD Cincinnati
Attn: Supervisor
3653 River Road
Cincinnati, OH 45204-1094
(513) 921-9033

U.S. Coast Guard MSD St. Paul
Attn: Supervisor
PO Box 65428, 180 E. Kellogg Blvd.
St. Paul, MN 55165-0428
(612) 290-3991

U.S. Coast Guard MSO Paducah
Attn: Chief of Port Operations
225 Tully St.
Paducah, KY 42003-1582
(502) 442-1621

(334) 441-5201

U.S. Coast Guard MSO Louisville
Attn: Chief of Port Operations
600 Martin Luther King, Jr.
Room 360
Louisville, KY 40202-2230
(502) 582-5194

U.S. Coast Guard MSO Pittsburgh
Attn: Chief of Port Operations
100 Forbes Ave., Kossman Bldg.
Pittsburgh, PA 15222-1371
(412) 644-5808

U.S. Coast Guard MSO Huntington
Attn: Chief of Port Operations
1415 Sixth Avenue
Huntington, WV 25701-2420
(304) 529-5524

U.S. Coast Guard MSD Greenville
Attn: Supervisor
1801 Industrial Park Road
PO Box 882
Greenville, MS 38701-9586
(601) 332-0964

U.S. Coast Guard MSSO Port Lavaca
Attn: Supervisor
225 No. Virginia, Suite 2B
Port Lavaca, TX 77979
(512) 552-7422

U.S. Coast Guard MSO Houston/Galveston
Attn: Commanding Officer
PO Box 446
Galena Park, TX 77547
(713) 671-5199

U.S. Coast Guard MSO Mobile
Attn: Commanding Officer
150 No. Royal, PO Box 2924
Mobile, AL 36602-3922

U.S. Coast Guard MSO Morgan City
Attn: Commanding Officer
800 David Dr.
Morgan City, LA 70380
(504) 384-2406

U.S. Coast Guard MSFO Galliano
Attn: Supervisor
C/O MSD Houma
425 Lafayette St., Room 204
Houma, LA 70360
(504) 632-8676

U.S. Coast Guard MSO New Orleans
Attn: Commanding Officer
1615 Poydras St.
New Orleans, LA 70112
(504) 589-6196

U.S. Coast Guard MSO Memphis
Attn: Chief of Port Operations
200 Jefferson Ave., Suite 1301
Memphis, TN 38101-2300
(901) 544-3941

U.S. Coast Guard MSO Corpus Christi
Attn: Commanding Officer
400 Mann St., Suite 210
Corpus Christi, TX 78401
(512) 888-3177

U.S. Coast Guard MSSO Brownsville
Attn: Supervisor
3505 Boca Chica Blvd., #301
Brownsville, TX 78521
(210) 546-2786

U.S. Coast Guard MSD Helena
Attn: Supervisor
617 Walnut St., Room 204
Helena, AR 72342-3231
(501) 338-8790

Attn: Supervisor
150 Marine St., Box #4
Lake Charles, LA 70601
(318) 433-3765

U.S. Coast Guard MSD Panama City
Attn: Supervisor
PO Box 32043
Panama City, FL 32407-8043
(904) 233-0366

U.S. Coast DMI Peoria
Attn: Supervisor
Foot of Washington St.
East Peoria, IL 61611
(309) 694-7779

U.S. Coast Guard MSD Houma
Attn: Supervisor
425 Lafayette St., Rm. 204
Houma, LA 70360
(504) 868-5595

U.S. Coast Guard MSO Galveston
Attn: Commanding Officer
601 Rosenberg, Rm. 309
Galveston, TX 77550-1705
(409) 766-3655

U.S. Coast Guard MSFO Lafayette
Attn: Supervisor #3
Flagg Place, Suite A6
Lafayette, LA 70508
(318) 988-9220

U.S. Coast Guard MSD Baton Rouge
Attn: Supervisor
640 Main St., Suite 103
Baton Rouge, LA 70801
(504) 389-0271

U.S. Coast Guard MSO Port Arthur
Attn: Commanding Officer
2875 Jimmy Johnson Blvd.
Port Arthur, TX 77640
(409) 723-6513

U.S. Coast Guard MID Jennings
c/o Leevac Shipyard
PO Box 1190
Jennings, LA 70546
(318) 824-6968

U.S. Coast Guard ~DMI LaCrescent
Attn: Supervisor
11 14 South Oak St.
LaCrescent, MN 55947
(507) 895-6341

U.S. Coast Guard MSD Lake Charles

**EIGHTH COAST GUARD DISTRICT
COOPERATIVE TOWING VESSEL
EXAMINATION PROGRAM**

**GLOSSARY OF TERMS, ROLES, RESPONSIBILITIES
AND ADMINISTRATIVE PROCEDURES**

Glossary of Terms, Roles, Responsibilities and Administrative Procedures

Glossary of Terms

The following are terms found within the Cooperative Towing Vessel Examination Program:

1. **Sponsoring MSO:** An MSO that will be responsible for program coordination and issuance of decals. This will include receiving written requests for participation, processing the requests, providing information, and establishing a sponsorship agreement. For Phase I participants, the sponsoring MSO will conduct vessel exams and arrange with other MSO's for examinations requested outside the sponsoring MSO zone. For Phase II participants, the sponsoring MSO will conduct a quality verification examination of a company's quality program. Once the quality verification exam is completed, the sponsoring MSO will meet with the company's representative to establish the percentage of vessels to examine. The sponsoring MSO is a quality partner of the company and will provide feedback on a company's vessels and/or quality programs. Additionally, the sponsoring MSO will seek feedback from the company on processes improvements that would be useful to enhance the Cooperative Towing Vessel Examination Program.
2. **Sponsorship Agreement:** An agreement between the sponsoring MSO and a company which outlines scheduling, administrative procedures and examinations for enrollment in either Phase I or Phase II.
3. **Quality Verification Examination:** A review conducted by the Coast Guard on the quality program of companies wishing to earn Phase II designation. The quality verification examination is done to assess the overall scope of a company's quality program. After completion of the quality verification examination, the sponsoring MSO will meet with the company to discuss the company's quality program. If the sponsoring MSO is satisfied with a company's quality program, they will initiate examination of a number of the company's vessels. This number will be discussed between the sponsoring MSO and the company representative.
4. **Unscheduled Boarding:** Boardings conducted on towing vessels by Coast Guard personnel without prior notice to the company. Unscheduled boardings would not occur on any decal'd towing vessel within the Eighth District unless it is involved in a pollution incident, a marine casualty, or when a boarding is necessary in the interest of safety, environmental protection or the enforcement of law or regulation.
5. **Scheduled Examinations:** Examinations conducted on towing vessels by Coast Guard personnel with prior notice to the company. Scheduled examinations are arranged with the company's sponsoring MSO. Scheduled examinations will be conducted with the expressed understanding that a civil penalty will not be levied against a vessel owner for items discovered to be missing, not working, etc. Scheduled examinations are done to determine if the towing vessel meets the applicable regulations. Scheduled examinations are conducted for both Phase I and Phase II companies. If a Phase I company's vessel meets the applicable regulations the Coast Guard examiner will apply a decal to that vessel. If a Phase II vessel meets the requirements, the Coast Guard examiner will not apply a decal to that vessel. However, if all of the company's vessels examined by the Coast Guard are in compliance with the regulations, the company will be allowed to issue their own decals. If a serious deficiency is found during a scheduled examination, the vessel should not be allowed to leave until the deficiencies are corrected.

Roles and Responsibilities

Commander Eighth Coast Guard District: The Commander Eighth Coast Guard District, through the Chief of the Marine Safety Division will be responsible for establishing program policy, and coordinating the efforts of the "M" and "O" boarding programs. The Chief of the Marine Safety Division will also be responsible for establishing program measurement requirements, and for general program administration and coordination. This will include bulk procurement of program information and Phase I, and Phase II decals and dispensing this information and blocks of decals to MSO's who sponsor companies (coordinate company participation). The Chief of the Operations Division shall ensure all unscheduled towing vessel boardings are conducted using the boarding form developed as part of this program.

Commanding Officers of Sponsoring MSO'S: These Commanding Officers will be responsible for program coordination and issuance of decals. This will include receiving written requests for participation, processing the requests, providing information, and establishing a sponsorship agreement. This agreement should be in writing and should detail the level of participation (Phase I or II), and number of examinations that will be conducted. The Sponsoring MSO should also coordinate With other MSO's for examinations requested and decals issued outside the sponsoring MSO zone. Commanding Officers of sponsoring MSO's will also be responsible for honoring decals and sponsorship agreements of other sponsoring MSO's as discussed below.

Commanding Officers of Non-Sponsoring MSO'S: These Commanding -Officers will be responsible for honoring decals and sponsorship agreements of sponsoring MSO'S, except when a pollution incident or marine casualty occurs, or when a boarding is necessary in the interest of safety, environmental protection, or law or treaty enforcement. In addition, non-sponsoring MSO's will be responsible for ensuring consistency by using the boarding form developed as part of this program.

Commanding Officers of Operational Units: These Commanding Officers will be responsible for honoring decals issued by sponsoring MSO'S, except in those cases when a pollution incident or marine casualty occurs, or when a boarding is necessary in the interest of safety, environmental protection, or law or treaty enforcement (this generally applies to non-river law enforcement operations). The standard 41 00 Boarding Form will be used by Operational Units to document their boardings of UTVS. The 41 00's should be forwarded to the Eighth District's 41 00 Processing Center, whereupon civil penalty procedures will be initiated.

Participating Marine Industry Personnel: These personnel will be responsible for requesting entry into the program, assisting in development of the sponsorship agreement, and working with the sponsoring MSO's to schedule examination of their towing vessels. The marine industry will also be responsible for maintaining the condition of their equipment and their commitment to quality.

All Participants: All participants will be responsible for continuous evaluation and program feedback. In particular the sponsorship agreement constitutes a contract between the MSO, and the company to continue to improve their relationship and their joint commitment to safety.

Administrative Procedures

Program Entry: Companies desiring to participate shall forward a written request to the Marine Safety Office that is responsible for the area that their company headquarters is located. If the company headquarters is located in a non-sponsoring MSO zone, or where the MSO has insufficient manpower to conduct examinations, the company may request sponsorship from any sponsoring MSO in their area of operations. Companies requesting Phase II participation must have an office located in a sponsoring MSO's zone in order to facilitate the required Phase II company quality verification exams.

Phase I or Phase II: Companies must indicate in their request whether Phase I or Phase II participation is requested and receive approval from the sponsoring MSO in writing (sponsorship agreement). If Phase I approval is granted examinations of each company vessel will be conducted and decals will be issued to vessels at the completion of successful examinations. If Phase II participation is requested the MSO will conduct a quality verification exam to assess the company's safety, maintenance, and quality programs. Upon completion of this quality verification exam, the MSO will determine the number or percentage of examinations of towing vessels to verify the implementation of the safety and quality programs. This number will normally be no less than ten percent of the company's operating fleet. When these examinations are completed decals will be issued to the company by the sponsoring MSO (different in color than the Phase I decals) for issuance to their vessels. MSO St. Louis will provide blocks of decals to all sponsoring MSO's.

Boardings, Boarding Forms and Decal Application: Boarding procedures are standardized for all towing vessels operating in the Eighth Coast Guard District and therefore will be the same for participating and non-participating vessels. Decals will not be issued to vessels from companies who have not requested program participation. Marine Safety units for all scheduled and unscheduled boardings will use the boarding form developed for this program. To ensure consistency, additions or deletions shall not be made to the form. Operational units should use the standard 41 00 boarding form as described on the previous page when conducting boardings. Decals issued to both Phase I, and Phase II vessels must be applied to the port side pilothouse window on all vessels. Decals may be issued to vessels by the non-sponsoring MSO this should only be done with the agreement of the sponsoring MSO, and a copy of the boarding form must be forwarded for their review.

Unsuccessful Examinations or Examinations Where Serious Deficiencies are Identified: For initial examinations the focus should clearly be on correction of deficiencies as opposed to penalties. Deficiencies found during the initial phase I exam shall be brought to the company's attention and corrected within 30 days. Once the defects are corrected a decal should be issued. However, the company will need to reapply to the sponsoring MSO for re-entry into the Cooperative Towing Vessel Examination Program if after 30 days the defects remain uncorrected. Vessels shall not be allowed to get underway if deficiencies are discovered which effects the vessel's seaworthiness, pollution prevention or safety. For initial examination of Phase II vessels the same correction period and restrictions apply. For random boardings or boardings associated with a casualty or pollution case, normal penalty procedures should be followed. In addition, a copy of the boarding report should be sent to the sponsoring MSO. In cases where serious problems, which hazard the vessel or crew are identified the sponsoring, MSO shall investigate the problem to determine if disenrollment from the program is warranted.

Removal of decals, serious vessel problems, and disenrollment from the program.: The sponsoring MSO can disenroll a company from either Phase I or Phase II of the Cooperative Towing Vessel Examination Program if a company breaks its commitment to quality. This is a serious step and will only be used in those cases where a company's vessels have been involved in a particularly serious incident or a pattern of incidents which reflect poor quality practices. Groundings, collisions, bridge allisions, breakaways, oil spills and injuries or deaths are just a few examples of the types of incidents that may be indicative of poor quality practices. Disenrollment from either Phase I or Phase II will be determined solely by the sponsoring MSO. The sponsoring MSO will inform the company in writing that it is being disenrolled and why. The company will be required to remove all of its vessels' decals once disenrolled and return any unused decals (if a Phase II company) to the sponsoring MSO. The sponsoring MSO will suspend the company from re-entry into the Cooperative Towing Vessel Examination Program until the company has proven it has taken action to correct its process problems. The sponsoring MSO will work closely with the company to assist in identifying and correcting its quality problems. To re-enter the program the suspended company must re-apply to its original sponsoring MSO.

Annual Re-application: Companies enrolled in either Phase I or Phase II of the Cooperative Towing Vessel Examination Program must annually notify their sponsoring MSO to schedule the appropriate examinations. Once the request is received, the same process used for initial Phase I or Phase II entry will be used by the sponsoring MSO's.

**EIGHTH COAST GUARD DISTRICT
COOPERATIVE TOWING VESSEL
EXAMINATION PROGRAM**

QUALITY VERIFICATION CHECKLIST

01 Nov 96

Quality Verification Check List

The following is a **suggested** approach to examining a company's quality program. It includes items that a COTP may want to review to during the Phase II quality verification examination. Sponsoring MSO's may want to add or subtract from this list to meet their needs.

A.) VESSEL OPERATING PROCEDURES

1. Does the company have company specific vessel operating procedures?
2. Are there vessel specific operating procedures?
3. Are there procedures, which ensure proper and valid documents, are carried aboard the vessels?
4. Is there a list the documents, which must be carried on board?
5. Are fuel transfer procedures documented?
6. Are vessel maintenance procedures documented, including, at a minimum:
 - When maintenance is to be performed on equipment
 - Who is to perform the maintenance
 - The qualifications and training requirements for the persons responsible for maintenance
 - Procedures to correct deficiencies identified during maintenance
 - A maintenance documentation program
7. Are their procedures for inspecting the vessels, including at a minimum:
 - Persons responsible for conducting in-house inspections
 - Frequency of inspections
 - Qualifications and training required for persons responsible for conducting in-house inspections
 - Procedures to correct deficiencies found during inspections
 - Inspection record retention program
8. Are their cargo transfer and cargo handling procedures (if applicable) including, at a minimum:
 - Benzene policies
 - Vapor control policies
 - Cargoes requiring special handling
 - Lightering procedures (where applicable)

B.) SAFETY POLICY/PROCEDURES

1. Is there a company safety policy and is understood by the employees?
2. Is there a set of specific safety rules?

3. Is there personal protective gear which includes, at a minimum:
 - Usage instructions
 - Inspection procedures
 - Maintenance procedures
 - Replacement schedules
4. Are there procedures for safety and training drills?
5. Is there a safety-training plan with a list of topics to be covered?
6. Are there scheduling and frequency procedures for safety and training drills?
7. Are there procedures for the documentation of safety and training drills?
8. Are there procedures for the safe use of vessel equipment such as rigging, deck machinery?
9. Are there procedures for the crew to be aware of the cargo they are carrying and it's possible hazards?

C.) ENVIRONMENTAL POLICY/PROCEDURES

1. Is there a company environmental policy?
2. Are there procedures for garbage disposal?
3. Are there procedures for proper handling of waste oil, bilge slops and used oil filters?
4. Are there procedures for the handling and disposal of hazardous waste?
5. Are there procedures for the proper use and maintenance of the marine sanitation equipment?

D.) INCIDENT REPORTING AND EMERGENCY RESPONSE PROCEDURES

1. Are there procedures for whom to contact after a marine casualty, specifically for:
 - Personal injuries
 - Deaths
 - Oil spills
 - Hazardous substance spills
 - Bridge or lock allisions
 - Collisions with other vessels
 - Groundings
2. Are there procedures for the proper completion of CG 2692 "Report of Marine Casualty or Personnel Injury"?

3. Are there procedures for responding to:
 - Personnel injuries?
 - Oil or hazardous substance spill?
 - Vessel damage due to fire or flooding?

E.) INTERNAL AUDIT AND REVIEW PROCEDURES

1. Are there procedures to examine the cause of a personnel accident which result in injury?
2. Are there procedures to examine causes of an oil spill or a hazardous material discharge?
3. Are there procedures to examine the causes of a vessel accident?
4. Are there communication procedures established to disseminate lessons learned from accidents, oil spills and injuries?
5. Are there procedures to establish safety measures to correct hazards or process problems which contributed to an oil spill, an accident or an injury?

F.) PERSONNEL POLICIES

1. Are there procedures which explain the company's and the Coast Guard's drug and alcohol programs?
2. Are there procedures for the orientation of new employees?
3. Are there training procedures which specifically outline:
 - Who is to be trained
 - The subjects in which training is given
 - The frequency of training

EIGHTH COAST GUARD DISTRICT
COOPERATIVE TOWING VESSEL
EXAMINATION PROGRAM

TOWING VESSEL BOARDING FORM

EIGHTH COAST GUARD DISTRICT
TOWING VESSEL BOARDING FORM

Date of Boarding: _____ Exam Location _____

Exam Hours: Time Exam Started: _____ Time Exam Completed: _____

VESSEL NAME _____ Official No. _____

Call Sign _____ Home Port _____

Length _____ Tot. Horse Pwr _____ No of Eng _____ Gross Tons _____

Net Tons _____ Year Built _____ Route: Inland _____

Coastal _____ Ocean _____ Num. of personnel on board _____

Owner Address

Operator Address

A. Required Markings & Documents:

1. Official number clearly visible on interior structural part of hull? 46 CFR 67.121
2. Original Marine Document produced if at least 5 net tons? Expires: _____ 46 CFR 67.313(a)
3. Vessel with square bow, the name and hailing port clearly displayed. 46 CFR 67.123(b)
- ___ Lettering must be of durable markings not less than four inches in height. 46 CFR 67 123(d)
4. Vessel valid radio station license? 47 CFR 80.13
47 CFR 80.405
5. Restricted radio operator's license? 33 CFR 164.72(a)(3)
6. Vessel log of required tests and Inspections? 33 CFR 164.78(b)
33 CFR 164 80(a)

7. Is vessel operator(s) properly licensed for towing vessels > **26ft**, and properly endorsed for vessel's route? 46 CFR 15.610
8. Valid Radar Endorsement on License
If not, Prior to June 1, 1995 must hold Certificate of Radar-Operation Course. 46 CFR 15.815(c)
9. Operator aware of marine casualty reporting requirements 46 CFR 4.05-1
10. Operator aware of hazardous conditions reporting requirements 33 CFR 160.215
33 CFR 160.203
11. Company implements chemical testing program 46 CFR 16.201
12. Employee Assistance Program (EAP) educational / hotline information posted. 46 CFR 16.401(a)
13. Requirement for post accident notification to the Coast Guard. 46 CFR 4.05-12
14. Certificate of Financial Responsibility (COFR)(>**300GT**)
(When the owner of vessel is not the operator of vessel, a copy of the demise charter party or other written document on the owner's letter head which specifically identifies the vessel operator named on the Certificate, must be maintained on board. 33 CFR 138.100) 33 CFR 138.10
33 CFR 138 12
15. Declarations of Inspections within last month (capacity > **250** or more barrels of oil, equivalent to **10,500 gal**) 33 CFR 156.150

B. Navigation Safety:

Pilot House Equipment:

1. Navigation Publications, >39.4 FT
(Limited Geographic)
 - Marine Charts of the area to be transited
(Current Edition or Currently Corrected Editions 33 CFR 164.70) 33 CFR 164.72(b)(1)
 - Coast Guard Light List 33 CFR 164.72(b)(3)(i)(A)
 - Coast Guard Local Notice to
Mariners and USACE Notices to
Navigation for area to be transited. 33 CFR 164.72(b)(3)(i)(B)
 - Copy of Inland Navigation Rules
(Required for self propelled vessel >12 meters) 33 CFR 88.05
2. Navigation Equipment)
(Exempt if limited geographic)
 - Marine Radar 33 CFR 164.72(a)(1)
 - Searchlight 33 CFR 164.72(a)(2)
 - Two VHF-FM Radios w/ability to
separately monitor Ch.13 and Ch.16
(>26 ft while navigating) 33 CFR 164 72(a)(3)
33 CFR 26.03
 - Magnetic Compass or Swing Meter 33 CFR 164 72(a)(4)
3. Navigation Lights (masthead, side, towing,
and stern lights) (Inland Rule 23 Underway
without tow, Inland Rule 24(i) Underway with tow) 33 USC 2023(a)
 - Navigation Side Lights fitted with
black screens(>20M/65.6') 33 CFR 84.09
 - Towing: Two amber towing lights at stern 33 USC 2024(i)
4. Efficient whistle and fog bell (>39.4') 33 USC 2033

C. Lifesaving Equipment

1. Serviceable CG approved PFD's for each person aboard 46 CFR 25.25-5
- All lifesaving equipment marked showing CG approval numbers 46 CFR 25.25-7
- Wearable lifesaving equipment readily accessible 46 CFR 25-9(a)
- Retroreflective material for each PFD, Buoyant vest, or marine buoyant vest 46 CFR 25.25-15
- Work vests CG approved? (CG approval#160.053 & 160.064) 46 CFR 26.30-1
- Work vests stowed separately from life preservers 46 CFR 26.30-10
- At least one USCG approved ring life buoy required if vessel is 26ft in length or longer. 46 CFR 25.25-5(d)
- Lifesaving equipment designed to be thrown required in must be immediately available. 46 CFR 25.25-9(b)
46 CFR 25.25-5(d)
- All required lifesaving equipment in serviceable condition. 46 CFR 25.25-11

D. MARPOL Annex V - Garbage Pollution Prevention:

1. MARPOL Placard(s) posted 33 CFR 151.59
(9" x 4" with >1/8" letters)[Vessels > 26']
- Is vessel complying with disposal of plastics, paper rags, glass, metal, etc. Annex A Table of 33 CFR 151 46 CFR 25.50-1
33 CFR 151.67
- Discharge of garbage in U.S. navigable waters is prohibited. 33 CFR 151.66

E. Marine Sanitation Device:

1. Certified Marine Sanitation Device installed Type _____ 33 CFR 159.7(a)(1)(2)
(Label placed on device designating it as Type I or II, III, meeting Coast Guard discharge requirements.)

2. Placard posted printed with operating instructions, safety precautions and warnings pertinent to the device. 33 CFR 159.59

MSD overboard discharge valve installed and closed for Type III

Operable Type I, II, III, system. (For a Type II to be operable there must be evidence of chemical use. Chemicals used in sewage treatment must be kept in proper containers, located in the general area of operation.) 33 CFR 159.65

F. Fire Fighting Equipment:

1. All required fire extinguishers CG or UL approved 46 CFR 25.30.5(b)

All required fire extinguishers have metallic name plate attached? 46 CFR 25.30-10(d)

Minimum number of Portable Fire Ext. for Mortorboats (Harbortugs) 46 CFR 25.30-20(a)(1)

26' and over, but under **40'** 2 B-I Fire Ext.,

40' and over, but **65'** & under 3 B-I I Fire Ext.,

Note: **One** B-II Hand Portable Fire Ext. may be substituted for **Two** B-I Hand Portable Fire Ext.

Minimum number of Portable Fire Ext. for **Motorvessels** (over **65'**) 46 CFR 25.30-20(b)(1)

Not over 50 tons 1 B II Fire Ext.

Between 50 tons and 100 tons 2 B II Fire Ext.

Between 100 tons and 500 tons 3 B II Fire Ext.

Between 500 tons and 1,000 tons 6 B II Fire Ext.

1,000 tons and up 8 B II Fire Ext.

In addition to the above requirement, additional B-II's shall be carried in the machinery spaces for each 1,000 B.H.P. of the main engines. There numbers not exceeding no more than 6 extinguishers. 46 CFR 25.30-20(b)(2)(i)

One B-III or fixed fire extinguishing system in engine room (> **300 G.T.**) 46 CFR 25.30-20(b)(2)(ii)

G. Fire Protection Measures 46 CFR 27.100

Exemptions: Vessel is used solely within a limited geographic area such as a fleeting area for barges or a commercial facility, or used solely for restricted service, such as making up or breaking larger towing. **46 CFR 27.100(b)(1)**

a. ***Drill and Instruction*** 46 CFR 27.355a

Master or person in charge of a vessel must ensure that each crewmember participates in drills and receives instruction at least once each month. Training must ensure that all crewmembers are familiar with their fire-fighting duties, and specifically the following contingencies:

1. Fighting a fire in the engine room and other locations on board the vessel, 46 CFR 27.355(a)(1)

Including,

- (i) Operate all of the fire-extinguishing equipment on board the vessel
 (ii) Stop the mechanical ventilation system for the engine room if provided and effectively seal all natural openings to the spaces to prevent leakage of the extinguishing agent;
 (iii) Operate the fuel shutoff for the engine room.

2. Activating the general alarm. 46 CFR 27.355(a)(2)

3. Reporting inoperative alarm systems and fire detection systems. 46 CFR 27.355(a)(3)

4. Putting on a fireman's outfit and a self-contained breathing apparatus, if the vessel is so equipped. 46 CFR 27.355(a)(4)

b. ***Alternative form of instruction*** 46 CFR 27.355(b)

The master or person in charge of a vessel may substitute, for the ***Requirement of Instruction***, the viewing of videotapes concerning at least the contingencies listed above, followed by a discussion led by someone familiar with these contingencies. ***This instruction may occur either on or off the vessel.***

c. ***Participation in drills.*** 46 CFR 27.355(c)

Drills must take place on board the vessel, as if there were an actual emergency. They must include:

- (1) Participation by all crewmembers;
 (2) Breaking out and using emergency equipment;
 (3) Testing of all alarm and detection systems;
 (4) At least one person putting on protective clothing, if the vessel is so equipped.

d. ***Safety Orientation*** 46 CFR 27.355(d)

The Master or person in charge of a vessel must ensure that each crewmember who has not received the instruction and has not participated in the drills receives a safety orientation before the vessel gets underway.

e. ***The safety orientation must cover the specific contingencies in 33 CFR 27.355(a)*** 46 CFR 27.355(e)

H. Pollution Prevention:

1. Prohibited Discharge Warning Placard (5X8") posted (> **26'**) 33 CFR 155.450
 - Machinery or other oil is not to be intentionally drained into the bilge's. 33 CFR 155.770
2. If 100 gross tons and above, must have a fixed internal oily waste/slop pumping system 33 CFR 155.410
 - At least one pump installed to discharge oily mixtures through a fixed piping system to a reception facility. 33 CFR 155.410(a)(1)
 - The piping system required has at least one outlet that is accessible from the weather deck. 33 CFR 155.410(a)(2)
 - Each outlet required has a shore connection or portable shore connection that meets 33 CFR 155.410(a)(3) CFR 155.430 specs
 - Each outlet requires a stop valve 33 CFR 155 410(a)(4)
3. Is fuel oil discharge containment adequate for oil transfer, this includes vents, overflow and fill pipe. (vessel > **300** but < **1600** gross tons has a capacity of at least 1/ 2 barrel) This applies to ship 300 gross tons or more, constructed after June 30, 1974. 33 CFR 155.320(a)
 - A ship of 100 gross tons or more constructed before July 1, 1974, and a ship of 100 or more but less than 300 gross tons constructed after June 30 1974 must meet the above or equip each fuel tank vent, overflow and fill pipe during oil transfer operations with a portable container of at least a 5 U.S. gallon capacity. 33 CFR 155.320(b)(1)(2)

- ___ If the ship has a fill fitting for which containment is impractical, use an automatic back pressure shut-off nozzle. 33 CFR 155.320(b)(3)
- 4. [] Oily waste/slop retention system & disposal (not required if essentially dry bilge) 33 CFR 155.330
 - ___ Oil transfer hose (if on board or if applicable must meet the requirements of 33 CFR 154.500) 33 CFR 155.800
- 5. [] "Person-in-Charge" holds valid license master, mate, pilot, engineer, or operator aboard that vessel or holds a valid merchant mariner's document endorsed as Tankerman-PIC (**Required for vessels with a capacity of 250 or more barrels of oil, 33 CFR 155.700**) 33 CFR 155.710(e)(1)
 - Or "Person-in-Charge" carries a letter of instruction, available aboard vessel or at his or her place of employment, verifying that he or she has received sufficient formal instruction from the operator or agent of the vessel to ensure his or her ability to safely and adequately carry out the duties and responsibilities of the PIC described in 33 CFR 156.120 and 156.150. (**Required for vessels with a capacity of 250 or more barrels of oil, 33 CFR 155.700**) 33 CFR 155.710(e)(2)
33 CFR 155.715
- ___ Records contain required info (person-in-charge, hose info) (**Required for vessels with a capacity of 250 or more barrels of oil, 33 CFR 155.700**) 33 CFR 155.820
- 6. [] Oil Transfer Procedures available for transferring to or from the vessel and from tank to tank within the vessel. (**Vessel with a capacity of 250 or more barrels of oil**) 33 CFR 155.720
- 7. [] Contents of Oil Transfer Procedures meet requirements 33 CFR 155.750(a)
 - ___ List of each product transferred to or from the vessel. 33 CFR 155.750(a)(1)
 - ___ A description of each transfer system on the vessel including:
 - ___ (i) A line diagram of the vessel's transfer piping, including the location of each valve, pump, control device, vent, and overflow;
 - ___ (ii) The location of the shutoff valve or other isolation device that separates any bilge or ballast system from the transfer system;

- ___ (iii) A description of and procedures for emptying the discharge containment system required by 33 CFR 155.310 and 155.320
- ___ The number of persons required to be on duty during transfer operations 33 CFR 155.750(a)(3)
- ___ The duties by title of each officer, person in charge, tankerman, deckhand and any other person required for each transfer operation. 33 CFR 155.750(a)(4)
- ___ Procedures and duty assignments for Vessel's moorings during the transfer of oil or hazardous material; 33 CFR 155.750(a)(5)
- ___ Procedures for operation the emergency shutdown and communications means required by 33 CFR 155.780 and 155.785, 33 CFR 155.750(a)(6)
- ___ Person-In-Charge must sign declaration of inspection 33 CFR 156.150
- ___ Procedures for topping off tanks; 33 CFR 155.750(a)(7)
- ___ Procedures for ensuring that all valves used during the transfer operations are closed upon completion of transfer; 33 CFR 155.750(a)(8)
- ___ Procedures for reporting discharges of 1 oil or hazardous material into the water; 33 CFR 155.750(a)(9)
- ___ Procedures for closing and opening the vessel openings in 33 CFR 155.815. 33 CFR 155.750(a)(10)

I. General Housekeeping, Including Machinery Spaces:

1. Living spaces are clean, no build up of debris nor evidence of smoking in bed.

DESCRIBE ANY UNSAT CONDITIONS NOTED AND IF CORRECTIONS WERE MADE:

2. Galley cleanliness and refrigeration - SAT or UNSAT,

IF UNSAT NOTE THE PROBLEM(S) AND IF CORRECTIONS WERE MADE:

3. Main deck stanchions and chains

4. Fuel tank vents are covered with flame screens.

5. Machinery spaces conditions: guards in place around all moving machinery, piping is in good condition, no hazards noted.

NOTE ANY PROBLEMS FOUND IN MACHINERY SPACES AND IF THEY WERE CORRECTED

6. Electrical systems: no jury rigged wiring, guards and globes cover exposed lights in work or external areas, electrical boxes are in satisfactory condition, switches are covered

NOTE ANY PROBLEMS FOUND WITH ELECTRICAL SYSTEMS AND IF THEY WERE CORRECTED

7. Steering system: Observe operation and note any problems with hydraulic lines or linkages.
NO EXCESSIVE OIL

J. Examiner's Comments:

Examiner's overall impression of the vessel's appearance and the crew's behavior. Include any suggestions made by the crew as well as any positive comments derived from this examination:

K. Unscheduled Boarding Deficiencies:

(COMPLETE THIS SECTION ONLY IF CONDUCTING AN UNSCHEDULED BOARDING)
As a result of the examination of your vessel, the following deficiencies were noted and may be submitted for civil penalty action (Be specific):

L. Scheduled Voluntary Examination Deficiencies:

(COMPLETE ONLY IF CONDUCTING A SCHEDULED VOLUNTARY DOCKSIDE EXAMINATION) As a result of the examination of your vessel, the following deficiencies were noted that prevented the issuance of the Cooperative Towing Vessel Examination Decal:

When all items have been corrected, please call to schedule a follow-up examination in order to receive a Cooperative Towing Vessel Examination Decal. You should keep this letter on board your vessel

Vessel Name: _____

Official Number: _____

CONGRATULATIONS! Your vessel is in full compliance with the U.S. Coast Guard's uninspected Towing Vessel Safety regulations for the operations described above. As evidence of this, **Uninspected Towing Decal number:** _____ has been affixed to your vessel. You are urged to maintain the high standards required receiving this decal. If you sell the boat, you should remove the decal. Any suggestions you have to improve the program can be provided to the Examiner or you may write them on the reverse of this form.

Vessel's Name: _____

Documentation # _____

Examiner's Name/Rank/Rate _____

Unit _____

Exam Location _____ **Date** _____

Signature of Company Representative

Signature of Boarding Officer

**EIGHTH COAST GUARD DISTRICT
COOPERATIVE TOWING VESSEL
EXAMINATION PROGRAM**

TOWING VESSEL SAFETY REQUIREMENTS

Towing Vessel Safety Requirements

Overview

This document applies to U.S. uninspected towing vessels (UTVS) that do not carry passengers or freight for hire. It has been developed to assist UTV owners and operators and Coast Guard boarding officers during scheduled examinations or random boardings of UTVS. It is not meant to replace the federal regulations. For precise language and exemptions to various regulations, it is recommended that Title 46, Code of Federal Regulations (CFR) SubChapter C and other CFR'S, which set forth minimum requirements for UTVS, be consulted. UTV operators must meet Coast Guard licensing requirements as well.

Each section corresponds to the checklist, which is attached to the back of this booklet. For example, section 1 of this document corresponds to section 1 of the checklist.

Abbreviations

Listed are abbreviations found in this document:

USC:	Title 46, United States Code
CFR:	Code of Federal Regulations
CG:	U.S. Coast Guard
COTP:	USCG, Captain of the Port
OCMI:	USCG, Officer-in-Charge Marine Inspection
MSD:	Marine Sanitation Device
MSO:	Marine Safety Office
PFD:	Personal Flotation Device
UTV'S:	Uninspected Towing vessels

Copy of Regulations

You may purchase a copy of these regulations by calling the Government Printing Office at (202) 512-1800 or order by facsimile and credit card at (202) 512-2233. Request Title 46, CFR Parts 1 to 40.

Section A: Required Markings and Documentation

Certificate of Documentation

A UTV of at least **five** net tons that engages in domestic or coastwise trade must have a Certificate of Documentation (COD) onboard bearing a valid endorsement for the activity in which it is engaged. 46 CFR 67.7

UTVs Over 5 Net Tons

UTVs whose route is from point "A" in the U.S. to point "B" in the U.S., or returning to point "A" without leaving U.S. territorial waters must hold a COD documented for **chastise** trade. 46 CFR 67.15

Endorsements for CODs are valid for 1 year. Prior to expiration, the owner must renew by executing an original Notice of Expiration (CG-1280) or Final Notice of Expiration (CG-1280-B) certifying that information contained in the COD and endorsements remain accurate and that the COD has not been wrongfully withheld, lost, or mutilated. The forms and information for renewal can be obtained through the Coast Guard's National Vessel Documentation Center at ~1800-799-8362. The owner will receive a renewal decal, which must be affixed to the COD to prove that the COD has been renewed. 46 CFR 67.163

Vessel Markings

Vessel markings in accordance with 46 CFR 67.123:

The name of the UTV must be marked on some **CLEARLY** visible exterior part of the port and starboard bow and the stern. The hailing port must be marked on some clearly visible exterior part of the stern.

For UTVs with a square bow, the name must be marked on some clearly visible exterior part of the bow in a manner to avoid obliterating. The name and hailing port must be marked on some clearly visible exterior part of the stern.

These markings, which may be made by the use of any means and materials which result in durable markings, must be made in clearly legible letters of the Latin alphabet or Arabic or Roman numerals not less than four inches high.

Tests and Inspections

Required pre-voyage or crew change tests and inspections in accordance with 33 CFR 164.80(b):

The owner, master, or operator of each towing vessel of 1,600 GT or more shall ensure that the following tests of equipment occur at the frequency required by 33 CFR 164.25, and that the following inspections of gear occur before the vessel embarks on a voyage of more than 24 hours, or when each new master or operator assumes command:

Navigational equipment: Tests of onboard equipment as required by 33 CFR 164.25.

Terminal gear: Visual inspection of tackle; of connections of bridle and towing pendant, if applicable; of chafing gear; and of the winch brake, if installed.

Valid Radio Station License

Valid radio station license in accordance with 47 CFR 80.25:

All stations in the maritime services must be licensed by the FCC.

Licenses for ship stations in the maritime services will normally be issued for a term of ten years from the date of original issuance, major modification, or renewal.

Restricted Operator's License

Restricted operator's license in accordance with 33 CFR 164.72(a)(3):

Each U.S. towing vessel of 26 feet (about 8 meters) or more in length, except a public vessel, must hold a ship-radio-station license for radio transmitters (including radar and EPIRBs), and each operator must hold a restricted operator's license or higher.

Section B: Lifesaving Equipment

Personal Floatation Devices or Life Preservers

UTVs' less than 40 ft long must have at least one CG approved TYPE I ~PFD, TYPE 11 buoyant vest, or TYPE III buoyant device of a suitable size for each person. UTVs 40 ft long or more must have at least one CG approved TYPE I PFD of a suitable size for each person. Kapok and fibrous glass life preservers without plastic covered pad inserts are unacceptable. UTVs may substitute a CG approved exposure suit for a life preserver, buoyant vest, or buoyant device. 46 CFR 25.25-5(b), (c) & (e)

Approved commercial hybrid PFDs may be substituted for life preservers if:

It is worn when the UTV is underway and the intended wearer is not within an enclosed space;

It is used in accordance with the marked conditions on the PFD and in the owner's manual; and

Labeled for use on uninspected commercial vessels.

Lifesaving equipment required to be worn must be readily accessible and equipment designed to be thrown must be immediately available. 46 CFR 25.25

Each life preserver, buoyant device, and buoyant vest must have approved Type I retro reflective material with at least 200 sq. cm. (31 sq. in.) of material on the front, at least 200 sq. cm. on the back, and, if reversible, at least 200 sq. cm. on each reversible side. The material attached on each side must be divided equally between the upper quadrants of the side and as close as possible to the shoulder area.
46 CFR 25.25-15

On Ocean or Coastwise voyages each life preserver and buoyant device or vest must have a CG approved, PFD light attached to the front shoulder area. 46 CFR 25.25-13

If a PFD light has a non-replaceable power source, it must be replaced on or before expiration date.

If the light has a replaceable power source, the power source must be replaced before its expiration date.

Work Vests

When carried on UTVs, approved buoyant vests shall be stowed separately from the regular stowage of required lifesaving equipment. 46 CFR 26.30-10

The lifesaving equipment must be CG approved and in serviceable condition. 46 CFR 25.25-11

Ring Life Buoy

Each UTV 26 feet or longer in length must have at least one CG approved throwable ring life buoy with a minimum outside diameter of 20 inches. 46 CFR 25.25-5(d)

Emergency Position Indicating Radio Beacon (EPIRB)

A UTV 36 ft or more in length, in accordance with 46 CFR 25.26-20, shall not be operated **on the high seas** (operates beyond three miles unless it has:

A float-free, automatically activated Category 1 406 Mhz EPIRB stowed in a manner so that it will float free if the vessel sinks; or

Until Feb. 1, 1998, a 121.5/243.0 Mhz EPIRB made after Oct. 1, 1988 and installed before Apr. 27, 1993. It must be a Class A EPIRB or B EPIRB that is watertight, self-buoyant, and stable in a floating position to properly transmit a distress signal.

A UTV less than 36 ft in length, or 36 ft or more with a builder's certificate saying it is built with sufficient inherently buoyant material to keep it afloat, shall, in accordance with 46 CFR 25.26-20(b), not be operated on the high seas unless it has in a readily accessible location at or near the principal steering station:

A manual activated Category 2 406 Mhz EPIRB;

A float-free, automatically activated Category 1 406 Mhz EPIRB; or

Until Feb. 1, 1998, a 121.5/243.0 Mhz EPIRB w/same requirements as stated for a UTV 36 ft long or more.

Section C: Navigation Safety

Pilot House Equipment

Equipment, Charts or Maps, and Publications of Towing Vessels of 12 Meters or More In Length

Equipment	Western Rivers	US Nav. Waters Other than Western Rivers	Waters Seaward of Nav. Waters
Radar	YES	YES	YES
Searchlight	YES	YES	YES
VHF-FM Radio	YES	YES	YES
Magnetic Compass	YES, may carry a swing meter in lieu of a magnetic compass	YES	YES
Echo Depth Sounding Device	NO	YES	YES
Electronic Position-Fixing Device	NO	NO	YES
Charts or Maps	Large enough scale & current edition or currently corrected edition	Large enough scale & current edition or currently corrected edition	Large enough Scale & currently corrected edition
General Publication	<ol style="list-style-type: none"> 1. USCG Light List 2. Notices to Navigation or Local Notices to Mariners 3. River-current Tables 	<ol style="list-style-type: none"> 1. USCG Light List 2. Local Notices to Mariners. 3. Tidal-current Tables 4. Tide Tables 5. U.S. Coast Pilot 	<ol style="list-style-type: none"> 1. USCG Light List 2. Local Notices to Mariners. 3. Tidal-current Tables 4. Tide Tables 5. U.S. Coast Pilot

Information from the above chart can be found in the 3 July 1996 Federal Register: 33 CFR Part 164 Navigation Safety Equipment for Towing Vessels; Final rule

In addition to the above, the operator of each UTV 12 meters long or more shall carry a copy of the Inland Navigation Rules, as per 33 CFR 88.05

Navigation Lights & Sound Signals

A UTV underway, greater than 12 meters should display, in accordance with COLREGS, Rule 24:

- Two white masthead lights ahead at an arc of 225 degrees;
- Red and green sidelights, from dead ahead at an arc of 112.5 degrees;
- White stern light: astern at an arc of 135 degrees;
- Towing light (if towing ahead): a yellow light with the same characteristics as a stern light; and

UTVs less than 12 meters may substitute one all around white light for the white mast head and stern lights.

NOTE: Specific arrangements for navigation lights and day signals are required when an UTV is in a towing mode. It is recommended that the Inland and International Navigation Rules be reviewed.

Sidelights on UTVs 20 meters or more in length shall be fitted with mat black inboard screens. On UTVs less than 20 meters, **sidelights**, if necessary to meet the arc required of the light, shall be fitted with black mat inboard screens. A combined lantern, for vessels less than 20 meters using a single vertical filament and a narrow division between the red and green sectors, external screens need not be fitted. 33 CFR 84.09

An efficient bell and whistle is required in accordance with the COLREGS, Rule 33:

UTVs less than 12 meters in length must have a means of making an efficient sound signal.

UTVs of 12 meters and more in length must have a whistle and bell:

UTVs of 12 to 20 meters in length must have a bell of at least 200 mm (7.9 inches) in diameter. 33 CFR 86.23

UTVs over 20 meters in length must have a bell of at least 300 mm (11.8 inches) in diameter. 33 CFR 86.23

Note: The bell does not have to be mounted, however, It must be on board the vessel and accessible.

Section D: MARPOL ANNEX V Garbage Pollution Prevention

General Requirements

No person may discharge garbage into U.S. navigable waters. 33 CFR 151.66

Garbage Placards

Each placard must be at least 9 inches wide by 4 inches high, made of durable material, and with letters at least 1/8" high. The placard must notify the reader of the following in accordance with 33 CFR 151.59 (d):

Discharge of plastic or garbage mixed with plastic into any waters is prohibited.

Discharge of garbage is prohibited in U.S. navigable waters and in all other waters within three nautical miles of the nearest land.

Discharge of dunnage, lining, and packing material that float is prohibited within 25 nautical miles of the nearest land.

Other unground garbage may be discharged beyond 12 nautical miles from the nearest land.

Other garbage ground to less than one inch may be discharged beyond three nautical miles of the nearest land.

Violators are liable for civil penalties up to \$25,000, fines up to \$50,000, and imprisonment for up to five years per violation.

Section E: Marine Sanitation Devices

General Requirements

No UTV with an installed toilet may operate in U.S. navigable waters without a USCG certified Type 1, 11 or III MSD which includes any equipment for installation on board which designed to receive, retain, treat or discharge sewage, and any process to treat sewage. 33 CFR 159.3 & .7(a)

Type 1, MSD, means a device that, under the test conditions described in 33 CFR 159.123 and 159.125, produces an effluence (discharge) having a fecal coliform bacteria count not greater than 1,000 per 100 milliliters and no visible solids.

Type 11, MSD, means a device that, under the test conditions described in 33 CFR 159.126 and 159.126a, produces an effluence having a fecal coliform bacteria count not greater than 200 per 100 milliliters and suspended solids not greater than 150 milligrams per liter.

Type 111, MSD, means a device that is designed to prevent the overboard discharge of treated or untreated sewage or waste derived from sewage. Holding tanks can be discharged over the side no closer than three nautical miles from land.

NOTE: If a Type III MSD has a "Y" valve which allows discharge over the deck to a facility or through the hull over the side, it must be secured in U.S. navigable waters so as to prohibit accidental discharges overboard inside three nautical miles from land.

Each Type I or II MSD must have an identification placard attached. 33 CFR 159.55

MSDs' must have placards which provide operating instructions, safety precautions, and warnings pertinent to the MSD. The letters on the placard must be at least one eighth of an inch. 33 CFR 159.59

MSD Systems

After January 30, 1980, **new** UTVs with installed toilet facilities must be equipped with a USCG certified Type I or III MSD. 33 CFR 159.7(b)

A new UTV includes any UTV, the construction of which is initiated on or after January 30, 1975.

An exception is an operable Type I MSD installed before January 31, 1980 and is properly labeled.

After January 30, 1980, **existing** UTVs (not new UTVS) with installed toilet facilities must be equipped with a Type 11 or III MSD. 33 CFR 159.7(c)

An exception is an operable Type I MSD installed before January 31, 1978 and is properly labeled.

Note 1: Any UTV 65' or under in length may utilize a properly labeled and functioning Type I MSD.

Note 2: Portable toilets or "porta-pofties" are not considered installed toilets and are not subject to MSD regulations.

Section F: Fire Fighting Equipment

General Requirements

All fire extinguishers and fixed fire extinguishing systems shall be CG approved or UL listed for marine use and marked as such. 46 CFR 25.30-5(b)

All required hand portable fire extinguishers and semi-portable fire extinguishing systems are "B" type; i.e. suitable for extinguishing fires involving flammable liquids, grease, etc. 46 CFR 25.30-1 0(b)

All motorboats (vessels 65 ft in length and smaller) shall carry at least the minimum fire extinguishers as set forth in the table below:

Vessel Length		Minimum Number of B-I Hand Portable Fire Extinguishers <small>note***</small>	
Equal or Over	Under	No fixed FF in Machinery Space	Fixed FF in Machinery Space
-	16 feet	1	0
16 feet	26 feet	1	0
26 feet	40 feet	2	1
40 feet	65 feet & under	3	2

note*** **One B-II hand portable extinguisher may be substituted for 2 B-I hand portable extinguishers**

This table was reproduced from 46 CFR 25.30-20(a)(1)

All motor vessels (vessels over 65' in length) shall carry at least the minimum fire extinguishers as set forth in the table below:

Gross Tonnage		Minimum number of B-II hand Portable fire extinguishers
Over	Not Over	
	50	1
50	100	2
100	500	3

This table was reproduced from 46 CFR 25.30-20(b)(1)

Note: In addition to the hand portable fire extinguishers required by 46 CFR 25.30-20(b)(1), a B-11 portable fire extinguisher is required for each 1000 B.H.P. of the main engines or fraction thereof. However, not more than 6 such extinguishers need to be carried.

All hand portable and semiportable fire extinguishers shall have a permanently attached metallic name plate with name of item, rated capacity, name & address of person or firm for whom approved, and identifying mark of manufacturer. 46 CFR 25.30-1 0(d)

On motor vessels over 300 gross tons either one Type B-111 semiportable fire extinguishing system shall be fitted, or alternatively, a fixed fire extinguishing system shall be fitted in the machinery space.

Fixed fire extinguishing systems will be a CG approved carbon dioxide type, designed and installed in compliance with the requirements of 46 CFR 76.15. 46 CFR 25.30-15

Section G: Pollution Prevention

General Requirements

UTVs 26 ft or more in length must have a placard posted in a machinery space or a bilge control station in accordance with 33 CFR 155.450. The placard must be at least 5 by 8 inches, made of durable material, and shall state:

DISCHARGE OF OIL PROHIBITED

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the U.S. or the waters of the contiguous zone if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a substantive civil penalty and/or criminal sanctions including fines & imprisonment.

No person may intentionally drain oil or hazardous materials from any source into the bilge. 33 CFR 155.770

No person may operate a U.S. non-oceangoing UTV in U.S. navigable waters unless it has the capacity to retain on board all oily mixtures and is equipped to discharge the oily mixtures to a reception facility. 33 CFR 155.330

Bilge Slops Retention

Oceangoing UTVs shall have the capacity to retain all oily mixtures on board and be equipped to discharge to a reception facility or be equipped with a CG approved oily-water separator. An oily residue tank is not required on these UTVS. 33 CFR 155.350

A non-ocean-going UTV may not be operated in U.S. navigable waters, as stated in 33 CFR 155.410, unless:

It has at least one pump to discharge oily mixtures from a fixed piping system to a reception facility;

Piping system has at least one outlet accessible from the vessel weather deck.

Each outlet has a shore connection that meets the specifications of 33 CFR 155.430 or the UTV has at least one portable adapter that meets the same specifications and fits the required outlets; and

The outlet has a stop valve on the weather deck.

The previous requirements do not apply to UTVs that have a ~CG approved oily-water separator.

An **oceangoing UTV over 100 g.t.** may not operate on U.S. navigable waters, as stated in 33 CFR 155.420, unless:

It has at least one pump to discharge oily mixtures from a fixed piping system to a reception facility;

The piping system has at least one outlet that is accessible from the vessel weather deck;

Each outlet has a shore connection that meets the specifications of 33 CFR 155.430 or the UTV has at least one portable adapter that meets the same specifications and fits the required outlets;

The UTV has a means on the weather deck near the discharge outlet to stop each oily waste pump; and

The outlet has a stop valve on the weather deck.

The above requirement does not apply to a UTV that has a ~CG approved oily-water separator.

Fuel Oil Discharge Containment

In accordance with 33 CFR 155.320, fuel oil and lubricating oil discharge containment for **UTVs of 100 g.t. or more** must:

Have a fixed container or enclosed deck area under or around each fuel oil or lubricating oil tank vent, overflow, and fill pipe that has a capacity of at least one-half barrel capacity; **or**

Equip each oil tank vent, overflow, and fill pipe during oil transfer operations with a portable container of at least a 5 U.S. gal. capacity; **or**

If the UTV has fittings for which containment is impractical, use an automatic backpressure shut off nozzle.

Oil Transfer Hoses

Each oil or hazardous material transfer hose, **for UTVs over 100 g.t.,** must meet the following requirements of 33 CFR 154.500:

The minimum design burst pressure must be at least 600 PSI and at least four times the sum of the pressure of the relief valve setting, plus the static head pressure of the transfer system at the point where the hose is installed.

The MAWP must be at least 150 PSI and more than the sum of the pressure of the relief valve setting (or maximum pump pressure when no valve is installed) plus the static head pressure of the transfer system at the point where the hose is installed.

Each nonmetallic hose must be usable for oil and hazardous material service.

Each hose assembly must either have full threaded connections; flanges that meet standard B. 1 6.5, Steel Pipe Flanges and Flange Fittings; or standard B. 1 6.4, Brass or Bronze Pipe Flanges, of the American National Standards Institute (ANSI); or quick-connect couplings acceptable to the CG.

Each hose must be marked with:

Name of products for which the hose may be used or, for oil products, the words "oil service";

Maximum allowable working pressure (MAWP);

Date of manufacturer; and

Date of latest test required by 33 CFR 156.170; Nonmetallic transfer hoses must not have soft spots, unrepaired bulges, or defects which would permit the discharge of product through the hose material; no gouges or cuts penetrating the first layer of the hose; no internal deterioration; and not burst, bulge, or leak under static liquid pressure of at least 1.5 times the MAWP.

Each hose used to transfer fuel to a UTV that has a fill pipe for which containment cannot practically be provided must be equipped with an automatic back pressure shut off nozzle.

Oil Transfer Procedures

For UTVs of 100 **g.t. or more** the person in charge of an oil transfer must have been instructed by the operator in his/her duties and federal laws and regulations that apply to the vessel in accordance with 33 CFR 155.710(a)(4)

For UTVs with a capacity of **250 bbls (approx. 10,500 gals) or more of oil or hazardous material**, transfer procedures are required for vessels transferring to or from the vessel or from tank to tank. These procedures must be readily available and on board. See 33 CFR 156 and 33 CFR 155.720

A UTV, with a capacity of **260 or more barrels of oil or hazardous** materials, conducting transfer operations between sunset and sunrise must have deck lighting that adequately illuminates all transfer work areas in accordance with 33 CFR 155.790

The UTV operator shall keep a written record available for inspection by the CG, in accordance with 33 CFR 155.820 indicating:

The name of each person currently designated as a person in charge of transfer operations;

The date and result of most recent test and inspection of items as required by 33 CFR 156.170;

The hose information required by 33 CFR 154.500, unless that information is marked on the hose; and

The "Declaration of Inspection as required by 156.150(f).

Certificate of Financial Responsibility (COFR)

All **UTVs' over 300 qt.** are required to have Certificates of Financial Responsibility in accordance with 33 CFR 130.1

Section H: Miscellaneous

Personnel Licensing

Every UTV at least 26 feet in length must be under the direction and control of an individual licensed by the Coast Guard as per 46 CFR 15.61 0

The following rules apply for operators of UTVs in accordance with 46 CFR 15.91 0:

An individual of 21 years or more of age holding a license as master of inspected, self-propelled vessels, or a license as mate or pilot of inspected, self-propelled vessels of not more than 200 gross tons, is authorized to serve as operator of an UTV.

A licensed mate authorized to serve as operator of an UTV may only be in command on domestic routes.

An individual of 19 years or more of age holding a license which authorizes service as mate of vessels of not more than 200 gross tons is authorized to serve as second-class operator of UTVs'.

Note: Towing vessels under 200 g.t. in the mineral and oil exploitation industry are not subject to the provisions relating to licensed operators.

Each licensed individual serving on a radar-equipped UTV of 26 feet or more in length shall hold a valid endorsement as radar observer or valid certificate from a radar-operation course (if his or her license is dated **before** February 15, 1995). 46 CFR 15.815

An individual may not serve in a position in which the individual is required to hold a license unless the individual holds a valid license authorizing service in the capacity in which the individual is employed and the individual serves within any restrictions placed on the license as per 46 CFR 15.401.

You must have the original of your license in your possession and immediately available when operating a UTV. 46 CFR 26.20-1 (a)

Merchant Mariners Documents

On UTVs over 100 g.t., not on a Rivers route, all licensed personnel and crewmembers shall hold valid Merchant Mariners Documents.

Verbal Notice of Marine Casualty

The following applies to UTVs in accordance with 46 CFR 4.05-1:

Immediately after addressing safety concerns, the owner, master, operator, or person in charge shall notify the nearest CG MSO or Group whenever a vessel is involved in a marine casualty, i.e.:

An unintended grounding, or an unintended strike of a bridge or bridge rendering system;

An intended grounding or an intended strike of a bridge that creates a hazard to navigation, the environment, or safety of a vessel;

Loss of main propulsion, primary steering, etc. that reduces the maneuverability of the vessel;

An occurrence adversely affecting the seaworthiness or fitness including fire; flooding; or failure of/damage to fire fighting, lifesaving, & auxiliary power equipment; or bilge-pumping systems;

A loss of life;

Injury requiring professional medical treatment and, for a crewmember, that renders the individual unfit to perform his or her routine duties; or

Occurrence causing property damage above \$25,000 including cost of labor and material but not cost of salvage, gas-freeing, dry-docking, or demurrage.

Written Notice of Marine Casualty

In addition to the verbal report, the owner, master, operator, or person in charge shall, within five days, file a written report with the nearest MSO on form CG-2692: Report of Marine Accident, Injury or Death and, as necessary, be supplemented by form CG-2692B: Report of Required Chemical Drug & Alcohol Testing following a Serious Marine Incident. 46 CFR 4.05-1 0

Drug Testing Program

Pre-employment Testing

No marine employer shall engage or employ any individual to serve as a crewmember unless the individual passes a chemical test for dangerous drugs for that employer. This may be waived if the individual can satisfactorily provide evidence that the individual either passed a chemical test for dangerous drugs within the past six months with no subsequent positive tests or during the previous 185 days been subject to random testing for at least 60 days and did not fail or refuse to participate in a chemical test for dangerous drugs. 46 CFR 16.210

Periodic Testing

Whenever a physical examination is required for an individual by this SubChapter, a chemical test for dangerous drugs must be included as a part of the physical examination. 46 CFR 16.220

Random Testing

Marine employers shall establish programs for the chemical testing for dangerous drugs on a random basis of their crewmembers. Crewmembers shall be tested on a random basis at an annual rate of not less than 50%. Random selection means that all crewmembers have an equal chance of selection. 46 CFR 16.230(b)

Reasonable Cause Testing

Employers shall require any crewmember on a UTV who is reasonably suspected of using a dangerous drug to be chemically tested for dangerous drugs. The employer's decision must be based on a reasonable and articulate belief that the individual has used a dangerous drug based on direct observation. Where practicable, this belief should be based on observations by two persons in supervisory positions. 46 CFR 16.250

Serious Marine Incident Testing

The marine employer shall ensure that all persons directly involved in the incident are chemically tested for dangerous drugs and alcohol in accordance with the requirements for mandatory chemical testing. 46 CFR 16.240

A serious marine incident includes the following events involving a UTV:

A marine casualty or accident which is required to be reported to the CG and results in any of the following:

One or more deaths;

Injury requiring professional medical treatment and, for a crewmember, that renders the person unfit to perform his or her routine duties;

Damage to property in excess of \$1 00,000;

Actual or constructive total loss of any vessel subject to inspection; or

Actual or constructive total loss of any self-propelled vessel, not subject to inspection, of 100 gross tons or more.

A discharge of oil of 10,000 gallons or more into U.S. navigable waters.

A discharge of a reportable quantity of a hazardous substance into U.S. navigable waters or a release of a reportable quantity of a hazardous substance into the environment of the United States.

Failure of a Drug Test

If an individual holding a license, certificate of registry, or merchant mariner's document fails a chemical test for dangerous drugs, the individual's employer or prospective employer shall report the test results in writing to the nearest Coast Guard Officer in Charge, Marine Inspection (OCMI). The individual shall be denied employment as a crewmember or removed from duties which directly affect the safe operation of the vessel as soon as practicable and shall be subject to suspension and revocation proceedings against his or her license, certificate of registry, or merchant mariner's document as per 46 CFR 16.201

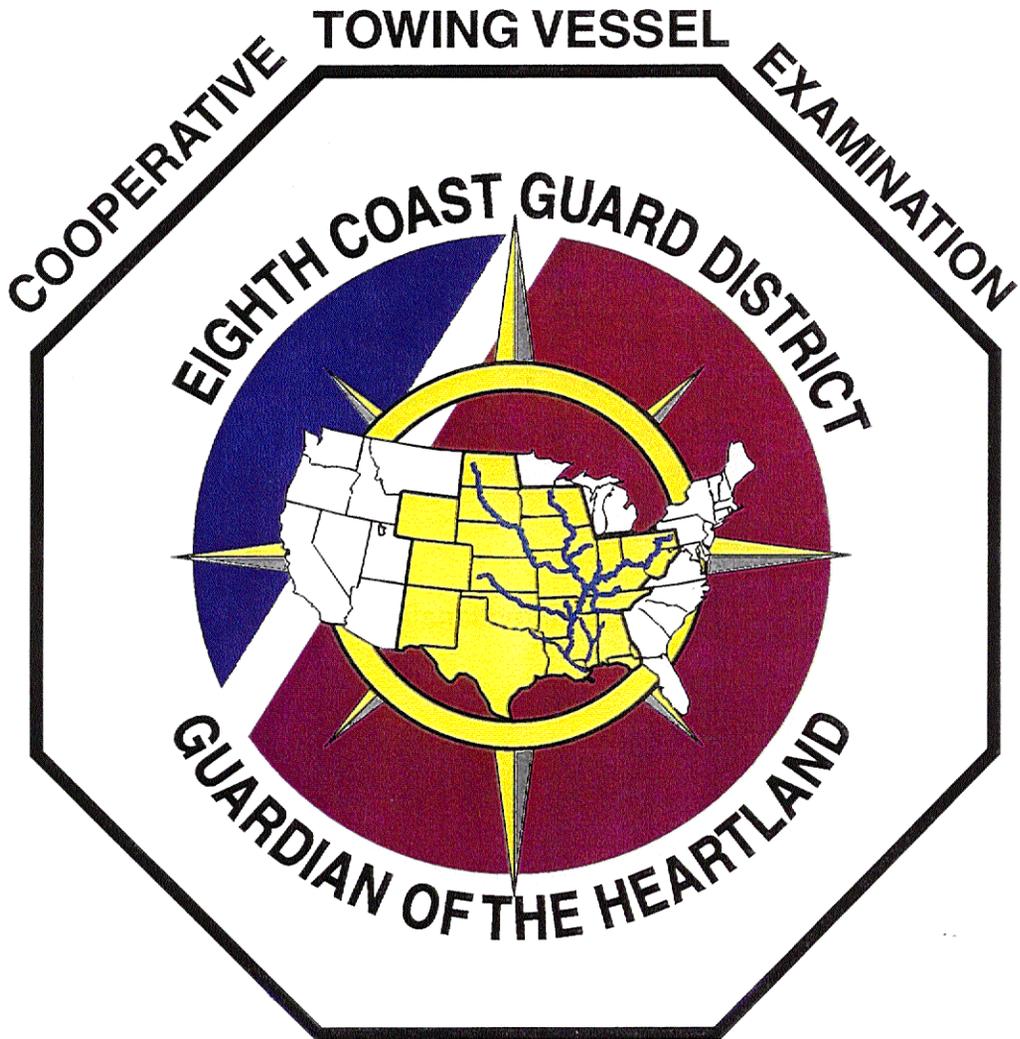
If an individual who does not hold a license, merchant mariner's document, or certificate of registry fails a chemical test for dangerous drugs, the individual shall be denied employment as a crewmember or removed from duties which directly affect the safe operation of the vessel as soon as possible. 46 CFR 16.201

Employers shall maintain records of chemical tests, which the Medical Review Officer reports as *positive* for a period of five years. Records of tests reported, as *negative* shall be retained for one year in accordance with 46 CFR 16.260

EIGHTH COAST GUARD DISTRICT
COOPERATIVE TOWING VESSEL
EXAMINATION PROGRAM

DECAL DESIGN

01 Nov 96



PHASE I VESSEL

DAY: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

MONTH: 1 2 3 4 5 6 7 8 9 10 11 12

SERIAL #:

YEAR: 96 97 98 99 00 01 02 03 04 05 06

OFFICE: SLMMS LOUMS PADMS HUNMS MEMMS PITMS NEWMS

MORMS MOBMS GALMS CORMS HOUMS PATMS



PHASE II VESSEL

DAY: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

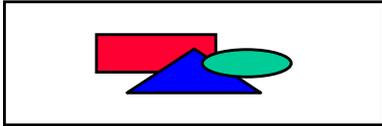
MONTH: 1 2 3 4 5 6 7 8 9 10 11 12

SERIAL #:

YEAR: 96 97 98 99 00 01 02 03 04 05 06

OFFICE: SLMMS LOUMS PADMS HUNMS MEMMS PITMS NEWMS

MORMS MOBMS GALMS CORMS HOUMS PATMS



Commander
Eighth Coast Guard District
Hale Boggs Federal Bldg

501 Magazine, Street
New Orleans, LA 70130-3396
Staff Symbol: D8 (moc)
Phone: (504) 589-6743
FAX: (504) 589-4999

Dear Captain:

Your vessel was boarded to check for compliance with federal laws and regulations. The attached boarding report lists violations that provide for assessment of significant civil penalties. The Coast Guard will waive these penalties if, within the next 30 days, you:

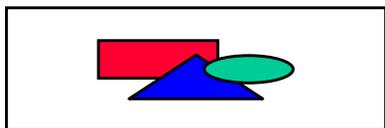
- 1) Correct all of the deficiencies noted on the boarding report.
- 2) Contact any of the below listed Coast Guard Offices and initiate the actions to begin participation in the cooperative towing vessel examination program.

Marine Safety Office Corpus Christi, TX	(512) 888-3181
Marine Safety Unit Galveston, TX	(409) 766-3642
Marine Safety Office Houston-Galveston, TX	(713) 671-5180
Marine Safety Office Huntington, WV	(304) 529-5524
Marine Safety Office Louisville, KY	(502) 582-5194
Marine Safety Office Memphis, TN	(901) 544-3941
Marine Safety Office Mobile, AL	(334) 441-5203
Marine Safety Office Morgan City, LA	(504) 384-2406
Marine Safety Office New Orleans, LA	(504) 589-6273
Marine Safety Office Paducah, KY	(502) 442-1621
Marine Safety Office Pittsburgh, PA	(412) 644-5808
Marine Safety Office Port Arthur, TX	(409) 723-6509
Marine Safety Office St. Louis, MO	(314) 539-3091

The goal of this penalty waiver program is to allow vessel owners the opportunity to use funds that would go to a civil penalty to bring their vessels into compliance with all safety requirements.

In addition to having a safer vessel, enrollment in the cooperative towing vessel examination program should further benefit you by resulting in less frequent and less time consuming boardings by the Coast Guard.

Failure to take advantage of the cooperative towing vessel examination program penalty waiver provision within 30 days will result in initiation of civil penalty proceedings.



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Eighth Coast Guard District
Hale Boggs Federal Bldg

501 Magazine, Street
New Orleans, LA 70130-3396
Staff Symbol: D8 (moc)
Phone: (504) 589-6743
FAX: (504) 589-4999

Dear Captain:

Your vessel was boarded to check for compliance with federal laws and regulations and no deficiencies were noted.

The condition of your vessel makes it a good candidate for our cooperative towing vessel examination program. This program will improve the safety of your vessel and will result in less frequent and less time consuming boardings by the Coast Guard. Participation in this program may be initiated by contacting any of the following Coast Guard Eighth District offices:

Marine	Safety	Office Corpus Christi, TX	(512)	888-3181
Marine	Safety	Unit Galveston, TX	(409)	766-3642
Marine	Safety	Office Houston-Galveston, TX	(713)	671-5180
Marine	Safety	Office Huntington, WV	(304)	529-5524
Marine	Safety	Office Louisville, KY	(502)	582-5194
Marine	Safety	Office Memphis, TN	(901)	544-3941
Marine	Safety	Office Mobile, AL	(334)	441-5203
Marine	Safety	Office Morgan City, LA	(504)	384-2406
Marine	Safety	Office New Orleans, LA	(504)	589-6273
Marine	Safety	Office Paducah, KY	(502)	442-1621
Marine	Safety	Office Pittsburgh, PA	(412)	644-5808
Marine	Safety	Office Port Arthur, TX	(409)	723-6509
Marine	Safety	Office St. Louis, MO	(314)	539-3091