

ADDITIONAL ITEMS PARTICULAR TO WOOD HULL VESSELS

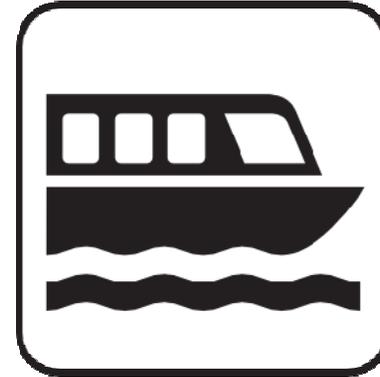
****WOOD BOAT POLICY****

A properly built, fastened and maintained wood hull vessel should not leak. A leak is an unintended hole, flaw, crack, or passage through which water enters. A leak exists when a steady stream of water (a continuous flow of any volume) penetrates through the hull envelope. If the area is wiped dry, the flow will immediately reappear. Leaks in the hull envelope are unacceptable in a certificated vessel, and immediate corrective action must be taken to restore watertight integrity. Leaking vessels will not be allowed to carry passengers until adequate corrective action has been completed.

Wood vessels do “work” in a seaway differently than metal or FRP vessels, and, under certain conditions weeps may occur. A weep exists when an intermittent stream of water (occasional individual beads of water or moisture) penetrate through the hull envelope. If the area is wiped dry, it will remain dry for some time before individual beads of water or moisture slowly reappear. Depending upon their cause and location, isolated weeps may be tolerated, provided the vessel operator closely monitors their condition and proposes a reasonable repair plan. A vessel with weeps may be allowed to carry passengers pending permanent repairs. An underway check ride with a Coast Guard Inspector to ensure vessel is leak-free is a regular part of a credit dry-dock exam. Make sure you give the vessel ample time to swell back up before scheduling underway ride portion of credit drydock exam.

- ❑ Fasteners (nails, screws, bolts, etc.) pulled for examination in presence of Coast Guard Inspector:
 - Every 5 years for salt water boats 15 years or older, and every 10 years for freshwater boats 15 years or older. The Marine inspector may ALSO require at any time for due cause (e.g. loose planks, visible damage, stray current corrosion suspected, excessive use of dissimilar metals, etc.)
 - Minimum of 8 fasteners per side below the waterline in way of stem, garboard strake, under engine beds, transom, plank ends, shaft logs, or other location determined by inspector)
- ❑ Keel bolts, engine mount bolts, mounts for winches, and mooring gear proven tight by hammer test/wrench test
- ❑ Hull and deck planking free of loose fastenings, excessive rot, cupping, deformation, cracks, marine borers (worms)
- ❑ Internal spaces carefully examined for evidence of rainwater leaks through deck, hatches, pilothouse, etc.
- ❑ Planking located under keel coolers carefully checked for rot and marine borers
- ❑ Major structural members (e.g. frames, beams, clamps, stringers, carlins, butt blocks, keel, and keelson) free of loose fastenings, excessive rot, and angel hair.
- ❑ Caulking tight (internal caulking is not allowed), no caulk or cotton forced through to inside of planking
- ❑ Through hull penetrations watertight

PREPARING YOUR SMALL PASSENGER VESSEL FOR



DRYDOCK EXAMINATION

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Periodic haul outs and internal structural examinations are an essential part of keeping your vessel safe for its intended route and service. They are also necessary to keep the vessel's COI valid. Generally, T-boats in saltwater service must be hauled out every 24 months, freshwater service every 60 months. These intervals may be further reduced based upon vessel age, condition, route or other factors. Page 2 of the COI identifies when your next drydock is due. This pamphlet is designed to help you get your boat ready for a Coast Guard credit drydock and internal structural exam. It is NOT a comprehensive list of all regulations or policies for all boats. It provides a list of deficiencies often found during our exams, which should be caught and corrected before we arrive.

Structural problems, especially on older wood boats, can be expensive and time consuming to fix properly. One of the most important things you are expected to do before we arrive is to use the guidelines in this pamphlet to critically examine your boat's structural condition, identify potential problem areas, and have a repair proposal for problem areas ready for our evaluation. Do not wait for the inspector to point out the problems. Taking the initiative will greatly speed up exams, and may reduce the possibilities of 835s or certification delays.

One final but very important point: haul outs and internal structural exams may involve extensive repairs or renovations. In some cases these repairs may be carried out over several seasons (e.g. a section by section refastening project or frame replacement). Although our inspectors keep good records, I strongly urge you to keep your own records too. Keep track of exactly what you did, when, where, and by whom. Keep copies of CG approval letters for specific repair proposals or established deadlines for correction. When you pull fasteners, identify where they came from and save them. Having your own independent maintenance record can pay big dividends years from now when you're working with different Coast Guard personnel or wish to sell your boat. Please contact the Domestic Vessels Branch at (314) 269-2686 for questions or comments about this pamphlet.

ADMINISTRATIVE MATTERS AND GENERAL SAFETY CONCERNS

- Inspection Department timely notified of date, time, location of exam
- Copy of pending 835s or outstanding items from previous inspections
- Owner present for exam, or a designated knowledgeable person present to act on his/her behalf
- Vessel safely supported by blocking, chained jack stands, cradles, etc. (lift slings alone are not acceptable)
- Vessel elevated enough to permit access underneath entire hull
- Ladders and scaffolds safe, properly secured from slippage
- Weather OK for thorough external exam (no ice, snow, heavy rain, etc.)
- Interior compartments/confined spaces ventilated, no hazardous atmosphere.

HULL EXTERIOR -- GENERAL ITEMS FOR ALL TYPE VESSELS

NOTE: NO FRESH PAINTING UNTIL INSPECTOR EXAMINES HULL

- Clean marine growth
- Gates and scoops removed to allow exam of hull penetrations
- Hull penetrations not obscured by blocks, jacks, lift straps
- Draft marks legible (vessels over 65 ft. or with one deck above the main deck)
- Rudders straight, no excessive play in stock bearing, blade/stock weld good.
- Propeller shafts free of excessive play
- Draft marks legible (vessels over 65 ft. or with one deck above the main deck)
- Rudders straight, no excessive play in stock bearing, blade/stock weld good.
- Propeller shafts free of excessive play
- Shaft struts not bent, foundation bolts secure
- Cutlass bearing lands not worn down beyond 50% of original dimension
- Propellers free from cracks, deformation, excessive pitting
- Propeller lock nuts secured by cotter pins or similar device
- Engine exhaust outlets protected from water intrusion

INTERNAL STRUCTURAL EXAM GENERAL ITEMS FOR ALL TYPE VESSELS

- Ensure inspector has unobstructed access to all compartments.
- Bilges, clean, dry, free from oil/debris
- Watertight bulkheads structurally sound and penetrations watertight
- Watertight doors/hatches operate properly: good dogs, gaskets, and knife edges
- All sea valves opened and cleaned: gates, guides, stems, and handles in good condition (ball valves can be tested in place by static pressure)
- Sea strainers cleaned and through hull penetrations leak free.
- Engine beds not fractured, engine/transmission securely mounted
- Flexible hose is approved marine type: not cracked, connections double clamped
- Fuel tanks not leaking, emer. shut down valves work, ground straps on fill neck
- Support structure for independent tanks (fuel, water, MSD) in good condition
- Piping systems properly secured from vibration, chafing, no leaks
- Dead end valves capped with pipe plugs

ADDITIONAL ITEMS FOR FRP/COMPOSITE VESSELS

- Hull examined for fractures, delamination, blistering, water saturation, cracking/crazing.
- No separation at deck, sideshell, or bulkheads
- FRP repairs done under suitable conditions of temperature and humidity to allow for proper curing

ADDITIONAL ITEMS FOR STEEL OR ALUMINUM VESSELS

- Welds free of fractures. No washed out hull plating welds.
- Frames, brackets, and other structural members free of fractures
- No excessive deformation of structural members
- No excessive pitting, wastage, fractures or sharp indentations on hull plating.
- No metal deterioration due to stray current corrosion.
- Dissimilar metals protected from corrosion by stainless steel fittings