Note: Corrections and additions have been made in RED to this <u>single</u> copy of this document. These have not been approved by CG HQ. These changes are meant to clarify this guidance for both industry and D8 CG Examiners.

United States Coast Guard

Requirements For

Uninspected Towing Vessels

Department of Homeland Security
United States Coast Guard

Change 1
March 2009

If you have questions about the information in this Uninspected Towing Vessel (UTV) Guidebook, want additional copies of the Guidebook, or want a UTV Examination for your vessel, please contact the Prevention Department at your local Coast Guard Sector office at:

or the Coast Guard District Prevention Division at:

District One	Boston, MA	(617) 223-8272
District Five	Portsmouth, VA	(757) 398-6554
District Seven	Miami, FL	(305) 415-6868
District Eight	New Orleans, LA	(504) 671-2105
District Nine	Cleveland, OH	(216) 902-6045
District Eleven	Alameda, CA	(510) 437-2984
District Thirteen	Seattle, WA	(206) 220-7216
District Fourteen	Honolulu, HI	(808) 535-3422
District Seventeen	Juneau, AK	(907) 463-2815

To suggest additions or corrections to this handout, please contact the Coast Guard's Towing Vessel National Center of Expertise (TVCOE) in Paducah, Kentucky. Until the TVCOE is fully operational in mid-2009, an alternate contact is the staff of the Operational Commander at (757) 398-7787.

TVCOE Contact Information:

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Towing Vessel National Center of Expertise
504 Broadway
Paducah, KY 42003-0170

Requirements For Uninspected Towing Vessels
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Introduction

Overview

This document applies to US-flagged 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 Marine Inspectors, Examiners and Boarding Teams during dockside examinations and at-sea boardings of UTVs. It is not meant to replace the Federal regulations. For precise language, exemptions and interpretations of various regulations, please consult the specific laws or regulations containing that requirement.

Copy of Regulations

You may purchase a copy of the Federal regulations by contacting the Government Printing Office (GPO) at (866) 512-1800 or through GPO's http://bookstore.gpo.gov/. The Code of Federal Regulations (CFRs) are also available online at www.gpoaccess.gov/cfr/. Wherever possible, hyperlinks to GPO's online regulations, documents and services have been inserted in this document.

Penalties

46 USC 4106 states that if a UTV is operated in violation of applicable laws or regulations, the owner, charterer, managing operator, agent, individual in charge, and master are each liable for criminal or civil penalties. The UTV is liable in rem for the penalty.

Abbreviations

AIS:	Automated Identification System
CFR:	Code of Federal Regulations
CG:	U. S. Coast Guard
COTP:	Captain of the Port
GT:	Gross Tons
ISPS Code:	International Ship and Port Facility Security Code (SOLAS Regulation XI-2/3)
MSD:	Marine Sanitation Device
MTSA:	Maritime Transportation Security Act (Public Law 197-205)
NVIC:	Navigation and Vessel Inspection Circular
OCMI:	Office-in-Charge, Marine Inspection
PFD:	Personal Flotation Device
SOLAS:	International Convention for the Safety of Life at Sea
TWIC:	Transportation Worker Identification Credential
UTV:	Uninspected Towing Vessel
USC:	United States Code

Introduction (continued)

Definitions (Unless otherwise noted, all definitions are found in 46 CFR 10.104)

Apprentice mate (steersman) of towing vessels means a mariner qualified to perform watchkeeping on the bridge, aboard a towing vessel, while in training under the direct supervision of a licensed master or mate (pilot) of towing vessels.

Assistance towing means towing a disabled vessel for consideration. *33 CFR 164.72*

Disabled vessel means a vessel that needs assistance, whether docked, moored, anchored, aground, adrift, or under way; but does not mean a barge or any other vessel not regularly operated under its own power. *33 CFR 164.72*

First Class Pilot – The following is copied from 46 CFR 10.701:

(a) An applicant for a license as first class pilot need not hold any other license issued under this part. An individual holding a license as master, mate, or master or mate (pilot) of towing vessels may apply for an endorsement as first class pilot for a specific route or routes in lieu of applying for a first class pilot's license.

(b) The issuance of a license or endorsement as first class pilot to an individual qualifies that individual to serve as pilot over the route specified on the license, subject to any limitations imposed under paragraph (c) of this section.

(c) The Officer in Charge, Marine Inspection, issuing a license or endorsement as first class pilot, imposes appropriate limitations commensurate with the experience of the applicant, with respect to class or type of vessel, tonnage, route, and waters.

(d) A license issued for service as a master, mate, or operator of uninspected towing vessels authorizes service as a pilot under the provisions of 46 CFR 15.812 of this subchapter. Therefore, first class pilot endorsements will not be issued with tonnage limitations of 1600 gross tons or less.

Fleeting-area means a separate location where individual barges are moored or assembled to make a tow. The barges are not in transport, but are temporarily marshaled, waiting for pickup by different vessels that will transport them to various destinations. A fleeting-area is a limited geographic area. *33 CFR 164.72*

Great Lakes means the Great Lakes and their connecting and tributary waters including the Calumet River as far as the Thomas J. O'Brien Lock and Controlling Works (between mile 326 and 327), the Chicago River as far as the east side of the Ashland Avenue Bridge (between mile 321 and 322), and the Saint Lawrence River as far east as the lower exit of Saint Lambert Lock.

Harbor-assist means docking and undocking ships. *33 CFR 164.72*

Introduction (continued)

Definitions (continued)

Hazardous Condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor or Navigable Water of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person on board, or manning shortage. *33 CFR 160.204*

Inland Waters means the Navigable Waters of the United States shoreward of the Boundary Lines, in 46 CFR Part 7, excluding the Great Lakes and, for towing vessels, excluding the Western Rivers. For establishing credit for sea service, the waters of the Inside Passage between Puget Sound and Cape Spencer, Alaska, are inland waters.

Limited geographic area means a local area of operation, usually within a single harbor or port. The local Captain of the Port (COTP) determines the definition of local geographic area for each zone. *33 CFR 164.72*

Mate of towing vessels or Pilot of towing vessels means a qualified officer of towing vessels operating only on inland routes.

Near coastal means ocean waters not more than 200 miles offshore.

Pilotage Waters means the Navigable Waters of the United States, including all inland waters and offshore waters to a distance of three nautical miles from the baseline from which the Territorial Sea is measured.

Rivers means any river, canal, or other similar body of water designated by the Officer in Charge, Marine Inspection.

Route means the general geographic body or bodies of water endorsed on the face of a license. These routes are Oceans, Near-coastal, Great Lakes-inland, or Western Rivers. Routes may be limited to a specific portion of the body or bodies of water.

Swing-meter means an electronic or electric device that indicates the rate of turn of the vessel on board which it is installed. *33 CFR 164.70*

Towing Officers' Assessment Record (TOAR) is a record used to document the training and assessment of a mariner in the towing industry. *46 CFR 10.304(h)*

> Note: NVIC 4-01, available online at http://www.uscg.mil/hq/cg5/nvic/nvic.asp, contains additional information on the content and format of a TOAR.

Introduction (continued)

Definitions (continued)

Towing vessel means a commercial vessel engaged in or intending to engage in pulling, pushing or hauling alongside, or any combination of pulling, pushing, or hauling alongside. *33 CFR 164.70*

UTV in inland service means a UTV not in ocean or coastal service. *33 CFR 164.72*

UTV in ocean or coastal service means a UTV that operates beyond the baseline of the U.S. territorial sea. *33 CFR 164.72*

Western Rivers means the Mississippi River, its tributaries, South Pass, and Southwest Pass, to the navigational demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States, and the Port Allen-Morgan City Alternate Route, and that part of the Atchafalaya River above its junction with the Port Allen-Morgan City Alternate Route including the Old River and the Red River, and those waters specified in 33 CFR 89.25.

Load Lines

Applicability

UTVs of 79 feet or longer, engaged in foreign or international voyages (other than on the Great Lakes); UTVs 79 feet and more and 150 gross tons or over that engage solely on Great Lakes voyages are subject to 46 CFR 42 and 45 and must comply with the regulations in force on the date the keel is laid or a similar progress in construction is made; UTVs engaged exclusively in voyages on waters within the United States or its possessions and which are determined not to be “coastwise” or “Great Lakes” voyages are exempt from load line regulations. *46 CFR 42.03-5*

Load Line Marks And Certificates

UTVs that are subject to the load line requirements shall have load lines accurately marked amidships, port and starboard; and shall have valid load line certificates to document the load line survey, the proper placement of the load line marks and any restrictions on vessel operations. *46 CFR 42.07-1 and 42.50*

Submergence Of Load Lines

UTVs shall not be so loaded as to submerge at any time when departing for a voyage by sea, or on the Great Lakes, or during the voyage, or on arrival, the applicable load lines marked on the sides of the vessel for the season of the year and the zone or area in which the vessel may be operating. *46 CFR 42.07-10*

Vessel Documentation/Numbering

UTVs Of At Least Five Net Tons

A UTV of at least five net tons that engages in domestic, coastwise or Great Lakes trade must have a Certificate of Documentation (COD). All UTVs with a COD must have it on board and it must bear a valid endorsement for the activity in which it is engaged. *46 CFR 67.313*

A coastwise endorsement entitles a vessel to employment in unrestricted coastwise trade, dredging, towing, and any other employment for which a registry, fishery, or Great Lakes endorsement is not required. *46 CFR 67.19(a)*

A Great Lakes endorsement entitles a vessel to employment in the Great Lakes trade, towing in the Great Lakes, and any other employment for which a registry, fishery, or coastwise endorsement is not required. *46 CFR 67.19(b)*

A Certificate of Documentation is valid for one year from date of issue. Normally, the Vessel Documentation Center sends the owner a renewal notice; contact VDOC at (800) 799-8362, (304) 271-2400 or online at http://www.uscg.mil/hq/cg5/nvdc/.

The official number of the vessel, preceded by the abbreviation: "NO." must be marked in block-type Arabic numerals not less than three inches in height on some clearly visible interior structural part of the hull. The number must be permanently affixed so that alteration, removal, or replacement would be obvious. If the official number is on a separate plate, the plate must be fastened in such a manner that its removal would normally cause scarring of or damage to the surrounding hull area. *46 CFR 67.121*

The name of the vessel must be marked on some clearly visible exterior part of the port and starboard bow and the stern of the vessel. If used, name boards must be rigidly attached. The hailing port of the vessel must be marked on some clearly visible exterior part of the stern of the vessel. For vessels with a square bow, the name of the vessel must be marked on some clearly visible exterior part of the bow in a manner to avoid obliteration. The name and hailing port must be marked on some clearly visible exterior part of the stern. *46 CFR 67.123*

UTVs Under Five Net Tons

Each UTV must have be marked on each side of the forward half of the vessel with a number issued on a certificate of number by the issuing authority in the State in which the vessel is principally used. The number must be in plain vertical block characters of not less than 3 inches in height; contrast with the color of the background and be distinctly visible and legible; must have spaces or hyphens that are equal to the width of a letter between letter and number groupings (Example: DC 5678 EF or DC-5678-EF); and read from left to right. *33 CFR 173.15, 173.21 and 173.27*

> Note: Some states require a commercial endorsement on the certificate of number.

Personnel, Licensing and Watchstanding

Personnel

Master — Every UTV of at least 8 meters (at least 26 feet) or more in length must be under the command of a master of towing vessels, or a mariner licensed as master of inspected, self-propelled vessels greater than 200 gross register tons (GRT) holding either a completed Towing Officer's Assessment Record (TOAR), bearing the signature of a Designated Examiner and stating that the Examiner found the candidate proficient; or a license endorsed for towing vessels. *46 CFR 15.805(a)*

Mate (Pilot) — Each person in charge of the navigation or maneuvering of a UTV of at least 8 meters (at least 26 feet) in length must hold a license authorizing service as either Mate (Pilot) of towing vessels; or Mate of inspected self-propelled vessels greater than 200 GRT within any other restrictions on the officer's license, holding either a completed Towing Officer's Assessment Record (TOAR) bearing the signature from a Designated Examiner and stating that the Examiner found the candidate proficient; or a license endorsed for towing vessels. *46 CFR 15.610(a)*

> Note 1: On Western Rivers, the term "mate" has historically referred to the senior deckhand on a UTV while the term pilot" has historically referred to the individual operating a riverboat. Unless specifically requested otherwise, licenses are endorsed as "mate (pilot) of towing vessels".
> Note 2: A Final Rule published 9/11/2008, amended 46 CFR 10.304 to permit substitution of a Coast Guard-approved training program for the required service to qualify for a license as Mate (Pilot) of towing vessels. *46 CFR 10.304(j)*
> Note 3: Towing vessels less than 200 Gross Tons in the mineral and oil exploration industry are not subject to the requirements for licensed operators. *46 CFR 15.610(a)*

Licensing

Each person required to be licensed or hold a merchant mariner's document shall hold a valid Transportation Worker Identification Credential. *46 CFR 10.113 and 12.01-11*

Each person having to be licensed under 46 USC 8904(a) for employment or service as master, mate, or operator on board a UTV of 8 meters (approximately 26 feet) or more in length must, if the vessel is equipped with radar, hold an endorsement as radar observer or have readily available (within 48 hours) a valid certificate of training to demonstrate their endorsement is still valid. *46 CFR 15.815(c) and (d)* (Good for 5 yrs.)

A license is valid for a term of five years from the date of issuance. *46 CFR 10.202*

Licenses must be endorsed for the appropriate route (Oceans, Near-coastal waters, Great Lakes-inland waters or Western Rivers) or supported by a completed TOAR. The TOAR must include the Designated Examiner's signature, letter of designation, and applicable to the route. Licenses may be "limited" to a limited local or geographic area or harbor-assist towing as designated by the Officer in Charge Marine Inspection.

Personnel, Licensing and Watchstanding (continued)

Licensing (continued)

A license as master or mate of towing vessels endorsed for oceans authorizes service on oceans routes and on the subordinate routes of near-coastal waters and Great Lakes-inland waters (except Western Rivers), without further endorsement.

A license as master or mate of towing vessels endorsed for near-coastal waters routes authorizes service on near-coastal waters routes and Great Lakes-inland waters routes (except Western Rivers), without further endorsement.

A license as master or mate of towing vessels endorsed for Great Lakes-inland waters routes authorizes service on Great Lakes-inland waters routes (except Western Rivers) without further endorsement. A license as master or mate of towing vessels, endorsed for Western Rivers routes, authorizes service on Western Rivers routes without further endorsement.

Each holder of a license issued under this part shall display, within 48 hours after employment on a vessel for which that license is required, the original license in a conspicuous place on the vessel. Having the original license readily available on board, but not posted is a reasonable alternative. *46 USC 7110*

Watchstanding

UTVs operating more than 12 hours in any 24-hour period require a second officer holding a license as Master, a license as “Mate (Pilot) of towing vessels” or “Mate (Pilot) of towing vessels, Limited”. The license must be endorsed for the appropriate route or a completed TOAR for that route must accompany the license.

An officer may take charge of the deck watch on a vessel when leaving or immediately after leaving port only if the officer has been off duty for at least 6 hours within the 12 hours immediately before the time of leaving. *46 USC 8104(a)*

On a UTV (except a UTV operated only for fishing, fish processing, fish tender, or engaged in salvage operations) operating on the Great Lakes, harbors of the Great Lakes, and connecting or tributary waters between Gary, Indiana, Duluth, Minnesota, Niagara Falls, New York, and Ogdensburg, New York, a licensed individual or seaman in the deck or engine department may not be required to work more than 8 hours in one day or permitted to work more than 15 hours in any 24-hour period, or more than 36 hours in any 72-hour period, except in an emergency when life or property are endangered. *46 USC 8104(c)*

Except on UTVs operating exclusively on Navigable Rivers and those under 100 gross tons, all seamen including unlicensed deckhands must possess merchant mariner documents. *46 CFR 12.02-7(a)*

Personnel, Licensing and Watchstanding (continued)

Watchstanding (continued)

On a voyage of less than 600 miles, UTV personnel shall be divided into at least two watches. On a voyage of more than 600 miles, UTV personnel shall be divided into three watches. *46 USC 8104*

On a UTV of at least 100 gross tons permitted to have a three watch system, at least 65% of the unlicensed crewmembers must hold merchant mariner documents as able seamen or higher; for UTVs permitted to have a two watch system, 50% must be able seamen or higher. *46 USC 8702(b)(2)*

Subject to exceptions, 46 USC 8104(h) permits a licensed master or mate (pilot) operating a UTV that is at least 26 feet in length measured from end to end over the deck (excluding sheer) to work not more than 12 hours in a consecutive 24 hour period except in an emergency. The Coast Guard interprets this, in conjunction with other provisions of the law, to permit licensed masters or mates (pilots) serving as operators of towing vessels that are not subject to the provisions of the Officers' Competency Certificates Convention, 1936, to be divided into two watches regardless of the length of the voyage. *46 CFR 15.705(d)*

UTVs On An International Voyage

U. S. flagged towing vessels operating on international voyages are subject to application of international conventions and potential Port State Control oversight. In general, towing vessels in excess of 500 gross tons (or ITC) on international voyages need to comply with various aspects of SOLAS, ISPS, MARPOL and STCW. As towing vessels are "uninspected" vessels under U. S. regulations, operators sailing internationally are potentially challenged in demonstrating substantial compliance due to the lack of the issuance of a Certificate of Inspection and other documentation.

SOLAS (IMO Res. A.890(21)) mandates the implementation of a three-watch system on board. As such, a three-watch system is required unless the vessel has a Safe Manning Document (SMD) that authorizes a different crewing level. Operators should be aware that the document may require additional personnel for international voyages that would not be required for domestic-only voyages. Vessels over 500 gross tons need to carry an SMD and it is highly recommended for vessels under 500 gross tons. The application of the three-watch system also applies to engineering watches for vessels of more than 4,000 HP or 2982 KW.

Generally, on international voyages, all wheelhouse personnel are required to hold an ocean endorsement on their license. Additionally, if an engineer is required in the SMD, that person(s) must hold an appropriate license and credential. A helmsman cannot stand as his own lookout. In accordance with STCW, all crew must have basic safety training.

Personnel, Licensing and Watchstanding (continued)

UTVs On An International Voyage (continued)

The establishment of adequate watches is the responsibility of the vessel's Master, not the Coast Guard. It is the Coast Guard's responsibility to enforce the three watch system outlined in 46 USC 8104(d).

UTVs can replace one or more persons while on a foreign voyage and outside the jurisdiction of the United States. In order to meet manning requirements, UTVs may utilize non U. S. licensed and documented personnel, except for the crew positions of Master and Radio Officer. *46 CFR 15.720*

Operators are encouraged to contact their local OCMI for vessels that do not hold a valid SMD prior to engaging on an international voyage to determine manning requirements and obtain all applicable documents. This prudent action may prevent costly delays resulting from Port State Control actions while the vessel is in foreign waters.

Crew Endurance Management System (CEMS)

The Crew Endurance Management System (CEMS) is a voluntary program designed to manage crew endurance risk factors degrading crewmembers' cognitive and physical performance. Left unmanaged, these risk factors contribute to the degradation of situational awareness, physical strength, and, ultimately, human error.

The CEMS program contains processes, practices, and tools to help companies:

- Identify crew endurance risk factors present in their operations
- Assess the occurrence of risk factors in their operations
- Develop controls to reduce the occurrence of risk factors
- Assess the effectiveness of risk factor controls

A number of companies have integrated elements of CEMS into their business processes and are experiencing positive results. It is, therefore, recommended that companies consider implementing CEMS to improve shipboard and navigation safety and to protect crewmember health. Information and guidance for CEMS implementation is available online at http://www.uscg.mil/hq/cg5/cg5211/cems.asp and at http://www.uscg.mil/hq/cg1/cg113/cg1133/cem.asp.

CEMS is NOT a program based on changing watch schedules.

Personnel, Licensing and Watchstanding (continued)

Standards Of Training, Certification And Watchkeeping (STCW)

All officers and crew on seagoing vessels must satisfy STCW. The United States exempts mariners from STCW requirements if serving on vessels of less than 200 gross tons sailing on near coastal domestic voyages. A near coastal domestic voyage is one that begins and ends in a United States port, does not touch at a foreign port or enter foreign waters, and is not more than 200 miles from shore. *46 CFR 15.103(f)(2)*

Specific information on STCW is available online at www.uscg.mil/stcw/.

A Master of a vessel subject to STCW requirements must: ensure crewmembers have obtained STCW certification; ensure observance of the principles concerning watchkeeping set out in STCW regulation Section A – Chapters II, III and VIII of the STCW Code; ensure observance of appropriate rest periods and work hours, and post watch schedules where they are easily accessible; and ensure watch schedules take into account rest requirements as well as port rotations and changes in the vessel's itinerary.

Pilotage

Under 46 CFR 15.812, certain vessels underway on the Navigable Waters of the United States must be under the control of an individual licensed as a Federal First Class Pilot or an individual "acting as" a Pilot. These individuals self-certify their qualifications for a route. They are not issued a Pilot's license or endorsement that describes the specific waters where they are authorized to serve as a Pilot.

The requirements for acting as" a Pilot should parallel the route requirements for licensed First Class Pilots. A description of the route requirements for a licensed First Class Pilot and "acting as" Pilot may be obtained from the OCMI(s) for the affected route(s). It is the "acting as" Pilot's responsibility to determine in advance whether he/she meets the local pilotage requirements. This table summarizes pilotage requirements for tank barges found in 46 CFR 15.812.

Personnel, Licensing and Watchstanding (continued)

Pilotage (continued)

Table 15.812(e)(2)

	Designated areas of pilotage waters (routes for which First Class Pilot's licenses are issued)	Nondesignated areas of pilotage waters (between the three mile line and the start of traditional pilotage routes)
Tank barges greater than 10,000 gross tons, authorized by their Certificate of Inspection to proceed beyond the Boundary Line, or operating on the Great Lakes.	First Class Pilot	Master, mate or operator may serve as Pilot if the individual: 1. Is at least 21 years old. 2. Has an annual physical exam.[1] 3. Maintains current knowledge of the waters to be navigated.[2] 4. Has at least six months' service in the deck department on towing vessels engaged in towing.
Tank barges 10,000 gross tons or less, authorized by their Certificates of Inspection to proceed beyond the Boundary Line, or operating on the Great Lakes.	First Class Pilot, or Master, Mate, or Operator may serve as Pilot if the individual: 1. Is at least 21 years old. 2. Has an annual physical exam.[1] 3. Maintains current knowledge of the waters to be navigated.[2] 4. Has at least six months' service in the deck department on towing vessels engaged in towing. 5. Has 12 round trips over the route.[3]	Master, Mate, or Operator may serve as Pilot if the individual: 1. Is at least 21 years old. 2. Has an annual physical exam.[1] 3. Maintains current knowledge of the waters to be navigated.[2] 4. Has at least six months' service in the deck department on towing vessels engaged in towing.
Tank barges authorized by their Certificates of Inspection for inland routes only (Lakes, Bays and Sounds; Rivers); other than vessels operating on the Great Lakes.	No pilotage requirement.	No pilotage requirement.

Note 1: The annual physical exam requirement does not apply to an individual who will serve as Pilot of a tank barge of less than 1,600 gross tons.

Note 2: A minimum of one round trip within the past 60 months.

Note 3: If the route is to be traversed in darkness, three of the 12 round trips must be made during darkness.

Drug And Alcohol Testing

Applicability

Any individual who is on board a UTV acting under the authority of a license or merchant mariner's document, whether or not the individual is a member of the vessel's crew; or is engaged or employed on board a UTV owned in the United States that is required by law or regulation to engage, employ, or be operated by an individual holding a license or merchant mariner's document. *46 CFR 16.105*

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. An employer may waive a pre-employment test if the individual provides satisfactory evidence that he or she has passed a required chemical test for dangerous drugs within the previous six months with no subsequent positive drug tests during the remainder of the six-month period; or during the previous 185 days been subject to a random testing program required by 46 CFR 16.230 for at least 60 days and did not fail or refuse to participate in a chemical test for dangerous drugs required by this part. *46 CFR 16.210*

Periodic Testing

An applicant for an original issuance or renewal of a license, raise in grade of a license, an original issuance of a merchant mariner's document (MMD), the first endorsement as an able seaman, lifeboatman, qualified member of the engine department, or tankerman, or a reissuance of an MMD with a new expiration date shall be required to pass a chemical test for dangerous drugs. The test results must be completed and dated not more than 185 days prior to submission of the application. *46 CFR 16.220(a)*

Random Testing

An applicant need not submit evidence of passing a chemical test for dangerous drugs if he or she provides satisfactory evidence that he or she has passed a chemical test for dangerous drugs required by this part within the previous six months with no subsequent positive chemical tests during the remainder of the 6-month period; or during the previous 185 days been subject to a random testing program required by 46 CFR 16.230 for at least 60 days and did not fail or refuse to participate in a chemical test for dangerous drugs required by this part. *46 CFR 16.220(c)*

Marine employers shall establish programs for the chemical testing for dangerous drugs on a random basis of crewmembers on uninspected vessels who are required by law or regulation to hold a license issued by the Coast Guard in order to perform their duties on the vessel; perform duties and functions directly related to the safe operation of the vessel; perform the duties and functions of patrolmen or watchmen required by this chapter; or, are specifically assigned the duties of warning, mustering, assembling, assisting, or controlling the movement of passengers during emergencies.

Drug And Alcohol Testing (continued)

Random Testing (continued)

The minimum annual percentage rate for random drug testing shall be 50 percent of covered crewmembers. The selection of crewmembers for random drug testing shall be made by a scientifically valid method, such as a random number table or a computer-based random number generator that is matched with crewmembers' Social Security numbers, payroll identification numbers, or other comparable identifying numbers. Under the testing frequency and selection process used, each covered crewmember shall have an equal chance of being tested each time selections are made and an employee's chance of selection shall continue to exist throughout his or her employment. *46 CFR 16.230*

Serious Marine Incident Testing

Serious Marine Incident includes these events involving a vessel in commercial service:

(a) Any marine casualty or accident as defined in 46 CFR 4.03-1 which is required to be reported to the Coast Guard and which results in any of the following:

(1) One or more deaths;

(2) An injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid, and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform routine vessel duties;

(3) Damage to property in excess of $100,000;

(4) Actual or constructive total loss of any vessel subject to inspection under 46 USC 3301; or

(5) Actual or constructive total loss of any self-propelled vessel, not subject to inspection under 46 USC 3301, of 100 gross tons or more.

(b) A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 USC 1321, whether or not resulting from a marine casualty.

(c) A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States, or a release of a reportable quantity of a hazardous substance into the environment of the United States, whether or not resulting from a marine casualty. *46 CFR 4.03-2*

The marine employer shall ensure that all persons directly involved in a serious marine incident are chemically tested for evidence of dangerous drugs and alcohol in accordance with the requirements of 46 CFR 4.06. *46 CFR 16.240*

At the time of occurrence of a marine casualty, a discharge of oil into the navigable waters of the United States, a discharge of a hazardous substance into the navigable waters of the United States, or a release of a hazardous substance into the environment of the United States, the marine employer shall make a timely, good faith determination as to whether the occurrence currently is, or is likely to become, a serious marine incident. *46 CFR 4.06-1(a)*

Drug And Alcohol Testing (continued)

Serious Marine Incident Testing (continued)

When a marine employer determines that a casualty or incident is, or is likely to become, a serious marine incident, the marine employer shall take all practicable steps to have each individual engaged or employed on board the vessel who is directly involved in the incident chemically tested for evidence of drug and alcohol use as required in this part. *46 CFR 4.06-1(b)*

When a marine employer determines that a casualty or incident is, or is likely to become, an SMI, the marine employer must ensure that the following alcohol and drug testing is conducted:

(a) Alcohol testing.

(1) Alcohol testing must be conducted on each individual engaged or employed on board the vessel who is directly involved in the SMI.

(i) The alcohol testing of each individual must be conducted within 2 hours of when the SMI occurred, unless precluded by safety concerns directly related to the incident.

(ii) If safety concerns directly related to the SMI prevent the alcohol testing from being conducted within 2 hours of the occurrence of the incident, then alcohol testing must be completed as soon as the safety concerns are addressed.

(iii) Alcohol testing is not required to be conducted more than 8 hours after the occurrence of the SMI.

(2) Alcohol-testing devices must be used according to the procedures specified by the manufacturer of the testing device and by this part.

(3) If the alcohol testing required in paragraphs (a)(1)(i) and (a)(1)(ii) of this section is not conducted, the marine employer must document on form CG-2692B the reason why the testing was not conducted.

(4) The marine employer may use alcohol-testing results from tests conducted by Coast Guard or local law enforcement personnel to satisfy the alcohol testing requirements only if the alcohol testing meets all of the requirements of this part.

(b) Drug testing.

(1) Drug testing must be conducted on each individual engaged or employed on board the vessel who is directly involved in the SMI.

(i) The collection of drug-test specimens of each individual must be conducted within 32 hours of when the SMI occurred, unless precluded by safety concerns directly related to the incident.

(ii) If safety concerns directly related to the SMI prevent the collection of drug-test specimens from being conducted within 32 hours of the occurrence of the incident, then the collection of drug-test specimens must be conducted as soon as the safety concerns are addressed.

(2) If the drug-test specimens required in paragraphs (b)(1)(i) and (b)(1)(ii) of this section were not collected, the marine employer must document on form CG-2692B the reason why the specimens were not collected. *46 CFR 4.06-3*

Drug And Alcohol Testing (continued)

Reasonable Cause Testing

The marine employer shall require any crewmember who is reasonably suspected of using a dangerous drug to be chemically tested for dangerous drugs. The marine employer's decision to test must be based on a reasonable and articulable belief that the individual has used a dangerous drug based on direct observation of specific, contemporaneous physical, behavioral, or performance indicators of probable use. Where practicable, this belief should be based on the observation of the individual by two persons in supervisory positions. When the marine employer requires testing of an individual, the individual must be informed of that fact and directed to provide a urine specimen as soon as practicable. *46 CFR 16.250*

Records

Employers must maintain records of chemical tests as provided in 49 CFR 40.333 and must make these records available to Coast Guard officials upon request. The records shall be sufficient to satisfy the requirements of 46 CFR 16.210(b) and 16.220(c) of this part; and identify the total number of individuals chemically tested annually for dangerous drugs in each of the categories of testing required by this part including the annual number of individuals failing chemical tests and the number and types of drugs for which individuals tested positive. *46 CFR 16.260*

Employee Assistance Program

The employer shall provide an Employee Assistance Program (EAP) for all crewmembers. The employer may establish the EAP as a part of its internal personnel services or may contract with an entity that will provide EAP services to a crewmember. Each EAP must include education and training on drug use for crewmembers and the employer's management personnel.

Each EAP education program must include at least the following elements:

- Display and distribution of informational material;
- Display and distribution of a community service hot-line telephone number for crewmember assistance; and
- Display and distribution of the employer's policy regarding drug and alcohol use in the workplace.

An EAP training program must be conducted for the employer's crewmembers and supervisory personnel. The training program must include at least the following elements:

- The effects and consequences of drug and alcohol use on personal health, safety, and work environment;
- The manifestations and behavioral cues that may indicate drug and alcohol use and abuse; and
- Documentation of training given to crewmembers and supervisory personnel.

Marine Casualty Reporting

UTVs Less Than Five Net Tons

For state registered UTVs, a casualty or accident report must be submitted to the reporting authority of the state who issued the state number, or to the state where the casualty or accident occurred. *33 CFR 173.51 and 173.59*

UTVs At Least Five Net Tons

Immediately after the addressing of resultant safety concerns, the owner, agent, master, operator, or person in charge, shall notify the nearest Sector Office whenever a vessel is involved in a marine casualty consisting of—

(1) An unintended grounding, or an unintended strike of (allision with) a bridge;

(2) An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel, or that meets any criterion of paragraphs (a)(3) through (a)(8);

(3) A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;

(4) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;

(5) A loss of life;

(6) An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or

(7) An occurrence causing property-damage in excess of $25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking, or demurrage.

(8) An occurrence involving significant harm to the environment as defined in 46 CFR 4.03-65.

(b) Notice given as required by 33 CFR 160.215 satisfies the requirement of this section if the marine casualty involves a hazardous condition as defined by 33 CFR 160.204. *46 CFR 4.05-1*

> Note: Hazardous Condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor or Navigable Water of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person on board, or manning shortage. Whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Sector Office. Compliance with this section does not relieve responsibility for the written report required by 46 CFR 4.05-10.

Note: A pamphlet titled "Commercial Vessels: Reportable Marine Casualty" is available at www.uscg.mil/d8/prevention/inspectionsandinvestigations/marine_casualties.asp

Marine Casualty Reporting

Written Report Of A Marine Casualty

The owner, agent, master, operator, or person in charge shall, within five days, file a written report of any marine casualty required to be reported under 46 CFR 4.05-1. This written report is in addition to the immediate notice required by 46 CFR 4.05-1. This written report must be delivered to a Coast Guard Sector Office. It must be provided on Form CG-2692 (Report of Marine Accident, Injury or Death), supplemented as necessary by appended Forms CG-2692A (Barge Addendum) and CG-2692B (Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident). If the written report is filed without delay after the occurrence of the marine casualty, it suffices as the notice required by 46 CFR 4.05-1(a). *46 CFR 4.05-10*

> Note: Forms CG-2692 and CG-2692A may be found online as Adobe documents at http://homeport.uscg.mil/mycg/portal/ep/browse.do?channelId=-18374&channelPage=/. Form CG-2692B is available online from many sources; please do a browser search for the form number. These forms are also included as Enclosure 2 to this Guidebook.

(See CG Top 10 Material Failures pamphlet for more on causal factors of casualties.)

Security Plans Required By MTSA And The ISPS Code

General Policy Guidance

MTSA applicability for UTVs is based on the MTSA status of barges being towed. MTSA applies to every barge inspected under 46 CFR Subchapters D, I or O that carries Certain Dangerous Cargoes (CDC) in bulk, as defined in 33 CFR 160.204; each of these vessels must have a Vessel Security Plan (VSP) or an Alternative Security Program (ASP). Specific guidance is found in NVIC 4-03, available online at http://www.uscg.mil/hq/cg5/nvic/nvic.asp. As of the publication date of this Guidebook, there have been three formal changes to the NVIC; they are posted with the original NVIC. These changes should be reviewed to make sure the VSP and ASP are in compliance with current guidance.

The ISPS Code applies to vessels of 500 GT or greater on international voyages. Because MTSA includes ISPS requirements, compliance with MTSA satisfies ISPS requirements for U.S. vessels on an international voyage.

MTSA Application

All UTVs greater than eight meters in registered length engaged in towing a barge or barges subject to this part, except a towing vessel that temporarily assists another vessel engaged in towing a barge or barges subject to this part; shifts a barge or barges subject to this part at a facility or within a fleeting facility; assists sections of a tow through a lock; or provides emergency assistance. *33 CFR 104.105(a)(11)*

UTVs subject to MTSA must also have a VSP or ASP, and the UTV is expected to operate in compliance with the VSP or ASP at all times. The VSP or ASP may include variable security measures to cover towing operations that don't involve barges subject to MTSA, but the VSP or ASP must apply at all times; it cannot be turned on and off. *33 CFR 104.120*

VSPs and ASPs are submitted to and approved in writing by the Marine Safety Center. Plan approval is valid for five years from the date of approval. *33 CFR 104.410*

VSPs and ASPs shall have an initial verification upon plan approval, and a periodic verifications once in the next five years by the Coast Guard. (This satisfies the twice in 5 years rule.)

Marine Sanitation Device or MSD

Applicability

UTVs with installed toilet facilities operating on the Navigable Waters of the United States. Note: "porta-potties" are not considered as installed toilet facilities.

General Requirements

No person may operate any vessel equipped with installed toilet facilities unless it is equipped with an operable Type II or III MSD that has a label on it under 33 CFR 159.16 or that is certified under 33 CFR 159.12 or 159.12a. If the vessel is 19.7 meters (65 feet) or less in length, it may be equipped with an operable Type I MSD that has a label on it under 33 CFR 159.16 or that is certified under 33 CFR 159.12. *33 CFR 159.7(a)*

> Note: Type I and II MSDs reduce fecal coliform bacteria levels through the injection of treatment chemicals. If the vessel does not have an adequate stock of chemicals on board, these MSDs are not considered operable.

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

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

Type III MSD means a device that is designed to prevent the overboard discharge of treated or untreated sewage or any waste derived from sewage.

> Note: While some Type III MSDs use incineration to prevent the discharge of untreated sewage, most are configured with a "Y" valve to retain untreated sewage in a holding tank on board the vessel while operating on the Navigable Waters of the United States. If the vessel's route does not routinely take it into coastal waters beyond the Navigable Waters of the United States where untreated sewage can be legally discharged, the installation of a "Y" valve-equipped Type III MSD is inappropriate; these UTVs must be equipped with an alternate means of discharging untreated sewage from the holding tank to a shore-based sewage treatment facility.

State No Discharge Zones

Some states have established No Discharge Zones for Vessel Sewage. The EPA maintains a current listing of these zones online at http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/vsdnozone.html. *40 CFR 140.4*

Marine Sanitation Device or MSD (continued)

Federal No Discharge Zones

When operating a vessel on a body of water where the discharge of treated or untreated sewage is prohibited by the EPA under 40 CFR 140.3 or 140.4, the operator must secure each Type I or Type II device in a manner which prevents discharge of treated or untreated sewage. Acceptable methods of securing the device include closing the seacock and removing the handle; padlocking the seacock in the closed position; using a non-releasable wire-tie to hold the seacock in the closed position; or locking the door to the space enclosing the toilets with a padlock or door handle key lock. *33 CFR 159.7(b)*

When operating a vessel on a body of water where the discharge of untreated sewage is prohibited by the Environmental Protection Agency under 40 CFR 140.3, the operator must secure each Type III device in a manner which prevents discharge of sewage. Acceptable methods of securing the device include closing each valve leading to an overboard discharge and removing the handle; padlocking each valve leading to an overboard discharge in the closed position; or using a non-releasable wire-tie to hold each valve leading to an overboard discharge in the closed position. *33 CFR 159.7(c)*

MSD Placard

Each device must have a placard suitable for posting on which is printed the operating instructions, safety precautions, and warnings pertinent to the device. The size of the letters printed on the placard must be one-eighth of an inch or larger. *33 CFR 159.59*

Note: Chlorine cannot be stored in a machinery space, or anywhere where it has the potential to come in direct contact with petroleum products.

Note: Incinolets (waste burning toilets) are designated as Type III MSDs, and the only USCG-approved unit is the "WB" (WorkBoat) model.

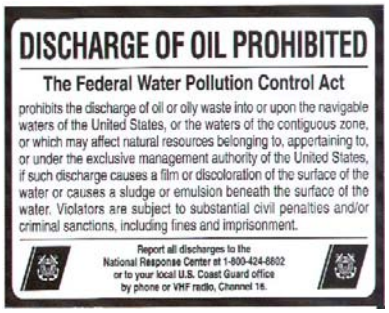
Pollution Prevention

Applicability

All UTVs operating on the Navigable Waters of the United States.

General Requirements

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



UTVs 26 feet or longer must have a placard posted in each machinery space, or at the bilge and ballast pump control station. The placard must include the statement shown in this example: *33 CFR 155.450*

Bilge Slops on Non-Oceangoing UTVs

Non-oceangoing UTVs may not operate in the Navigable Waters of the United States unless they have the capacity to retain on board all oily mixtures and are equipped to discharge those oily mixtures to a reception facility. UTVs may retain oily mixtures onboard in the ship's bilges; an oil residue (sludge) tank is not required. Non-oceangoing UTVs of 100 gross tons and above with main or auxiliary machinery spaces may not operate in the Navigable Waters of the United States unless the UTV has at least one pump installed to discharge oily mixtures through a fixed piping system to a reception facility; the piping system has at least one outlet that is accessible from the weather deck; each outlet has a shore connection that is compatible with reception facilities in the ship's area of operation; and the ship has a stop valve for each outlet. This requirement does not apply to a UTV that has approved oily-water separating equipment for the processing of oily mixtures from bilges. *33 CFR 155.410*

Bilge Slops on Oceangoing UTVs

Oceangoing UTVs of less than 400 gross tons may not operate unless it either has the capacity to retain on board all oily mixtures and is equipped to discharge these oily mixtures to a reception facility; or has approved oily-water separating equipment for processing oily mixtures from bilges and discharges into the sea according to 33 CFR 151.10. An oceangoing UTV of less than 400 gross tons may retain all oily mixtures on board in the ship's bilges; an oil residue (sludge) tank is not required. Oceangoing UTVs of 100 gross tons and above but less than 400 gross tons with main or auxiliary machinery spaces may not operate unless the UTV has at least one pump installed to discharge oily mixtures through a fixed piping system to a reception facility and the piping system required by this section has at least one outlet accessible from the weather deck. The ship must have a means to stop each pump that is used to discharge oily mixtures near the discharge outlet on the weather deck; and the ship must have a stop valve installed for each outlet required by this section.

Pollution Prevention (continued)

Bilge Slops on Oceangoing UTVs (continued)

For a ship on an international voyage, the outlet required by this section must have a shore connection that meets the specifications in 33 CFR 155.430, or the ship has at least one adapter that meets the specifications in 33 CFR 155.430 and fits the required outlets. For a ship not on an international voyage, the outlet required by this section has a shore connection that is compatible with reception facilities in the ship's area of operation. This requirement does not apply to a ship that has approved oily-water separating equipment for the processing of oily mixtures from bilges or fuel oil tank ballast. *33 CFR 155.420*

Fuel Oil and Bulk Lubricating Oil Discharge Containment

A ship of 300 gross tons or more constructed after June 30, 1974 must have a fixed container or enclosed deck area under or around each fuel oil or bulk lubricating oil tank vent, overflow, and fill pipe that for a ship of 300 or more but less than 1600 gross tons has a capacity of at least one-half barrel; and for a ship of 1600 or more gross tons has a capacity of one barrel. 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 requirements or, during oil transfer operations, equip each fuel oil or bulk lubricating oil tank vent, overflow, and fill pipe with a portable container of at least a 5 U.S. gallon capacity or, if the ship has a fill fitting for which containment is impractical, use an automatic back pressure shut-off nozzle. *33 CFR 155.320*

Oil Transfer Hoses

Each hose assembly used for transferring oil or hazardous material must meet the following requirements:

(a) The minimum design burst pressure for each hose assembly must be at least four times the sum of the pressure of the relief valve setting (or four times the maximum pump pressure when no relief valve is installed) plus the static head pressure of the transfer system at the point where the hose is installed.

(b) The maximum allowable working pressure (MAWP) for each hose assembly must be more than the sum of the pressure of the relief valve setting (or the maximum pump pressure when no relief valve is installed) plus the static head pressure of the transfer system, at the point where the hose is installed.

(c) Each nonmetallic hose must be usable for oil or hazardous material service.

(d) Each hose assembly must either have:

(1) Full threaded connections;

(2) Flanges that meet standard B16.5, Steel Pipe Flanges and Flange Fittings, or standard B.16.24, Brass or Bronze Pipe Flanges, of the American National Standards Institute (ANSI); or

(3) Quick-disconnect couplings that meet ASTM F 1122 (incorporated by reference, see 33 CFR 154.106).

Pollution Prevention (continued)

Oil Transfer Hoses (continued)

(e) Each hose must be marked with one of the following:
(1) The name of each product for which the hose may be used; or
(2) For oil products, the words ``OIL SERVICE''; or
(f) Each hose also must be marked with the following, except that the information required by paragraphs (f)(2) and (3) of this section need not be marked on the hose if it is recorded in the hose records of the vessel or facility, and the hose is marked to identify it with that information:
(1) Maximum allowable working pressure;
(2) Date of manufacture; and
(3) Date of the latest test required by 33 CFR 156.170.
(g) The hose burst pressure and the pressure used for the test required by 33 CFR 156.170 of this chapter must not be marked on the hose and must be recorded elsewhere at the facility as described in paragraph (f) of this section.
(h) Each hose used to transfer fuel to a vessel that has a fill pipe for which containment can not practically be provided must be equipped with an automatic back pressure shutoff nozzle. *33 CFR 154.500*

Oil Transfer Procedures

The Person-In-Charge of any transfer of fuel oil requiring a Declaration of Inspection must hold a valid license issued under 46 CFR Part 10 authorizing service as a master, mate, pilot, engineer, or operator aboard that vessel, or holds a valid merchant mariner's document endorsed as Tankerman-PIC, or carries a letter satisfying the requirements of 33 CFR 155.715 and designating him or her as a PIC, unless equivalent evidence is immediately available aboard the vessel or at his or her place of employment. *33 CFR 155.710*

UTVs with a capacity of 250 or more barrels (10,500 gallons) of oil shall provide transfer procedures that meet the requirements of 33 CFR Parts 155 and 156 for transferring oil to or from the vessel, and from tank to tank within the vessel. The procedures must be permanently posted or available at a place where the procedures can be easily seen and used by members of the crew when engaged in transfer operations, and must be followed during transfer operations. *33 CFR 155.720 and 155.740*

Written records must be kept available of the name of each person currently designated as PIC of transfer operations, the date and result of the most recent tests and inspections, the hose information if not marked on the hose, and declarations of inspection for transfer operations completed during the most recent month. *33 CFR 154.500, 155.820, 156.150(f), and 156.170*

Pollution Prevention (continued)

Certificate of Financial Responsibility

UTVs over 300 gross tons are required to have Certificates of Financial Responsibility (COFR). *33 CFR 138.10*

Note 1: 33 CFR Part 138 has been extensively revised by a Final Rule published in the Federal Register on 9/17/2008. The text of this Final Rule is available at https://npfc.uscg.mil/cofr/default.aspx.

Note 2: The Coast Guard no longer issues COFRs. Operators can apply for and obtain verification of coverage online at the above web site. Verification of coverage is also available to Coast Guard enforcement personnel in the MISLE document records.

If the UTV owner and operator are not the same, the operator must provide written documentation identifying the vessel operator identified on the COFR. *33 CFR 138.100*

Vessel Response Plan

UTVs carrying oil as a secondary cargo shall have an approved Vessel Response Plan divided into sections described in 33 CFR 155.1030, and a geographic-specific appendix for each COTP zone the vessel operates in. *33 CFR 155.1045*

UTVs over 400 ITC (or gross registered tons if no ITC tonnage assigned) or a fuel capacity of over 2,500 barrels must have a response plan approved by the Coast Guard. *NVIC 01-05 and 01-05 Change 1*

See 33 CFR 155.1065 for VRP submission and approval procedures.

MARPOL ANNEX VI (Six)

The Environmental Protection Agency (EPA) has published regulations in 49 CFR 94 to limit emissions from marine diesel engines manufactured on or after 1/1/2004 or vessels equipped with marine diesel engines constructed on or after that date, rated over 37 kilowatts (50 horsepower). (AKA: engines older than 2004 are exempt.)

The International Maritime Organization (IMO) adopted Annex VI on 9/27/1997 to limit air pollution from ships. It applies to UTVs equipped with marine diesel engines rated over 130 kilowatts (175 horsepower). Annex VI establishes limits on Nitrogen Oxides (NOx) for new engines installed on a vessel constructed on or after 1/1/2000, and for existing engines that undergo a major conversion after that date. Annex VI requires UTVs over 400 ITC (or gross registered tons if no ITC tonnage assigned) on a foreign voyage to have an International Air Pollution Prevention (IAPP) Certificate. On 10/10/2008, IMO adopted Resolution MEPC.176(58), which revised MARPOL Annex VI with an effective date of 7/1/2010. Additional information is available online at http://www.imo.org/Conventions/contents.asp?doc_id=678&topic_id=258#11.

Use applicable checklist in Appendix A of Encl (1) of CG-543 Policy Ltr 09-01, February 4, 2009.

Pollution Prevention (continued)

Ballast Water Management For UTVs Voyaging Beyond The Exclusive Economic Zone

UTVs, operating in the Great Lakes or the Hudson River north of the George Washington Bridge, equipped with ballast tanks must retain any ballast water on board or use an alternative environmentally sound method of ballast water management that has been submitted to and approved by the Coast Guard prior to the voyage.

Ballast Water Management For Other UTVs

This guidance does not apply to UTVs equipped with ballast tanks that operate exclusively within one COTP Zone and uptake and discharge ballast only within that one COTP Zone.

UTVs equipped with ballast tanks must avoid the discharge or uptake of ballast water in areas within or that may directly affect marine sanctuaries, marine preserves, marine parks or coral reefs. They must also minimize or avoid uptake of ballast water in these areas and situations:

- Areas known to have infestations or populations of harmful organisms and pathogens (toxic algae blooms, etc.);
- Areas near sewage outfalls;
- Areas near dredging operations;
- Areas where tidal flushing is known to be poor or times when a tidal stream is known to be more turbid;
- In darkness when bottom-dwelling organisms may rise up in the water column;
- Where propellers may stir up the sediment; and
- Areas with pods of whales, convergence zones, and boundaries of major currents.

Ballast tanks must be cleaned regularly to remove sediments. Tanks must be cleaned in mid-ocean, under controlled conditions in port, or at dry dock. Dispose of sediments in accordance with local, State, and Federal regulations.

UTVs equipped with ballast tanks may elect to retain ballast on board or use an alternative environmentally sound method of ballast water management that has been submitted to and approved by the Coast Guard prior to the voyage. If the alternative environmentally sound method of ballast water management in inoperative, the vessel may discharge only the amount of ballast water operationally necessary to ensure the safety of the vessel.

> Note: Many UTVs on Western Rivers routes use treated city water supplies for ballast uptake. Under most circumstances, the discharge of treated city water should be considered an alternative environmentally sound method of ballast water management.

There are mandatory ballast water reporting and recordkeeping requirements for UTVs equipped with ballast tanks. See 33 CFR 151.2041 through 151.2045 for more details.

Pollution Prevention (continued)
Garbage Pollution Prevention

Operating Requirements

No person on board any ship may discharge garbage into the Navigable Waters of the United States. *33 CFR 151.63*

Waste Management Plans

Oceangoing UTVs of 40 feet or more in length, or equipped with a galley and berthing, must have a written Waste Management Plan. The plan must provide for the discharge of garbage by means that meet Annex V of MARPOL 73/78, and 33 CFR 151.51 through 151.77; describes procedures for collecting, processing, storing, and discharging garbage; and designates the person who is in charge of carrying out the plan. *33 CFR 151.57(a)(1)*

Garbage Placards.

Each UTV 26 feet or more in length must have one or more placards meeting the requirements of this section displayed in prominent locations and in sufficient numbers so that they can be read by the crew. Each placard must be at least nine inches wide by four inches high, made of a durable material, and lettered with letters at least 1/8 inch high containing the text shown in this example. *33 CFR 151.59*

Recordkeeping Requirements

Oceangoing UTVs of 400 gross tons and above must maintain a written record of garbage discharge or disposal operations. See 33 CFR 151.55 for detailed information.

Navigation Safety Equipment

Applicability

33 CFR 164.70 through 164.82 applies to UTVs 12 meters (39.4 feet) or more in length operating in the Navigable Waters of the United States other than the Saint Lawrence Seaway. UTVs are exempt from the requirements of 33 CFR 164.72 if used solely within a limited geographic area, such as a fleeting-area for barges or a commercial facility, and used solely for restricted service, such as making up or breaking up larger tows; used solely for assistance towing or pollution response; or holds a written exemption from the Captain of the Port (COTP) for a specified route. *33 CFR 164.01*

The COTP shall determine the qualification and extent of a limited geographic area.

Navigational-Safety Equipment, Charts Or Maps, And Publications

Marine Radars

The Radio Technical Commission for Maritime Services (RTCM) has published standards to specify marine radar systems. RTCM Paper71-95/SC112-STD, published in 1995, applies to UTVs less than 300 gross tons, and RTCM Paper191-93/SC112-X, published in 1993, applies to UTVs of 300 gross tons or larger. Since 8/2/1997, 33 CFR 164.72(a)(1) has required all new marine radars installed on UTVs to meet the RTCM standards. Radars manufactured after that date should be in compliance.

Compliance with RTCM standards is difficult to verify. What follows is a summary of features found on marine radars in compliance with RTCM recommended standards:

- For UTVs less than 300 gross tons, range scales of 0.25, 0.5, 0.75/0.8, 1.5, 3.0, 6.0, 12.0, and 24.0 NM. For vessels 300 or more but less than 1600 gross tons, range scales of .05 -.08 (minimum), 1.5, 3.0, 6.0, 12.0, and 24.0 NM.
  Note: Most UTVs on Western Rivers routes use range scales in statute miles instead of nautical miles.
- Display: A minimum display size of 10” diagonal for LCD and minimum 9" diagonal for CRT displays, with a means of plotting target track history (echo trails, etc.), fixed electronic range rings, and a variable range marker (VRM) with numeric readout
- Heading Indicator: Indicated electronically from own ship to edge of display
- Bearing Measurement: Electronic Bearing Line (EBL) able to quickly obtain the bearing of any object whose echo appears on the display
- Discrimination: Requires a rotating array (antenna) to meet this requirement (radar units with a dome type array will not comply). For UTVs less than 300 gross tons, a 4-foot antenna is usually the minimum size required. For larger UTVs, a 6.5-foot antenna is usually the minimum size required.
- Tuning: A means must be provided to correct tuning of the equipment
- Anti-Clutter: Suitable means to suppress unwanted echoes

Note: Gather make and mode information and request the company produce paperwork if verification is necessary. Use CGMIX to verify equipment is USCG approved.

Navigation Safety Equipment (continued)

Navigational-safety Equipment, Charts Or Maps, And Publications (continued)

A searchlight, directable from the vessel's main steering station and capable of illuminating objects at a distance of at least two times the length of the tow.

An installation or multiple installations of VHF-FM radios as prescribed by 33 CFR 26 and 164.72(a)(3), and 47 CFR 80, to maintain a continuous listening watch on the designated calling channel, VHF-FM Channel 13 (except on portions of the Lower Mississippi River, where VHF-FM Channel 67 is the designated calling channel), and to separately monitor the International Distress and Calling Channel, VHF-FM Channel 16, except when transmitting or receiving traffic on other VHF-FM channels or when participating in a Vessel Traffic Service (VTS) or monitoring a channel of a VTS. (Each UTV 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 permit or higher. To get an application for either license, call (800) 418-FORM or (202) 418-FORM, or write to the FCC; Wireless Bureau, Licensing Division; 1270 Fairfield Road; Gettysburg, PA 17325-7245.)

Note: A single VHF-FM radio capable of scanning or sequential monitoring (often referred to as dual watch capability) will not meet the requirements for two radios.

If the UTV engages in towing exclusively on Western Rivers, either an illuminated swing-meter or an illuminated card-type magnetic steering compass readable from the UTV's main steering station. UTVs operating on other routes must have an illuminated card-type magnetic steering compass readable from the UTV's main steering station.

An echo depth-sounding device readable from the vessel's main steering station, unless the vessel engages in towing exclusively on Western Rivers.
(See D8 Policy Letter 02-06, June 26, 2006, for guidance on echo-depth sounders.)
An electronic position-fixing device, either a LORAN-C receiver or a satellite navigational system such as the Global Positioning System (GPS) as required by 33 CFR 164.41, if the vessel engages in towing seaward of Navigable Waters of the United States or more than three nautical miles from shore on the Great Lakes.

Automated Identification Systems (AIS)

UTVs of 26 feet or more in length and more than 600 horsepower must have a properly installed, operational, type approved Automated Identification System (AIS) when operating within the monitoring area of a Vessel Traffic Service (VTS) or Vessel Movement Reporting System (VMRS) listed in 33 CFR 161.12(c). *33 CFR 164.46*

> Note: At the time this Guidebook was published, a Notice of Proposed Rulemaking affecting AIS carriage requirements was in a public comment period. It is possible that additional requirements may be added. The Coast Guard's Navigation Center posts current AIS requirements online at http://www.navcen.uscg.gov/enav/ais/default.htm.

Navigation Safety Equipment (continued)

Charts And Maps (Per D8 Pol. Ltr 02-10, June 15, 2010 electronic charts are NOT accepted as a sole source of charts. Paper copies must be onboard.)

UTVs must carry marine charts or maps of the areas to be transited, published by the National Ocean Service (NOS), the ACOE, or a river authority. The charts or maps must be of a large enough scale and have enough detail to make safe navigation of the areas possible. The charts or maps must be either current editions or currently corrected editions, if the vessel engages in towing exclusively on Navigable Waters of the United States, including Western Rivers; or currently corrected editions, if the vessel engages in towing seaward of Navigable Waters of the United States or more than three nautical miles from shore on the Great Lakes.

> Note: For this section, *current edition* means the most recent published version of a publication, chart or map. *Currently corrected* means corrected with changes contained in all Notice to Mariners published by the National Imagery and Mapping Agency, or an equivalent foreign government publication, reasonably available to the vessel and that is applicable to the vessel's transit.

The charts or maps may be currently corrected marine charts or maps, or applicable extracts, published by a foreign government. These charts or maps, or applicable extracts, must contain information similar to that on the charts or maps, be of large enough scale, and have enough detail to make safe navigation of the areas possible, and must be currently corrected. *33 CFR 164.33*

(The Army Corps of Engineers' website lists the most recent charts in publication.)

General Publications (See D8 Policy Ltr 02-10, June 15, 2010 for guidance on electronic pubs.)

UTVs must carry a currently corrected edition of, or an applicable currently corrected extract from, each of the following publications for the area to be transited.

If the vessel is engaged in towing exclusively on Western Rivers, a U.S. Coast Guard Light List; Applicable Notices to Navigation published by the ACOE, or Local Notices to Mariners (LNMs) published weekly by the Coast Guard, for the area to be transited, when available; and River-current tables published by the ACOE or a river authority, if available. (Only most recent required onboard. Old LNMs are superceded by the newest.)

If the UTV is engaged other than in towing exclusively on Western Rivers, a Coast Guard Light List; Notices to Mariners published by the National Imagery and Mapping Agency, or LNMs published by the Coast Guard; tidal-current tables published by private entities using data provided by the National Ocean Service (part of National Oceanographic and Atmospheric Administration), or river-current tables published by the ACOE or a river authority; tide tables published by private entities using data provided by the NOS; and a U.S. Coast Pilot. *33 CFR 164.72*

Vessel Traffic System Rules

Each VTS User shall carry on board and maintain for ready reference a copy of the VTS Rules. These Rules are contained in the applicable U.S. Coast Pilot. *33 CFR 161.4*

Note: To find VTS locations & info, go to: homeport.uscg.mil>Missions>Ports & Waterways.

Navigation Safety Equipment (continued)

Maintenance, Failure And Reporting

The owner, master, or operator of each UTV shall maintain operative the navigational-safety equipment required by 33 CFR 164.72.

If any of the navigational-safety equipment required by 33 CFR 164.72 fails during a voyage, the owner, master, or operator of the towing vessel shall exercise due diligence to repair it at the earliest practicable time. The failure shall be entered in the log or other record carried on board the UTV. The failure of equipment, in itself, does not constitute a violation of this rule; nor does it constitute unseaworthiness; nor does it obligate an owner, master, or operator to moor or anchor the vessel. However, the owner, master, or operator shall consider the state of the equipment--along with such factors as weather, visibility, traffic, and the dictates of good seamanship--in deciding whether it is safe for the vessel to proceed.

The owner, master, or operator of each UTV whose equipment is inoperative or otherwise impaired while the vessel is operating within a Vessel Traffic Service (VTS) Area shall report the fact. *33 CFR 164.82*

Each user of a VTS shall report to the Vessel Traffic Center as soon as practicable: any absence or malfunction of vessel-operating equipment for navigational safety, such as propulsion machinery, steering gear, radar, gyrocompass, echo depth-sounding or other sounding device, automatic dependent surveillance equipment, or navigational lighting; any condition on board the vessel likely to impair navigation, such as shortage of personnel or lack of current nautical charts or maps, or publications; and any characteristics of the vessel that affect or restrict the maneuverability of the vessel, such as arrangement of cargo, trim, loaded condition, under-keel clearance, and speed. *33 CFR 161.12(d)(6)*

The owner, master, or operator of each UTV unable to repair within 96 hours an inoperative required marine radar shall notify the Captain of the Port (COTP) and shall seek from the COTP both a deviation from the requirements of this section and an authorization for continued operation in the area to be transited. Failure of redundant navigational-safety equipment, including but not limited to failure of one of two installed radars, where each satisfies 33 CFR 164.72(a), does not necessitate either a deviation or an authorization.

The initial notice and request for a deviation and an authorization may be spoken, but the request must also be written. The written request must explain why immediate repair is impracticable, and state when and by whom the repair will be made. The COTP, upon receiving even a spoken request, may grant a deviation and an authorization from any of the provisions of 33 CFR 164.70 through 164.82 for a specified time if he or she decides that they would not impair the safe navigation of the vessel under anticipated conditions. *33 CFR 164.82*

Communications Equipment

Radiotelephone

UTVs of 26 feet or over in length, while underway on the Navigable Waters of the United States, must have two radiotelephones on board capable of operation from its navigational bridge, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 MHz band using the classes of emissions designated by the FCC for the exchange of navigational information. The radiotelephones must be capable of transmitting and receiving on VHF FM channel 13 (156.65 MHz) while also maintaining a continuous listening watch on the International Distress and Calling Channel, VHF FM Channel 16 (156.800).

> Note 1: A single VHF-FM radio capable of scanning or sequential monitoring ("dual watch" capability) will not meet the requirements for two radios.

While transiting any of the following waters, UTVs must have on board a radiotelephone capable of transmitting and receiving on VHF FM channel 67 (156.375 MHz): The Lower Mississippi River from the territorial sea boundary, and within either the Southwest Pass safety fairway or the South Pass safety fairway specified in 33 CFR 166.200, to mile 242.4 AHP (Above Head of Passes) near Baton Rouge; the Mississippi River-Gulf Outlet from the territorial sea boundary, and within the Mississippi River-Gulf outlet Safety Fairway specified in 33 CFR 166.200, to that channel's junction with the Inner Harbor Navigation Canal; and the full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to that canal's entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

UTVs transiting any waters within a Vessel Traffic Service area must have on board a radiotelephone capable of transmitting and receiving on the VTS frequency in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). UTVs may use the radiotelephone normally used to maintain the listening watch on VHF FM Channel 16; a third radiotelephone is not required.

Digital Selective Calling (DSC)

Since 1999, the FCC (Federal Communications Commission) began requiring new fixed mount radiotelephones introduced in the U.S. to be equipped with the Digital Selective Calling feature. DSC is part of a global upgrade in maritime distress communications. DSC radios allow mariners to make ship-to-ship private calls and the DSC distress channel is currently being monitored by commercial ships. Minimally, DSC radios are equipped with single-button emergency transmission capability.

The new DSC radios have to be registered to work properly in emergency situations. They are also encoded with a unique nine digit FCC identification number that allows the ship-to-ship calling feature. This unique number called a Maritime Mobile Service Identity or MMSI, is much like your cell phone number. Once the radio is registered with the FCC, that information and your boat's information is entered in the Coast Guard's national distress database.

Communications Equipment (continued)

Digital Selective Calling (continued)

The major advantage of the DSC radio is its ability to send an automatic "mayday" that identifies the vessel and also, when connected to a LORAN or GPS, can send the vessel's location. The DSC radio operates much like an EPIRB that sends encoded "maydays" directly to satellites. The DSC radio will also continue sending the emergency signal if the skipper is disabled.

The Safety of Life at Sea (SOLAS) Convention requires all passenger ships and most other ships 300 gross tons and larger on international voyages, including all cargo ships, to carry DSC-equipped radios. *47 CFR 80.1065*

While not required by regulation, the Coast Guard strongly recommends that every other UTV having a DSC-equipped radiotelephone obtain an MMSI and program it into their DSC-equipped radiotelephone. Review your radiotelephone's operating instructions and manual for programming instructions. Be sure to update the MMSI registration data if important vessel, owner or operator information changes.

FCC Ships Station License

Licenses for ship stations in the maritime services will normally be issued for a term of ten years from the date of original issuance, or renewal. *47 CFR 80.25*

Operator Requirements Of The Bridge-To-Bridge Act

UTVs subject to the Bridge-to-Bridge Act must have on board a radio operator who holds a restricted radiotelephone operator permit or higher class license. *47 CFR 80.163*

Station Logs

The radiotelephone licensee and radio operator shall maintain a radio log. See 47 CFR 80.409 for details on radio log format and content.

Communications Equipment (continued)

Radiotelephone Installation Required for Vessels On The Great Lakes

The Agreement Between the United States of America and Canada for Promotion of Safety on the Great Lakes by Means of Radio, 1973, applies to vessels of all countries when navigated on the Great Lakes. The Great Lakes Radio Agreement (GLRA) defines the Great Lakes as "all waters of Lakes Ontario, Erie, Huron (including Georgian Bay), Michigan, Superior, their connecting and tributary waters and the River St. Lawrence as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada," but does not include such of the connecting and tributary waters as may be specified in the Technical Regulations. The Technical Regulations do not include any connecting and tributary waters except the St. Mary's River, the St. Clair River, Lake St. Clair, the Detroit River and the Welland Canal. *47 CFR 80.951*

The GLRA applies to every UTV engaged in towing another vessel or floating object, except where the maximum length of the UTV, measured from end to end over the deck exclusive of sheer, is less than 8 meters (26 feet) and the length or breadth of the tow, exclusive of the towing line, is less than 20 meters (65 feet); where the towing vessel and tow are located within a booming ground (an area in which logs are confined); or where the tow has been undertaken in an emergency and neither the towing vessel nor the tow can comply with this part.

UTVs subject to the GLRA must have an installation or multiple installations of VHF-FM radios as prescribed by 33 CFR 26 and 47 CFR 80, to maintain a continuous listening watch on the designated calling channel, VHF-FM Channel 13 (except on portions of the Lower Mississippi River, where VHF-FM Channel 67 is the designated calling channel), and to separately monitor the International Distress and Calling Channel, VHF-FM Channel 16, except when transmitting or receiving traffic on other VHF-FM channels or when participating in a Vessel Traffic Service (VTS) or monitoring a channel of a VTS.

UTVs subject to the GLRA must have on board an officer or member of the crew who holds a marine radio operator permit or higher class license. *47 CFR 80.161*

Each U.S. flag vessel subject to the Great Lakes Agreement must have an inspection of the required radiotelephone installation at least once every 13 months. This inspection must be made while the vessel is in active service or within not more than one month before the date on which it is placed in service. An inspection and certification of a ship subject to the Great Lakes Agreement must be made by a technician holding one of the following: a General Radiotelephone Operator License, a GMDSS Radio Maintainer's License, a Second Class Radiotelegraph Operator's Certificate, or a First Class Radiotelegraph Operator's Certificate. Additionally, the technician must not be the vessel's owner, operator, master, or an employee of any of them. The results of the inspection must be recorded in the ship's radiotelephone log. *47 CFR 80.953*

Navigation Underway

UTV Navigation Underway

The owner, master, or operator of each vessel towing shall ensure that each person directing and controlling the movement of the vessel:

- Understands the arrangement of the tow and the effects of maneuvering on the vessel towing and on the vessel, barge, or object being towed;
- Can fix the position of the vessel using installed navigational equipment, aids to navigation, geographic reference-points, and hydrographic contours;
- Does not fix the position of the vessel using buoys alone (Buoys are aids to navigation placed in approximate positions either to alert mariners to hazards to navigation or to indicate the orientation of a channel. They may not maintain exact charted positions, because strong or varying currents, heavy seas, ice, and collisions with vessels can move or sink them or set them adrift. Although they may corroborate a position fixed by other means, they cannot fix a position; however, if no other aids are available, buoys alone may establish an estimated position.);
- Evaluates the danger of each closing visual or radar contact;
- Knows and applies the variation and deviation, where a magnetic compass is fitted and where charts or maps have enough detail to enable this type of correction;
- Knows the speed and direction of the current, and the set, drift, and tidal state for the area to be transited;
- Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and
- Monitors the voyage plan required by 33 CFR 164.80(c).

  Note: The voyage planning requirements applies to UTVs where any part of the intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the Territorial Sea of the United States.

The owner, master, or operator of each vessel towing shall ensure that the tests and inspections required by 33 CFR 164.80 are conducted and that the results are entered in the log or other record carried on board. *33 CFR 164.78*

Note: Often times logs contain the ONLY written documentation of terminal gear inspections.

Navigation Lights And Sound Signals

Applicability

All UTVs at anchor or underway from sunset to sunrise, or in or near areas of restricted visibility.

General Information

UTVs 12 meters (39.4 feet) long or longer shall carry a current copy of the Inland Navigation Rules when on the Inland Waters of the United States and on the Canadian waters of the Great Lakes to the extent that there is no conflict with Canadian law. All Inland (INLD) and International (INTL) Rules are also available online at http://www.navcen.uscg.gov/mwv/navrules/rotr_online.htm. *33 CFR 88.05*

Note: The following extract from the NAVRULES is not all inclusive. Mariners should refer to the specific rules to verify full compliance.

Navigation Lights, General — INLD and INTL Rule 23(a)

There has been a change in 46 CFR 25.10 affecting the navigation lights on UTVs completed on or after November 7, 2002. This change establishes specific standards for navigation light fixtures and bulbs, and modification of the fixture's base to accept household incandescent or fluorescent bulbs will void the certification. Improper navigation lights may create a hazardous condition and warrant control of vessel operations through COTP Order.

This policy has been established by the Eighth Coast Guard District for UTVs operating on the Gulf of Mexico and Western Rivers only: Navigation lights on UTVs greater than 20 meters in length must meet Underwriters Laboratory Standard 1104. PERKO navigation lights meeting UL 1104 have a brass tag showing the type of light, catalog number, voltage and bulb type; these lights will not accept household service incandescent bulbs unless the bulb socket has been altered in a way that voids the manufacturer's certification and Coast Guard acceptance. Improper navigation lights are grounds for termination of vessel operations.

UTVs underway but not engaged in towing shall exhibit a masthead light forward; a second masthead light abaft and higher than the forward one (a vessel less than 50 meters (164 feet) in length shall not be obliged to exhibit such light but may do so); red and green sidelights; and a sternlight. Visibility of lights must comply with Rule 22.

Masthead lights shall be white and visible ahead across an unbroken arc of 225 degrees across the horizon, 112.5 degrees on either side of the centerline. The red and green sidelights, on the port and starboard sides respectively, shall be visible from right ahead across an unbroken arc of 112.5 degrees across the horizon. The white stern light shall be placed at or near the stern showing light astern across an unbroken arc of 135 degrees across the horizon, 67.5 degrees on either side of the centerline. The positioning and spacing of navigation lights are specified in Annex I of the Rules.

Navigation Lights And Sound Signals (continued)

Navigation Lights And Shapes, Towing Astern — INLD and INTL Rule 24(a)

In addition to the navigation lights required by Rule 23, UTVs towing astern shall exhibit a second white masthead light above the first. If the overall length of the tow exceeds 200 meters (656 feet), a third white masthead light shall be exhibited above the other masthead lights.

UTVs towing astern shall exhibit a yellow towing light, having the same characteristics as the stern light, placed vertically above the stern light.

When the length of the tow exceeds 200 meters, UTVs must display a diamond shape where it can best be seen.

Navigation Lights And Shapes, Pushing Ahead Or Towing Alongside Under Inland Rules — INLD Rule 24(c)

UTVs pushing ahead or towing alongside, except in the case of a composite unit, shall exhibit two masthead lights in a vertical line, port and starboard sidelights, and two towing lights in a vertical line.

> Note: Under INLD Rule 24(i), the white masthead lights are not required on UTVs engaged in towing when operating on Western Rivers above the Huey P. Long Bridge across the Lower Mississippi River, and the waters specified in 33 CFR 89.25(a) through (i). For additional information, see "Waters Specified By The Secretary" at the back of the Inland Rules.

Navigation Lights And Shapes, Pushing Ahead Or Towing Alongside Under International Rules — INTL Rule 24(c)

UTVs pushing ahead or towing alongside, except in the case of a composite unit, shall exhibit two masthead lights in a vertical line, port and starboard sidelights, and a sternlight.

Composite Units — INLD and INTL Rule 24(b)

When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Rule 23.

Vessels Or Objects Being Towed Astern — INLD and INTL Rule 24(e)

Shall exhibit sidelights, a sternlight and when the length of the tow exceeds 200 meters, a diamond shape where it can best be seen.

Note: If a vessel requires a Certificate of Alternative Compliance (COAC) for a certain nav light configuration, refer the owner to the information posted on D8 (dpi)'s website.

Navigation Lights And Sound Signals (continued)

Vessels Being Towed Alongside Under Inland Rules — INLD Rule 24(f)

When more than one vessel is being towed alongside as a group, the group shall be lighted as a single vessel.

The vessel or group shall exhibit sidelights at the forward end, a sternlight, and a special flashing light. The special flashing light is a yellow light flashing at regular intervals at a frequency of 50 to 70 flashes per minute, placed as far forward and as close to the centerline as possible. The special flashing light must show an unbroken light over an arc of the horizon of not less than 180 degrees and not more than 225 degrees, and be fixed to show from right ahead to abeam and no more than 22.5 degrees abaft the beam on either side of the vessel.

When vessels are towed alongside on both sides of the UTV, shall exhibit a sternlight on the stern of the outboard vessel on each side of the UTV, a single set of sidelights as far forward and as far outboard as is practicable, and a single special flashing light.

Vessels Being Towed Alongside Under International Rules — INTL Rule 24(f)

When more than one vessel is being towed alongside as a group, the group shall be lighted as a single vessel.

The vessel or group shall exhibit sidelights at the forward end, and a sternlight.

Sound Signals Under Inland Rules — INLD Rule 33 and Annex III, 33 CFR 86.23

A UTV of less than 12 meters in length must have some means of making an efficient sound signal. A UTV of 12 meters or more in length shall be provided with a whistle and a bell. A UTV of 100 meters or more shall also be provided with a gong.

> Note: For UTVs 12 to less than 20 meters in length, the diameter of the bell must be at least 200 mm (7.9 inches). For UTVs of 20 meters or more in length, the diameter of the bell must be at least 300 mm (11.8 inches).

Sound Signals Under International Rules — INTL Rule 33 and Annex III

A UTV of less than 12 meters in length must have some means of making an efficient sound signal. A UTV of 12 meters or more in length shall be provided with a whistle. A UTV of 20 meters or more in length shall also be provided with a bell. A UTV of 100 meters or more shall also be provided with a gong.

> Note: For UTVs of 20 meters or more in length, the diameter of the bell must be at least 300 mm (11.8 inches).

Lifesaving Equipment

Applicability

All UTVs.

Life Preservers And Other Lifesaving Equipment Required

Insufficient or unserviceable lifesaving equipment may create a hazardous condition and warrant control of vessel operations through COTP Order. Excess equipment, if carried, should not create a hazardous condition if not serviceable; it must be made serviceable and correctly stowed or removed from the vessel.

UTVs less than 40 feet in length must have at least one CG-approved life preserver (Type I PFD), buoyant vest (Type II PFD), or marine buoyant device intended to be worn (Type III PFD) of a suitable size for each person on board. Each UTV 40 feet in length or longer must have at least one CG-approved (go by Q-spec number, check in CGMIX) life preserver (Type I PFD) of a suitable size for each person on board.

UTVs may substitute a CG-approved immersion suit for a required life preserver, buoyant vest, or marine buoyant device. If immersion suits are carried, they should be inspected and tested using NVIC 01-08.

A CG-approved commercial hybrid PFD may be substituted for a life preserver, buoyant vest, or marine buoyant device if it is used in accordance with the conditions marked on the PFD and in the owner's manual; labeled for use on commercial vessels; and in the case of a Type V commercial hybrid PFD, worn when the vessel is underway and the intended wearer is not within an enclosed space. *46 CFR 25.25-5*

Kapok and fibrous glass life preservers that do not have plastic-covered pad inserts are not acceptable. See NVIC 2-63 for more information.

Each vessel 26 feet in length or longer must have at least one approved ring life buoy approved under 46 CFR 160.050.

Lifesaving Equipment Storage And Condition

Lifesaving equipment designed to be worn must be readily accessible. The ring life buoy must be immediately available. All required lifesaving equipment must be in serviceable condition. *46 CFR 25.25-9 and 25.25-11*

Lifesaving Equipment (continued)

Personal Flotation Device (PFD) Lights

This section applies to UTVs that engage in ocean, coastwise, or Great Lakes voyages. Each immersion suit, each life preserver, or marine buoyant device intended to be worn, and each buoyant vest must have a personal flotation device light that is approved under 46 CFR 161.012. PFD lights must be securely attached to the front shoulder area of the PFD.

If a personal flotation device light has a non-replaceable power source, the light must be replaced on or before the expiration date of the power source. If the light has a replaceable power source, the power source must be replaced on or before its expiration date. *46 CFR 25.25-13*

Retroreflective Material For PFDs

Each PFD carried on a vessel must have Type I retroreflective material that is approved under 46 CFR 164.018. Each item required to have retroreflective material must have at least 200 sq. cm (31 sq. in.) of material attached to its front side, at least 200 sq. cm of material on its back side, and, if the item is reversible, at least 200 sq. cm of material on each of its reversible sides. The material attached on each side must be divided equally between the upper quadrants of the side, and the material in each quadrant must be attached as closely as possible to the shoulder area. *46 CFR 25.25-15*

Work Vests

Buoyant work vests are not required but may be carried. If carried, they must be an approved type (carries approval number 160.053). Approved buoyant work vests are considered to be items of safety apparel and may be carried aboard vessels to be worn by crewmembers when working on or over the water under favorable working conditions. When carried, approved buoyant work vests shall not be accepted in lieu of the required number of approved lifesaving appliances required. *46 CFR 26.30*

Fire Fighting Equipment

Applicability

All UTVs.

Required Equipment

Insufficient or unserviceable fire fighting equipment may create a hazardous condition and warrant control of vessel operations through COTP Order. Excess equipment, if carried, should not create a hazardous condition if not serviceable; it must be made serviceable and correctly stowed or removed from the vessel.

Where equipment in this subpart is required to be of an approved type, the equipment requires the specific approval of the Commandant. Such approvals are published in the Federal Register, and are contained in Coast Guard publication COMDTINST M16714.3 (Series), Equipment Lists; approval information is also available online at www.uscg.mil/hq/cg5/cg5214/mra.asp. All hand portable fire extinguishers, semiportable fire extinguishing systems, and fixed fire extinguishing systems shall be of the ``B'' type; i.e., suitable for extinguishing fires involving flammable liquids, greases, etc. *46 CFR 25.30-5*

When a fixed fire-extinguishing system is installed, it must be a type approved or accepted by the Lifesaving and Fire Safety Division, Commandant (CG-5214) or the Commanding Officer, U.S. Coast Guard Marine Safety Center. If the system is a carbon-dioxide type, then it must be designed and installed in accordance with 46 CFR 76.15. *46 CFR 25.30-15*

UTVs 65 feet or less in length shall carry at least the minimum number of hand portable fire extinguishers set forth in Table 25.30-20(a)(1), except that UTVs less than 26 feet in length, propelled by outboard motors and not carrying passengers for hire, need not carry such portable fire extinguishers if the construction of such vessels will not permit the entrapment of explosive or flammable gases or vapors. *46 CFR 25.30-20*

	Minimum number of B-1 hand portable fire extinguishers required \1\	
Length, feet	No fixed fire extinguishing system in machinery space	Fixed fire extinguishing system in machinery space
Under 16	1	0
16 and over, but under 26	1	0
26 and over, but under 40	2	1
40 and over, but not over 65	3	2

Table 25.30-20(a)(1)

\1\ One B-II hand portable fire extinguisher may be substituted for two B-I hand portable fire extinguishers.

Fire Fighting Equipment (continued)

Required Equipment (continued)

All UTVs more than 65 feet in length shall carry at least the minimum number of hand portable fire extinguishers set forth in Table 25.30-20(b)(1).

Gross Tonnage		Minimum Number of B-II Hand Portable Fire Extinguishers
Over	Not Over	
---	50	1
50	100	2
100	500	3
500	1000	6
1000	---	8

Table 25.30-20(b)(1)

In addition to the hand portable fire extinguishers required by Table 25.30-20(b)(1), the following fire-extinguishing equipment shall be fitted in the machinery space:

- One Type B-II hand portable fire extinguisher shall be carried for each 1,000 brake horsepower of the main engines or fraction thereof. However, not more than 6 such extinguishers need be carried.
- On UTVs of over 300 gross tons, either one Type B-III semiportable fire-extinguishing system shall be fitted, or alternatively, a fixed fire-extinguishing system shall be fitted in the machinery space.
- The frame or support of each Type B-III fire extinguisher must be welded or otherwise permanently attached to a bulkhead or deck.
- If an approved semiportable fire extinguisher has wheels and is not required by this section, it must be securely stowed when not in use to prevent it from rolling out of control under heavy sea conditions.

Note 1: 46 CFR 27.303 requires UTVs in inland service and UTVs in ocean or coastal service whose construction was contracted for before August 27, 2003 to carry both the minimum number of hand-portable fire extinguishers required by 46 CFR 25.30 and either an approved B-V semi-portable fire-extinguishing system to protect the engine room; or a fixed fire-extinguishing system installed to protect the engine room of the vessel. **For UTVs that do not have a fixed fire-extinguishing system, the B-V replaces the B-III required by 46 CFR 25.30.**

Note 2: 46 CFR 27.305 requires UTVs in ocean or coastal service whose construction was contracted for on or after August 27, 2003 to carry both the minimum number of hand-portable fire extinguishers required by 46 CFR 25.30, an approved B-V semi-portable fire-extinguishing system to protect the engine room, and a fixed fire-extinguishing system installed to protect the engine room of the vessel. **The B-V replaces the B-III required by 46 CFR 25.30.**

Fire Prevention And Suppression

Applicability

All UTVs, except those used solely for any of the following services or any combination of these services:

- Within a limited geographic area, such as a fleeting-area for barges or a commercial facility, and used for restricted service, such as making up or breaking up larger tows;
- For harbor-assist;
- For assistance towing as defined by 46 CFR 10.104;
- For response to emergency or pollution;
- Exempted by the Captain of the Port (COTP) in writing.

You must test and maintain all of the equipment required by this part in accordance with the attached nameplate or manufacturer's approved design manual. *46 CFR 27.100*

Insufficient or unserviceable fire prevention and suppression equipment may create a hazardous condition and may warrant control of vessel operations through COTP Order. Excess equipment, if carried, should not create a hazardous condition if not serviceable; it must be made serviceable and correctly stowed or removed from the vessel.

General Alarm Systems

UTVs must be fitted with a general alarm that has a contact-maker at the operating station that can notify persons on board in the event of an emergency; is capable of notifying persons in any accommodation, work space, and the engine room; and has installed, in the engine room and any other area where background noise makes a general alarm hard to hear, a supplemental flashing red light that is identified with a sign that reads:

Attention General Alarm--When Alarm Sounds or Flashes Go to Your Station.

UTVs may use a public-address (PA) system or other means of alerting all persons on the vessel instead of a general alarm, if the system is capable of notifying persons in any accommodation, work space, and the engine room; can be activated from the operating station; and includes the supplemental flashing red light and sign described above.

The general alarm or public address system must be tested at least once each week. *46 CFR 27.201*

Fire Prevention And Suppression (continued)

Fire Detection Systems

UTVs must have a fire-detection system installed on your vessel to detect engine-room fires. Any owner of a vessel whose construction was contracted for before January 18, 2000, may use an existing engine-room-monitoring system (with fire-detection capability) instead of a fire-detection system, if the monitoring system is operable and complies with this section.

Each detector, each control panel, and each fire alarm must be approved under 46 CFR 161.002 or listed by an independent testing laboratory; except that, if you use an existing engine-room-monitoring system (with fire-detection capability), each detector must be listed by an independent testing laboratory; the system is installed, tested, and maintained in line with the manufacturer's design manual; and the system is arranged and installed so a fire in the engine room automatically sets off alarms on a control panel at the operating station.

The control panel must include a power-available light; both an audible alarm to notify crew at the operating station of fire and visible alarms to identify the zone or zones of origin of the fire; a means to silence the audible alarm while maintaining indication by the visible alarms; a circuit-fault detector test-switch; and labels for all switches and indicator lights, identifying their functions.

The system must draw power from two sources, switchover from the primary source to the secondary source being either manual or automatic.

The system serves no other purpose, unless it is an engine-room-monitoring system (with fire detection capability) installed on a vessel whose construction was contracted for before January 18, 2000.

The system is certified by a Registered Professional Engineer (holds a license from their state's licensure board), or by a recognized (under 46 CFR 8) classification society to comply with the above. *46 CFR 27.203*

Internal Communications Systems

UTVs must be fitted with a communication system between the engine room and the operating station that consists of either fixed or portable equipment, such as a sound-powered telephone, portable radios, or other reliable method of voice communication, with a main or reserve power supply that is independent of the electrical system on your towing vessel; and provides two-way voice communication and calling between the operating station and either the engine room or a location immediately adjacent to an exit from the engine room.

Twin-screw vessels with operating-station control for both engines are not required to have internal communication systems.

Fire Prevention And Suppression (continued)

Internal Communications Systems (continued)

When the operating-station's engine controls and the access to the engine room are within 3 meters (10 feet) of each other and allow unobstructed visual contact between them, direct voice communication is acceptable instead of a communication system. *46 CFR 27.205*

Fuel Shutoff Valves For UTV Fuel Systems

(See D8 Policy Letter 01-10 for guidance on fuel shutoffs.)

To stop the flow of fuel in the event of a break in the fuel line, UTVs must have a positive, remote fuel-shut-off valve fitted on any fuel line that supplies fuel directly to an engine or generator. The valve must be near the source of supply (for instance, at the day tank, storage tank, or fuel-distribution manifold). Furthermore, it must be operable from a safe place outside the space where the valve is installed. Each remote valve control should be marked in clearly legible letters, at least 25 millimeters (1 inch) high, indicating the purpose of the valve and the way to operate it. *46 CFR 27.207*

> Note: The regulations specify that the fuel shutoff valve should be located "at" the tank or manifold. On existing vessels, it may not be possible to locate the valve adjacent to the tank. The regulations do not specify an allowable distance between the fuel tank and the valve. On existing vessels, this distance should be minimized to reduce the chances of fire damage to the intervening piping. If it is necessary to locate the valve away from the tank, it will be necessary for the owner/operator to demonstrate that an equivalent level of protection is provided. One method of providing equivalent protection is to install Extra-Heavy Schedule piping with all welded connections between the tank and the valve. See also http://www.uscg.mil/hq/cg5/cg5214/regtow.asp#fuel_shutoff

Firefighting Drills And Instruction

The master or person in charge of a UTV must ensure that each crewmember participates in drills and receives instruction at least once each month. The instruction may coincide with the drills, but need not. You must ensure that all crewmembers are familiar with their fire-fighting duties, and, specifically, with the following contingencies:

- Fighting a fire in the engine room and elsewhere on board the vessel, including how to operate all of the fire-extinguishing equipment on board the vessel; stop any mechanical ventilation system for the engine room and effectively seal all natural openings to the space to prevent leakage of the extinguishing agent; and operate the fuel shut-off for the engine room.
- Activating the general alarm.
- Reporting inoperative alarm systems and fire-detection systems.
- Putting on a fireman's outfit and a self-contained breathing apparatus, if the vessel is so equipped.

Fire Prevention And Suppression (continued)

Firefighting Drills And Instruction (continued)

The master or person in charge of a vessel may substitute the viewing of video training materials concerning at least the contingencies listed above, followed by a discussion led by someone familiar with these contingencies. This instruction may occur either on board or off the vessel.

Drills must take place on board the vessel as if there were an actual emergency. They must include the participation by all crewmembers; breaking out and using, or simulating the use of, emergency equipment; testing of all alarm and detection systems; and putting on protective clothing (by at least one person), if the vessel is so equipped.

The master or person in charge of a vessel must ensure that each crewmember who has not participated in the required drills, and received the instruction, receives a safety orientation within 24 hours of reporting for duty. The safety orientation must cover the particular contingencies listed above. *46 CFR 27.209*

Fuel Systems On UTVs Contracted For On Or After 1/18/2000

The vessel must not incorporate or carry portable fuel systems, including portable tanks and related fuel lines and accessories, except when used for outboard engines or when permanently attached to portable equipment such as portable bilge pumps or fire pumps. The design, construction, and stowage of portable tanks and related fuel lines and accessories must comply with ABYC H-25.

UTVs may not use fuel other than bunker C or diesel, except for outboard engines, or where otherwise accepted by Commandant (CG-5214), the Lifesaving and Fire Safety Division. An installation that uses bunker C, heavy fuel oil (HFO), or any fuel that requires pre-heating, must comply with subchapter F of this chapter.

Each integral fuel tank must have a vent that connects to the highest point of the tank, discharges on a weather deck through a bend of 180 degrees, and is fitted with a 30-by-30-mesh corrosion-resistant flame screen. Vents from two or more tanks may combine in a system that discharges on a weather deck. The net cross-sectional area of the vent pipe for the tank must be not less than 312.3 square millimeters (0.484 square inches) for any tank filled by gravity; or not less than that of the fill pipe for any tank filled under pressure.

Fire Prevention And Suppression (continued)

Fuel Systems On UTVs Contracted For On Or After 1/18/2000 (continued)

With two exceptions, each fuel line must be seamless and made of steel, annealed copper, nickel-copper, or copper-nickel with a wall thickness of not less than 0.9 millimeters (0.035 inch).

Exception 1: Aluminum piping is acceptable on an aluminum-hull vessel if it is installed outside the engine room and is at least Schedule 80 in thickness.

Exception 2: Nonmetallic flexible hose is acceptable if it is used in lengths of not more than 0.76 meters (30 inches); is visible and easily accessible; does not penetrate a watertight bulkhead; and is fabricated with an inner tube and a cover of synthetic rubber or other suitable material reinforced with wire braid. If the hose is designed for use with compression fittings, it must be fitted with suitable, corrosion-resistant, compression fittings, or fittings compliant with SAE J1475. If the hose is designed for use with clamps, two clamps must be installed at each end of the hose. Clamps must not rely on spring tension and must be installed beyond the bead or flare or over the serrations of the mating spud, pipe, or hose fitting. Hose complying with SAE J1475 and nonmetallic flexible hose complying with SAE J1942 are also acceptable.

A towing vessel of less than 24 meters (79 feet) in length may comply with any of the following standards for fuel systems rather than with those above: ABYC H-33, Chapter 5 of NFPA 302, or 33 CFR Subchapter S (Boating Safety). *46 CFR 27.211*

Fixed Fire Pumps, Fire Mains, Hoses And Nozzles

UTVs must have either a self-priming, power-driven, fixed fire-pump, a fire main, and hoses and nozzles; or a portable pump, and hoses and nozzles.

The fixed fire-pump must be capable of delivering water simultaneously from the two highest hydrants, or from both branches of the fitting if the highest hydrant has a Siamese fitting, at a pitot-tube pressure of at least 344 kPa (50 psi) and a flow rate of at least 300 lpm (80 gpm); and being energized remotely from a safe place outside the engine room and from the pump. All valves necessary for the operation of the fire main must be kept in the open position or must be capable of operation from the same place where the remote fire pump control is located.

The fire main must have a sufficient number of fire hydrants with attached hose to reach any part of the machinery space using a single length of fire hose. The hose must be lined commercial fire-hose, at least 40mm (1.5 inches) in diameter, 15 meters (50 feet) in length, and fitted with a nozzle made of corrosion-resistant material capable of providing a solid stream and a spray pattern. *46 CFR 27.301*

Fire Prevention And Suppression (continued)

Portable Fire Pumps, Hoses And Nozzles

The portable fire pump must be self-priming and power-driven, with a minimum capacity of at least 300 lpm (80 gpm) at a discharge gauge pressure of not less than 414 kPa (60 psi), measured at the pump discharge. You must stow the pump with its hose and nozzle outside of the machinery space.

A sufficient amount of lined commercial fire hose at least 40mm (1.5 inches) in diameter and 15 meters (50 feet) in length, immediately available to attach to it so that a stream of water will reach any part of the vessel; and a nozzle made of corrosion-resistant material capable of providing a solid stream and a spray pattern. *46 CFR 27.301*

FFE On UTVs In Inland Service

UTVs must carry both the minimum number of hand-portable fire extinguishers required by 46 CFR 25.30, and either an approved B-V semiportable fire extinguishing system to protect the engine room; or a fixed fire extinguishing system installed to protect the engine room of the vessel. *46 CFR 27.303*

FFE On UTVs In Ocean Or Coastal Service, Contracted For Before August 27, 2003

UTVs must carry the minimum number of hand-portable fire extinguishers required by 46 CFR 25.30 and either an approved B-V semi-portable fire-extinguishing system to protect the engine room; or a fixed fire-extinguishing system installed to protect the engine room of the vessel. *46 CFR 27.303*

FFE On UTVs In Ocean Or Coastal Service, Contracted On Or After August 27, 2003

UTVs must carry the minimum number of hand-portable fire extinguishers required by 46 CFR 25.30; an approved B-V semi-portable fire-extinguishing system to protect the engine room; and a fixed fire-extinguishing system installed to protect the engine room of the vessel. This section does not apply to any towing vessel pushing a barge ahead, or hauling a barge alongside, when the barge's coastwise or Great Lakes route is restricted (as indicated on its certificate of inspection), so that the barge may operate “in fair weather only, within 12 miles of shore,” or with words to that effect. *46 CFR 27.305*

Towline And Terminal Gear For Towing Astern

Applicability

UTVs 12 meters (39.4 feet) or over in length when towing astern on the Navigable Waters of the United States other than the Saint Lawrence Seaway. *33 CFR 164.01(b)*

Towline

The owner, master, or operator of each vessel towing astern shall ensure that the strength of each towline is adequate for its intended service, considering at least the following factors: The size and material of each towline must be appropriate for the horsepower or bollard pull of the vessel; the static loads and dynamic loads expected during the intended service; the sea conditions expected during the intended service; exposure to the marine environment and any chemicals used or carried on board the vessel; the temperatures of normal stowage and service on board the vessel; for the likelihood of mechanical damage, and compatible with associated navigational-safety equipment. *33 CFR 164.74(a)(1)*

Towline Rigging

Each towline as rigged must be free of knots; spliced with a thimble, or have a poured socket at its end; and free of wire clips except for temporary repair, for which the towline must have a thimble and either five wire clips or as many wire clips as the manufacturer specifies for the nominal diameter and construction of the towline, whichever is more. *33 CFR 164.74(a)(2)*

Monitoring Of Towline Condition

The condition of each towline must be monitored through the keeping on board the towing vessel or in company files a record of the towline's initial minimum breaking strength as determined by the manufacturer, by a classification ("class") society authorized in 33 CFR 157.04, or by a tensile test that meets API Specification 9A, Specification for Wire Rope, Section 3; ASTM D4268 (incorporated by reference, see 33 CFR 164.03), Standard Test Method for Testing Fiber Ropes; or Cordage Institute CIA 3, Standard Test Methods for Fiber Rope Including Standard Terminations.

If the towline is purchased from another owner, master, or operator of a vessel with the intent to use it as a towline or if it is retested for any reason, keeping on board the towing vessel or in company files a record of each retest of the towline's minimum breaking strength as determined by a class society authorized in 33 CFR 157.04 or by a tensile test that meets API Specification 9A, Section 3; ASTM D 4268 (incorporated by reference, see 33 CFR 164.03) or Cordage Institute CIA 3,Standard Test Methods.

Towline And Terminal Gear For Towing Astern (continued)

Monitoring Of Towline Condition (continued)

Conducting visual inspections of the towline in accordance with the manufacturer's recommendations, or at least monthly, and whenever the serviceability of the towline is in doubt (the inspections being conducted by the owner, master, or operator, or by a person on whom the owner, master, or operator confers the responsibility to take corrective measures appropriate for the use of the towline).

Evaluating the serviceability of the whole towline or any part of the towline, and removing the whole or part from service either as recommended by the manufacturer or a class society authorized in 33 CFR 157.04 or in accordance with a replacement schedule developed by the owner, master, or operator that accounts for at least the nautical miles on, or time in service of, the towline; operating conditions experienced by the towline; history of loading of the towline; surface condition, including corrosion and discoloration, of the towline; amount of visible damage to the towline; amount of material deterioration indicated by measurements of diameter and, if applicable, measurements of lay extension of the towline; and point at which a tensile test proves the minimum breaking strength of the towline inadequate by the standards of paragraph (a)(1) of this section, if necessary; and keeping on board the towing vessel or in company files a record of the material condition of the towline when inspected under paragraphs (a)(3)(iii) and (iv) of this section. Once this record lapses for three months or more, except when a vessel is laid up or out of service or has not deployed its towline, the owner, master, or operator shall retest the towline or remove it from service. See NVIC 5-92 for additional guidance. *33 CFR 164.74(a)(3)*

Terminal Gear

The owner, master, or operator of each vessel towing astern shall ensure that the gear used to control, protect, and connect each towline meets the inspection standards listed under the section titled Terminal Gear Visual Inspection. *33 CFR 164.74(b)*

Towline And Terminal Gear For Towing Alongside and Pushing Ahead

Applicability

UTVs 12 meters (39.4 feet) or over in length when towing astern on the Navigable Waters of the United States other than the Saint Lawrence Seaway. *33 CFR 164.01(b)*

Wires And Push Gear

The owner, master, or operator of each vessel towing alongside or pushing ahead shall ensure that the face wires, spring lines, and push gear used are appropriate for the vessel's horsepower and the arrangement of the tow; are frequently inspected; and remain serviceable. *33 CFR 164.76*

Terminal Gear Visual Inspection

Applicability

UTVs 12 meters (39.4 feet) or over in length when towing astern on the Navigable Waters of the United States other than the Saint Lawrence Seaway. *33 CFR 164.01(b)*

Frequency of Inspection

The owner, master, or operator of each UTV shall ensure that the following tests and 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: Visual inspection of tackle; of connections of bridle and towing pendant, if applicable; of chafing gear; and of the winch brake, if installed. *33 CFR 164.80(a)(5)*

Inspection Standards

The owner, master, or operator of each vessel towing astern shall ensure that the gear used to control, protect, and connect each towline meets the following criteria: the material and size of the terminal gear are appropriate for the strength and anticipated loading of the towline and for the environment; each connection is secured by at least one nut with at least one cotter pin or other means of preventing its failure; the lead of the towline is appropriate to prevent sharp bends in the towline from fairlead blocks, chocks, or tackle; there is a mechanical or non-mechanical method that does not endanger operating personnel but easily releases the towline; and the towline is protected from abrasion or chafing by chafing gear, lagging, or other means.

Except on board a vessel towing in ice on Western Rivers or one using a towline of synthetic or natural fiber, there is fitted a winch that evenly spools and tightly winds the towline; and if a winch is fitted, there is attached to the main drum a brake that has holding power appropriate for the horsepower or bollard pull of the vessel and can be operated without power to the winch. *33 CFR 164.74(b)*

Control Of Vessel Operations

Federal regulations do not include provisions for termination of UTV operations, and the preferred course of action is the use of COTP authority under 33 CFR 160.113. COTP Orders are often issued when a hazardous condition is discovered aboard a vessel.

Hazardous Condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor or Navigable Water of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person on board, or manning shortage. *33 CFR 160.204*

Examples of hazardous conditions that may warrant COTP evaluation are listed below. These are not specifically regulatory, but rather based on the examiner's best judgement. This list is not all-inclusive; good judgment is critical. If you observe a hazardous condition, contact the Sector Command Center for guidance immediately.

- Insufficient or unserviceable lifesaving equipment
- Insufficient communications – radiotelephones or AIS transponders inoperative
- Improper manning – unlicensed Master, insufficient route, second/third licensed Master/Mate absent (if required); insufficient number of Able Seamen or Ordinary Seamen required for route and length of voyage (where required)
- Expired/invalid Certificate of Documentation (COD)
- Insufficient or unserviceable fire protection equipment – improper fire extinguishers, or malfunctioning fire detection/alarm system
- Inadequate navigation lights
- Negligent operations – excessive speed, restricted visibility, restricted maneuverability
- Intoxicated or impaired operation – Blood Alcohol Content above 0.04%
- Load line certificate expired/invalid/submerged – if required
- Improper Material Condition – bare, jury-rigged or dead-end electrical wires, open switch or breaker box covers, missing guards on rotating equipment, excessive wastage on structural frames/plating, missing hatch/door closures or gaskets, loss of watertight integrity or leaking
- Fuel system deterioration – leaking pipes/valves, high pressure fuel spray, fuel suction from open containers
- Steering system deterioration – hydraulic leakage, excessive play in bushings, or control failure
- Mandatory navigational safety equipment – not reporting failures or malfunctions of propulsion machinery, steering gear, radar, gyrocompass, echo depth sounding device (not required for Western Rivers routes), automatic identification system or navigation lights

- Anything adversely affecting watertight integrity.

ENCLOSURE (1)

OMB Control No. 1625-0001

U.S. DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD
CG-2692 (Rev. 06-04)

REPORT OF MARINE ACCIDENT, INJURY OR DEATH

RCS No. G-MOA

MISLE NOTIFICATION NUMBER

SECTION I. GENERAL INFORMATION

1. Name of Vessel or Facility	2. Official No.	3. Nationality	4. Call Sign	5. USCG Certificate of Inspection issued at:

6. Type *(Towing, Freight, Fish, Drill, etc.)*	7. Length	8. Gross Tons	9. Year Built	10. Propulsion *(Steam, diesel, gas, turbine...)*

11. Hull Material *(Steel, Wood...)*	12. Draft *(Ft. - in.)* FWD	AFT.	13. If Vessel Classed, By Whom: *(ABS, LLOYDS, DNV, BV, etc.)*	14. Date *(of occurrence)*	15. TIME *(Local)*

16. Location *(See Instruction No. 10A)*

17. Estimated Loss of Damage TO:

VESSEL _____
CARGO _____
OTHER _____

18. Name, Address & Telephone No. of Operating Co.

19. Name of Master or Person in Charge	USCG License	20. Name of Pilot	USCG License	State License
	☐ YES ☐ NO		☐ YES ☐ NO	☐ YES ☐ NO

19a. Street Address *(City, State, Zip Code)*	19b. Telephone Number	20a. Street Address *(City, State, Zip Code)*	20b. Telephone Number

21. Casualty Elements *(Check as many as needed and explain in Block 44.)*

NO. OF PERSONS ON BOARD _____
☐ DEATH - HOW MANY? _____
☐ MISSING - HOW MANY? _____
☐ INJURED - HOW MANY? _____
☐ HAZARDOUS MATERIAL RELEASED OR INVOLVED *(Identify Substance and amount in Block 44.)*
☐ OIL SPILL - ESTIMATE AMOUNT: _____
☐ CARGO CONTAINER LOST/DAMAGED
☐ COLLISION *(Identify other vessel or object in Block 44.)*
☐ GROUNDING ☐ WAKE DAMAGE

☐ FLOODING; SWAMPING WITHOUT SINKING
☐ CAPSIZING *(with or without sinking)*
☐ FOUNDERING OR SINKING
☐ HEAVY WEATHER DAMAGE
☐ FIRE
☐ EXPLOSION
☐ COMMERCIAL DIVING CASUALTY
☐ ICE DAMAGE
☐ DAMAGE TO AIDS TO NAVIGATION
☐ STEERING FAILURE
☐ MACHINERY OR EQUIPMENT FAILURE
☐ ELECTRICAL FAILURE
☐ STRUCTURAL FAILURE

☐ FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE *(Describe in Block 44.)*
☐ LIFESAVING EQUIPMENT FAILED OR INADEQUATE *(Describe in Block 44.)*
☐ BLOW OUT *(Petroleum exporation/production)*
☐ ALCOHOL INVOLVEMENT *(Describe in Block 44.)*
☐ DRUG INVOLVEMENT *(Describe in Block 44.)*
☐ OTHER *(Specify)*
_____
_____

22. Conditions

A. Sea or River Conditions *(wave height, river stage, etc.)*

B. WEATHER
☐ CLEAR
☐ RAIN
☐ SNOW
☐ FOG
☐ OTHER *(Specify)* _____

C. TIME
☐ DAYLIGHT
☐ TWILIGHT
☐ NIGHT

D. VISIBILITY
☐ GOOD
☐ FAIR
☐ POOR

E. DISTANCE *(miles of visibility)* _____
F. AIR TEMPERATURE (F) _____
G. WIND SPEED & DIRECTION _____ _____
H. CURRENT SPEED & DIRECTION _____ _____

23. Navigation Information
☐ MOORED, DOCKED OR FIXED
☐ ANCHORED ☐ UNDERWAY OR DRIFTING
SPEED AND COURSE _____ _____

24. Last Port Where Bound _____

24a. Time and Date of Departure

25. FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED	Empty	Loaded	Total	25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)	Length	Width	25d. *(Describe in Block 44.)*
									☐ PUSHING AHEAD ☐ TOWING ASTERN ☐ TOWING ALONGSIDE ☐ MORE THAN ONE TOW-BOAT ON TOW

SECTION II. BARGE INFORMATION

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE	26h. Draft FWD	AFT	26i. Operating Company

26j. Damage Amount
BARGE _____
CARGO _____
OTHER _____

26k. Describe Damage to Barge

PREVIOUS EDITION IS OBSOLETE

Reset

SECTION III. PERSONNEL ACCIDENT INFORMATION

27. Person Involved	27a. Name *(Last, First, Middle Name)*	27c. Status
☐ **MALE or** ☐ **FEMALE** ☐ DEAD ☐ INJURED ☐ MISSING	27b. Address *(City, State, Zip Code)*	☐ Crew ☐ Passenger ☐ Other

28. Birth Date	29. Telephone No.	30. Job Position	31. *(Check here if off duty)*
			☐

32. Employer - *(if different from Block 18., fill in Name, Address, Telephone No.)*

33. Person's Time

	YEAR(S)	MONTH(S)
A. IN THIS INDUSTRY -	_____	_____
B. WITH THIS COMPANY -	_____	_____
C. IN PRESENT JOB OR POSITION -	_____	_____
D. ON PRESENT VESSEL/FACILITY -	_____	_____
E. HOURS ON DUTY WHEN ACCIDENT OCCURRED -	_____	

34. Industry of Employer *(Towing, Fishing, Shipping, Crew Supply, Drilling, etc.)*

35. Was the Injured Person Incapacitated 72 Hours or More?

36. Date of Death

37. Activity of Person at Time of Accident

38. Specific Location of Accident on Vessel/Facility

39. Type of Accident *(Fall, Caught between, etc.)*	40. Resulting Injury *(Cut, Bruise, Fracture, Burn, etc.)*
41. Part of Body Injured	42. Equipment Involved in Accident

43. Specific Object, Part of the Equipment in block 42., or Substance *(Chemical, Solvent, etc.)* that directly produced the Injury.

SECTION IV. DESCRIPTION OF CASUALTY

44. Describe how accident occured, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. *(See instructions and attach additional sheets if necessary).*

45. Witness *(Name, Address, Telephone No.)*

46. Witness *(Name, Address, Telephone No.)*

SECTION V. PERSON MAKING THIS REPORT

47. Name (PRINT) *(Last, First, Middle)*	47b. Address *(City, State, Zip Code)*	47c. Title
		47d. Telephone No.
47a. Signature		47e. Date

FOR COAST GUARD USE ONLY	REPORTING OFFICE:

MISLE Incident Investigation Activity Data Entry: MISLE Incident Investigation Activity Number (if applicable)

☐ NONE ☐ PRELIMINARY ☐ DATA COLLECTION ☐ INFORMAL ☐ FORMAL

Serious Marine Incident ☐ Yes ☐ No Major Marine Casualty ☐ Yes ☐ No	INVESTIGATOR *(Name)*	DATE	APPROVED BY *(Name)*	DATE

Reset

INSTRUCTIONS

FOR COMPLETION OF FORM CG-2692

REPORT OF MARINE ACCIDENT, INJURY OR DEATH

AND FORM CG-2692A, BARGE ADDENDUM

WHEN TO USE THIS FORM

1. This form satisfies the requirements for written reports of accidents found in the Code of Federal Regulations for vessels, Outer Continental Shelf (OCS) facilities, mobile offshore drilling units (MODUs), and diving. The kinds of accidents that must be reported are described in the following instructions.

VESSELS

2. A vessel accident must be reported if it occurs upon the navigable waters of the U.S., its territories or possessions; or whenever an accident involves a U.S. vessel; wherever the accident may occur. (Public vessels and recreational vessels are excepted from these reporting requirements.) The accident must also involve one of the following (ref. 46 CFR 4.05-1):

A. All accidental groundings and any intentional grounding which also meets any of the other reporting criteria or creates a hazard to navigation, the environment, or the safety of the vessel;

B. Loss of main propulsion or primary steering, or an associated component or control system, the loss of which causes a reduction of the maneuvering capabilities of the vessel. Loss means that systems, component parts, subsystems, or control systems do not perform the specified or required function;

C. An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route including but not limited to fire, flooding, failure or damage to fixed fire extinguishing systems, lifesaving equipment or bilge pumping systems;

D. Loss of life;

E. An injury that requires professional medical treatment (beyond first aid) and, if a crewmember on a commercial vessel, that renders the individual unfit to perform routine duties.

F. An occurrence not meeting any of the above criteria but resulting in damage to property in excess of $25,000. Damage cost includes the cost of labor and material to restore the property to the condition which existed prior to the casualty, but it does not include the cost of salvage, cleaning, gas freeing, drydocking or demurrage.

MOBILE OFFSHORE DRILLING UNITS

3. MODUs are vessels and are required to report an accident that results in any of the events listed by Instruction 2-A through 2-F for vessels. (Ref. 46 CFR 4.05-1, 46 CFR 109.411)

OCS FACILITIES

4. All OCS facilities (except mobile offshore drilling units) engaged in mineral exploration, development or production activities on the Outer Continental Shelf of the U.S. are required by 33 CFR 146.30 to report accidents resulting in:

A. Death;

B. Injury to 5 or more persons in a single incident;

C. Injury causing any person to be incapacitated for more than 72 hours;

D. Damage affecting the usefullness of primary lifesaving or firefighting equipment;

E. Damage to the facility in excess of $25,000 resulting from a collision by a vessel;

F. Damage to a floating OCS facility in excess of $25,000.

5. Foreign vessels engaged in mineral exploration, development or production on the U. S. Outer Continental Shelf, other than vessels already required to report by Instructions 2 and 3 above, are required by 33 CFR 146.303 to report casualties that result in any of the following:

A. Death;

B. Injury to 5 or more persons in a single incident;

C. Injury causing any person to be incapacitated for more than 72 hours.

DIVING

6. Diving casualties include injury or death that occurs while using underwater breathing apparatus while diving from a vessel or OCS facility.

A. COMMERCIAL DIVING. A dive is considered commercial if it is for commercial purposes from a vessel required to have a Coast Guard certificate of inspection, from an OCS facility or in its related safety zone or in a related activity, at a deepwater port or in its safety zone. Casualties that occur during commercial dives are covered by 46 CFR 197.486 if they result in:

1. Loss of life;
2. Injury causing incapacitation over 72 hours;
3. Injury requiring hospitalization over 24 hours.

In addition to the information requested on this form, also provide the name of the diving supervisor and, if applicable, a detailed report on gas embolism or decompression sickness as required by 46 CFR 197.410(a)(9).

Exempt from the commercial category are dives for:

1. Marine science research by educational institutions;
2. Research in diving equipment and technology;
3. Search and Rescue controlled by a government agency.

B. ALL OTHER DIVING. Diving accidents not covered by Instruction (6-A) but involving vessels subject to Instruction (2), VESSELS, must be reported if they result in death or injury causing incapacitation over 72 hours. (Ref. 46 CFR 4.03-1(c)).

HAZARDOUS MATERIALS

7. When an accident involves hazardous materials, public and environmental health and safety require immediate action. As soon as any person in charge of a vessel or facility has knowledge of a release or discharge of oil or a hazardous substance, that person is required to immediately notify the U. S. Department of Homeland Security's National Response Center (telephone toll-free 800-424-8802 - in the Washington, D.C. area call 202-426-2675). Anyone else knowing of a pollution incident is encouraged to use the toll-free telephone number to report it. If etiologic (disease causing) agents are involved, call the U.S. Public Health Service's Center for Disease Control in Atlanta, GA. (telephone 404-633-5313). (Ref. 42 USC 9603; 33 CFR 153; 49 CFR 171.15)

COMPLETION OF THIS FORM

8. This form should be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of accident that has occurred. If a question is not applicable, the abbreviation "NA" should be entered in that space. If an answer is unknown and cannot be obtained, the abbreviation "UNK" should be entered in that space. If "NONE" is the correct response, then enter it in that space.

9. Once completed, deliver or mail this form as soon as possible to the Coast Guard Marine Safety, Marine Inspection or Activities Office nearest the location of the casualty or, if at sea, nearest the arrival port.

10. Amplifying information for completing the form:

A. Block 16 - "LOCATION" - Latitude and longitude to the nearest tenth of a minute should always be entered except in those rivers and waterways where a mile marker system is commonly used. In these cases, the mile number to the nearest tenth of a mile should be entered. If the latitude and longitude, or mile number, are unknown, reference to a known landmark or object (buoy, light, etc.) with distance and bearing to the object is permissible. Always identify the body of water or waterway referred to.

B. Tug or towboat with tow - Tugs or towboats with tows under their control should complete all applicable portions of the CG-2692. SECTION II should be completed if a barge causes or sustains damage or meets any other reporting criteria. If additional barges require reporting, the "Barge Addendum," CG-2692A, may be used to provide the information for the additional barges.

C. Moored/Anchored Barge - If a barge suffers a casualty while moored or anchored, or breaks away from its moorage, and causes or sustains reportable damages or meets any other reporting criteria, enter the location of its moorage in Block (1) of the CG-2692 and complete the form except for Blocks (2) through (13). The details will be entered in SECTION II for one barge and on the "Barge Addendum" CG-2692A, for additional barges.

D. SECTION III - Personnel Accident Information - SECTION III must be completed for a death or injury. In addition, applicable portions of SECTIONS I, II and IV must be completed. If more than one death or injury occurs in a single incident, complete one CG-2692 for one of the persons injured or killed, and attach additional CG-2692's, filling out Blocks (1) and (2) and SECTION III for each additional person.

E. BLOCK 44 - Describe the sequence of events which led up to this casualty. Include your opinion of the primary cause and any contributing causes of the casualty. Briefly describe damage to your vessel, its cargo, and other vessels/property. Include any recommendations you may have for preventing similar casualties. *ALCOHOL AND DRUG INFORMATION*. Provide the following information with regard to each person determined to be directly involved in the casualty: name, position aboard the vessel, whether or not the person was under the influence of alcohol or drugs at the time of the casualty, and the method used to make this determination. If toxicological testing is conducted the results should be included; if results are not available in a timely manner, provide the results of the toxicological test as soon as practical and indicate that this is the case in block 44 of the casualty form.

NOTICE: The information collected on this form is routinely available for public inspection. It is needed by the Coast Guard to carry out its responsibility to investigate marine casualties, to identify hazardous conditions or situations and to conduct statistical analysis. The information is used to determine whether new or revised safety initiatives are necessary for the protection of life or property in the marine environment.

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number.

The Coast Guard estimates that the average burden for this report is 1 hour. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-MOA), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0001), Washington, DC 20503

OMB Control No. 1625-0001

U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-2692A (Rev. 06-04)	**BARGE ADDENDUM**	REPORTS CONTROL SYMBOL G-MOA

NOTE: This form may be used to report data for barges causing or sustaining damage in the accident described on form CG-2692.
This form may only be used in addition to form CG-2692, never alone.

NAME OF VESSEL *(Use Same Name as Block 1., of CG-2692).*	DATE OF ACCIDENT

FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

SIGNATURE (of person making this report)

PREVIOUS EDITION MAY BE USED

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FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

FOR BARGE CAUSING OR SUSTAINING DAMAGES

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD / AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
DAMAGE TO BARGE _____	
CARGO _____	

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U.S. DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD
CG-2692B (04-06)

REPORT OF REQUIRED CHEMICAL DRUG AND ALCOHOL TESTING FOLLOWING A SERIOUS MARINE INCIDENT

(See Instructions on reverse)

APPROVED OMB NO. 1625-0001
Expiration Date: 08/31/2008

USCG MISLE ACTIVITY NUMBER

SECTION I—VESSEL INFORMATION

1. Name of vessel	2. Official Number	3. Call Sign	4. Nationality
5. Vessel Type *(Freight, Towing, Fishing, MODU, etc.)*	**6. Length**	**7. Gross Tons**	**8. Year Built**

9. Operating Company

Name:

Address:

Telephone Number:

10. Master or Person in Charge

Name:

Address:

Telephone Number:

SECTION II—INCIDENT INFORMATION

11. Type of Serious Marine Incident *(Check Appropriate Box(es). (See Instructions on Reverse)*

- ☐ a. Death *(Append to Form CG-2692)*
- ☐ b. Injury requiring medical treatment *(Append to Form CG-2692)*
- ☐ c. Property damage in excess of $100,000 *(Append to Form CG-2692)*
- ☐ d. Loss of inspected vessel *(Append to Form CG-2692)*
- ☐ e. Loss of uninspected, self-propelled vessel of over 100 gross tons *(Append to Form CG-2692)*
- ☐ f. Discharge of oil of 10,000 gallons or more into U.S. waters
- ☐ g. Discharge of a reportable quantity of hazardous substance into U.S. waters
- ☐ h. Release of a reportable quantity of hazardous substance into U.S. environment

12. Date of Incident	13. Time *(local)* of Incident	14. Location of Incident *(Latitude and Longitude or River and Milepost)*

SECTION III—PERSONNEL / TESTING INFORMATION

15. Personnel Directly Involved In Serious Marine Incident

16. Drug and Alcohol Testing *(See Instructions on reverse)*

15a. Name *(Last, First, Middle Initial)*	15b. Licensing/Certification (Check Appropriate Box(es))			16a. Drug Test Urine Specimen provided within 32 hours?		16b. Alcohol Test Specimen provided within 2 hours?		Alcohol Test Specimen Source			Alcohol Test Results
	USCG License	USCG MMD	Neither	YES	NO	YES	NO	Saliva	Blood	Breath	
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____

17. SAMHSA Accredited Laboratory Conducting Chemical Drug Tests

Name:

Address:

Telephone Number:

18. Laboratory conducting blood alcohol test(s) or individual conducting saliva or breath alcohol test(s)

Name:

Address:

Telephone Number:

19. Person Making This Report *(Please Print)*

Name:

Address:

Telephone Number:

20. Signature

Title:

21. Date

22. Remarks *(See Instructions on Reverse)*

SN 7530-01-GF3-2380

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INSTRUCTIONS FOR COMPLETION OF FORM CG-2692B
REPORT OF REQUIRED CHEMICAL DRUG AND ALCOHOL TESTING FOLLOWING A SERIOUS MARINE INCIDENT

NOTE: When this form is being submitted along with a REPORT OF MARINE ACCIDENT, INJURY OR DEATH (Form CG-2692), Blocks 3-10 and Blocks 12-14 on Form CG-2692B need not be completed.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is .5 hours. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-PCA-1), U.S. Cost Guard, 2100 2nd St, SW, Washington D.C. 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0001), Washington, DC 20503.

WHEN TO USE THIS FORM

1. This form satisfies the requirements in the Code of Federal Regulations for written reports of chemical drug and alcohol testing of individuals directly involved in serious marine incidents. Alcohol tests are to be conducted not later than 2 hours (unless there are casualty directly related safety concerns) and drug test specimens collected not later than 32 hours after a Serious Marine Incident. Public vessels and recreational vessels are excepted from these reporting requirements.

SERIOUS MARINE INCIDENTS

2. The term "serious marine incident" includes the following events involving a vessel in commercial service:

A. Any marine casualty or accident that occurs upon the navigable waters of the U.S., its territories or possessions, or that involves a U.S. vessel anywhere, and that results in any of the following:
- **1.** One or more deaths;
- **2.** Any injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid; and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform routine vessel duties;
- **3.** Damage to property, as defined in 46 CFR 4.05-1(f), in excess of $100,000;
- **4.** Actual or constructive total loss of any vessel subject to inspection under 46 U.S.C. 3301; or
- **5.** Actual or constructive total loss of any self-propelled vessel, not subject to inspection under 46 U.S.C. 3301, of 100 gross tons or more.

B. A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 U.S.C. 1321, whether or not resulting from a marine casualty.

C. A discharge of a reportable quantity of a hazardous substance Into the navigable waters of the United States, whether or not resulting from a marine casualty.

D. A release of a reportable quantity of a hazardous substance Into the environment of the United States, whether or not resulting from a marine casualty.

INDIVIDUAL DIRECTLY INVOLVED IN A SERIOUS MARINE INCIDENT

3. Term "individual directly involved in a serious marine incident" is an individual whose order, action or failure to act is determined to be, or cannot be ruled out as, a causative factor in the events leading to or causing a serious marine incident.

COMPLETION OF THIS FORM

4. This form should be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of incident that has occurred. If a question is not applicable, the abbreviation "NA" should be entered in that space. If an answer Is unknown and cannot be obtained, the abbreviation "UNK" should be entered in that space. If "NONE" is the correct response, then enter it in that space.

5. When this form has been completed, deliver or mail it as soon as practicable to the Coast Guard Marine Safety or Marine Inspection Office nearest to the location of the incident or, if at sea, nearest to the port of first arrival.

6. Upon receipt of a report of chemical test results, the marine employer shall submit a copy of the test results for each person listed in block 15(a) of this form to the Coast Guard Officer in Charge, Marine Inspection where the CG-2692B was submitted. (Ref. 46 CFR 4.06-60(d)).

7. Amplifying information for completing the form:

A. Block 11—"TYPE OF SERIOUS MARINE INCIDENT" Check each appropriate box. If box a, b, c, d, or e is checked, or append this form to the required form CG-2692, "REPORT OF MARINE ACCIDENT, INJURY OR DEATH", and submit both forms as indicated in 5. above.

B. Block 16c—"ALCOHOL TEST BREATH SPECIMEN PROVIDED?" When breath test results are available alcohol concentration shall be expressed numerically in percent by weight (i.e., .04, .10 etc...).

C. Block 22—"REMARKS" Describe the duties of each individual listed in 15a, at the time of incident (i.e., master, pilot, chief engineer...). If an individual refuses to provide the required specimens, if specimens are not timely obtained, or not obtained, describe the circumstances completely.

NOTICE: The information collected on this form is routinely available for public inspection. It is needed by the Coast Guard to carry out its responsibility to investigate marine casualties, to identify hazardous conditions or situations and to conduct statistical analysis. The information is used to determine whether new or revised safety initiatives are necessary for the protection of life or property in the marine environment.

22. REMARKS *(Continued)*

*U.S. GPO: 1991-282-640/26588

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