United States Coast Guard

Requirements For

Uninspected Towing Vessels

Department of Homeland Security
United States Coast Guard

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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:

Sector Anchorage	907-271-6727	Sector Los Angeles/Long Beach	310-521-3702
Sector Baltimore	410-576-2566	Sector Lower Mississippi River	901-521-4811
Sector Boston	617-223-3031	Sector Miami	305-535-8736
Sector Buffalo	716-843-9575	Sector Mobile	251-441-5282
Sector Columbia River	503-240-9374	Sector New Orleans	504-365-2262
Sector Charleston	843-720-3180 x4	Sector New York	718-354-4353
Sector Corpus Christi	361-888-3162 x307	Sector North Carolina	252-247-4524
Sector Delaware Bay	215-271-4952	Sector Northern New England	207-741-5431
Sector Detroit	313-568-9619	Sector Ohio Valley	502-893-8186 x2103
Sector Guam	671-355-4862	Sector Puget Sound	206-217-6075
Sector Hampton Roads	757-668-5552	Sector San Diego	619-278-7240
Sector Honolulu	808-522-8260 x261	Sector San Francisco	510-437-3249
Sector Houston-Galveston	713-671-5100 x1075	Sector San Juan	787-729-2376
Sector Jacksonville	904-564-7664	Sector Sault Ste Marie	906-635-3341
Sector Juneau	907-463-2444	Sector Southeastern New England	401-435-2350
Sector Key West	305-292-8804	Sector St. Petersburg	813-228-2191 x8140
Sector Lake Michigan	414-747-7159	Sector Upper Mississippi River	314-269-2686
Sector Long Island Sound	203-468-4547		

FINAL DRAFT 6/11

You can also contact the Coast Guard District UTV Coordinators at:

District One	Boston, MA	617-223-8272	District Eleven	Alameda, CA	510-437-3754
District Five	Portsmouth, VA	757-398-6554	District Thirteen	Seattle, WA	206-220-7217
District Seven	Miami, FL	305-415-6868	District Fourteen	Honolulu, HI	808-535-3422
District Eight	New Orleans, LA	504-671-2105	District Seventeen	Juneau, AK	907-463-2815
District Nine	Cleveland, OH	216-902-6045			

Or the PACAREA UTV Coordinator at 510-437-3250 & LANTAREA UTV Coordinator at 757-398-7720.

To suggest additions or corrections or if you have questions or concerns, please contact the Coast Guard's Towing Vessel National Center of Expertise (TVNCOE) in Paducah, Kentucky at:

Detachment Chief
U.S. Coast Guard
Towing Vessel National Center of Expertise
504 Broadway Street, Suite 101
Paducah, KY 42001

Main Phone: 270-444-7715
Fax: 270-444-8094
Website: http://www.uscg.mil/tvncoe/

Customer Service Reps:

West Coast:	Ext. 206
Western Rivers:	Ext. 204
Great Lakes:	Ext. 204
East Coast:	Ext. 205
Gulf Coast:	Ext. 203

Table of Contents

Introduction 4
Load Lines 9
Vessel Documentation/Numbering 10
Personnel, Credentials and Watchstanding 11
Drug and Alcohol Testing 20
Marine Casualty Reporting 25
Security Plans Required by MTSA and the ISPS Code 27
Marine Sanitation Device (MSD) 28
Pollution Prevention 30
Navigation Safety Equipment 36
Communications Equipment 40
Navigation Underway 44
Navigation Lights and Sound Signals 46
Lifesaving Equipment 50
Fire Fighting Equipment 53
Fire Prevention Equipment 58
Towline and Terminal Gear for Towing Astern 62
Towline and Terminal Gear for Towing Alongside and Pushing Ahead 64
Terminal Gear Visual Inspection 65
Hazardous Conditions 66
Appendix A – Form CG-2692, CG-2692A, CG-2692B 67
Appendix B – Frequently Asked Questions (FAQ) 76
Appendix C – CG Policy Letters 87
Appendix D – Appeals, Exemptions and Equivalency Process Guide 97
Appendix E – Towing Vessel National Center of Expertise (TVNCOE) 98

FINAL DRAFT 6/11

Introduction

Overview

This document applies to US-flagged uninspected towing vessels (UTV's) 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 UTV's. 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.

FINAL DRAFT 6/11

Abbreviations

AIS	Automatic Identification System
ASP	Alternative Security Plan
CFR	Code of Federal Regulations
CG	United States Coast Guard
COFR	Certificate of Financial Responsibility
COTP	Captain of the Port
DOI	Declaration of Inspection
DSC	Digital Selective Calling
EAP	Employee Assistance Program
EPIRB	Emergency Position Indicating Radio Beacon
FAQ	Frequently Asked Question
FCC	Federal Communications Commission
GT	Gross Tons
ISPS Code	International Ship & Port Facility Security Code (SOLAS Reg XI-2/3)
MARPOL	International Convention for the Prevention of Pollution from Ships
MAWP	Maximum Allowable Working Pressure
MMSI	Maritime Mobile Service Identity
MSD	Marine Sanitation Device
MTSA	Maritime Transportation Security Act (Public Law 197-205)

NMC	National Maritime Center
NVIC	Navigation and Vessel Inspection Circular
OCMI	Officer in Charge of Marine Inspection
PFD	Personal Flotation Device
SMI	Serious Marine Incident
SOLAS	International Convention for the Safety of Life at Sea
TOAR	Towing Officer's Assessment Record
TWIC	Transportation Worker Identification Credential
UL	Underwriters Laboratory
UTV	Uninspected Towing Vessel
USC	United States Code
VSP	Vessel Security Plan
VTS	Vessel Traffic Service
WR	Western Rivers

Definitions (*unless otherwise noted, all definitions are found in 46 CFR 10.107*)

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 credentialed master or mate (pilot) of towing vessels.

FINAL DRAFT 6/11

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

Barrel means a quantity of liquid equal to 42 U.S. gallons. 46 CFR 154.105

Carrying freight for hire means the carriage of any goods, wares, or merchandise, or any other freight for consideration, whether directly or indirectly flowing to the owner, charterer, operator, agent, or any other person interested in the vessel.

Coastwise trade includes the transportation of passengers or merchandise between points embraced within the coastwise laws of the United States. 46 CFR 67.3

Commercial service includes any type of trade or business involving the transportation of goods or individuals, except service performed by a combatant vessel. 46 USC 2101(5)

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

Documented Vessel means a vessel for which a certificate of documentation has been issued under chapter 121 of this title. 46 USC 2101(10)

First Class Pilot – The following is copied from 46 CFR 11.701:

(a) An applicant for a credential as first class pilot need not hold any other credential issued under this part. An individual holding a credential 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 credential.

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

(c) The Officer in Charge, Marine Inspection, issuing a credential 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 credential 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.

FINAL DRAFT 6/11

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

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 and 46 CFR 27.101

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

Navigable Waters of the United States includes all waters of the territorial sea of the United States as described in Presidential Proclamation No. 5928 of December 27,

1988. 46 USC 2101 (17a)

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

Oceans mean a route that goes beyond 20 nautical miles offshore on any of the following waters; 46 CFR 24.10-1

(1) Any ocean
(2) The Gulf of Mexico
(3) The Caribbean Sea
(4) The Bering Sea
(5) The Gulf of Alaska
(6) Such other similar waters as may be designated by a Coast Guard District Commander

Operating station means the principal steering station on the vessel, from which the vessel is normally navigated. 46 CFR 27.101

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.

FINAL DRAFT 6/11

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 credential. 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 11.304(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).

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.

FINAL DRAFT 6/11

Load Lines

Applicability

UTV's of 79 ft or longer, engaged in foreign or international voyages (other than on the Great Lakes); UTV's 79 ft 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; UTV's 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, 46 CFR 42.09-45(b)

Load Line Marks and Certificates

UTV's 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

UTV's 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

FINAL DRAFT 6/11

Vessel Documentation/Numbering

UTV's 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 UTV's 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 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

FINAL DRAFT 6/11

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. It must be made in clearly legible letters of the Latin alphabet or Arabic or Roman numbers not less than four (4) inches in height. 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

UTV's 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, Credentials and Watchstanding

Definitions:

Designated Examiner means a person who has been trained or instructed in techniques of training or assessment and is otherwise qualified to evaluate whether a candidate for a license, document, or endorsement has achieved the level of competence required. NVIC 04-01

Pilot of Towing Vessels means a qualified officer of towing vessels operating only on inland routes. 46 CFR 10.107

Master of Towing Vessels authorizes service within any route authorized by the credential, including harbor assist and limited local area. NVIC 04-01

Mate (Pilot) of Towing Vessels pertains to a qualified officer subordinate to a Master of Towing Vessels. A Mate (Pilot) of towing vessels may stand a watch, but a Master of Towing Vessels must also be on the vessel. NVIC 04-01

Apprentice Mate (Steersman) means a mariner qualified to perform watchkeeping on the bridge, while in training onboard a towing vessel under the direct supervision and in presence of a master or mate (pilot) of towing vessels. 46 CFR 10.107

FINAL DRAFT 6/11

Limited local area means a defined limited geographic area designated by the local OCMI. NVIC 04-01

Merchant Mariner Credential (MMC) means the credential issued by the Coast Guard under 46 CFR part 10. It combines the individual merchant mariner's document, license, and certificate of registry enumerated in 46 U.S.C. subtitle II part E as well as the STCW endorsement into a single credential that serves as the mariner's qualification document, certificate of identification, and certificate of service. 46 CFR 10.107

Officer endorsement means an annotation on a MMC that allows a mariner to serve in the capacities in 46 CFR 10.109(a). The officer endorsement serves as the license and/or certificate of registry pursuant to 46 U.S.C. subtitle II part E. 46 CFR 10.107

Rating endorsement is an annotation on a MMC that allows a mariner to serve in those capacities set out in 46 CFR 10.109(b) and (c). The rating endorsement serves as the Merchant Mariner's Document pursuant to 46 U.S.C. subtitle II part E. 46 CFR 10.107

Route means the general geographic body or bodies of water endorsed on the face of license (specifically, Oceans, Near-Coastal, Great Lakes-Inland, Western Rivers, or Limited Local Area). NVIC 04-01

Towing Officer's Assessment Record (TOAR) is a record used to document the training and assessment of a mariner in the towing industry. NVIC 04-01

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; Port Allen-Morgan City Alternate Route; 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. 46 CFR 10.107. See also 33 CFR 89.27(a).

Merchant Mariner Credential (MMC)

Every UTV of at least 8 meters (26ft) or more in length must be under the command of a properly credentialed officer. The following **officer endorsements** on the MMC are accepted for service on towing vessels 46 CFR 15.610:

- Master of Towing Vessels.
- Master of inspected self-propelled vessels greater than 200 GRT with either an endorsement for towing vessels or accompanied by a completed TOAR.
- Master of Towing Vessels (Harbor Assist) or (Limited) for vessels operating within the restrictions on the credential.

FINAL DRAFT 6/11

Each person in charge of the navigation or maneuvering of a UTV of at least 8 meters (26ft) in length must be properly credentialed. The following officer endorsements on the MMC are accepted for service on towing vessels 46 CFR 15.610:

- Mate (Pilot) of Towing Vessels.
- Mate of inspected self-propelled vessels greater than 200 GRT with either an endorsement for towing vessels or accompanied by a completed TOAR.
- Mate of Towing Vessels (Harbor Assist) or (Limited) for vessels operating within the restrictions on the credential.

The following **route endorsements** and authorities apply for service on towing vessels NVIC 04-01:

- Oceans – a credential as Master or Mate (Pilot) of Towing Vessels endorsed for Oceans authorizes service on Oceans and on the subordinate routes of Near-Coastal and Great Lakes-Inland Waters (except Western Rivers) without further endorsement.
- Near-Coastal – a credential as Master or Mate (Pilot) of Towing Vessels endorsed for Near-Coastal waters authorizes service on near-coastal routes and Great Lakes-Inland Waters (except Western Rivers) without further endorsement.
- Great Lakes-Inland Waters – a credential as Master or Mate (Pilot) of Towing Vessels endorsed for Great Lakes-Inland routes authorizes service on Great Lakes-Inland routes only.

- Western Rivers – a credential as Master or Mate (Pilot) of Towing Vessels endorsed for Western Rivers routes authorizes service on Western Rivers routes only
- Limited – a credential as Master or Mate (Pilot) of Towing Vessels endorsed for Limited route is limited to a local geographic area or special use.
- Harbor Assist – a credential as Master or Mate (Pilot) of Towing Vessels endorsed as Harbor Assist is restricted to harbor towing vessels.

(Also see table on next page)

Note: An officer of towing vessels with an endorsement for Oceans, Near-Coastal or Great Lakes-Inland Waters may operate a towing vessel in the pilotage waters of the Lower Mississippi River if he or she meets one of the following requirements from 46 CFR 15.812(b):

- Holds a First-Class Pilot's credential for the route.
- If operating "light boat" or a tow of uninspected barges, has made 4 round trips through this route, as an observer, with at least one of those trips in hours of darkness, and afterwards maintains at least one round trip within the last 5 years.
- If operating a tow of tank barges, has made 12 round trips over this route, as an observer, at least 3 of those trips during hours of darkness, and afterwards maintains at least one round trip within the last 5 years.

An officer who meets one of these requirements need not obtain an endorsement for Western Rivers on his or her credential, but must maintain evidence of having completed the required experience. 46 CFR 15.610(b), 46 CFR 15.812(b), and NVIC 04-01

FINAL DRAFT 6/11

If the UTV (of at least 8m/26ft or more) is equipped with radar, each credentialed Master or Mate (Pilot) must hold an endorsement as radar observer. Their certificate of training must be readily available to demonstrate that the endorsement is still valid. 46 CFR 15.815(c) and (d)

A credential is valid for a term of five years from the date of issuance. 46 CFR 10.205

The original credential shall be displayed in a conspicuous place on the vessel within 48 hours after employment on a vessel for which that credential is required. Having the original credential readily available on board, but not posted is a reasonable alternative. 46 USC 7110

Each person required to hold a MMC shall also hold a valid Transportation Worker Identification Credential (TWIC). 46 CFR 10.203(b) and 12.02-7

Master or Mate (Pilot) of Towing Vessels

		Operational Geographic Area You are Permitted to Sail with each Endorsement			
		Oceans	NC	GL-IN	WR
Route Endorsement	Oceans	YES	YES	YES	NO
	NC	NO	YES	YES	NO
	GL-IN	NO	NO	YES	NO
	WR	NO	NO	NO	YES

Note: NC – Near Coastal; GL-IN – Great Lakes-Inland Waters; WR – Western Rivers

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Watchstanding

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

FINAL DRAFT 6/11

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 credentialed 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 UTV's operating exclusively on Navigable Rivers and those under 100 gross tons, all seamen including uncredentialed deckhands must possess merchant mariner credential. 46 CFR 12.02-7(a)

A three watch system is required for UTV crew personnel when at sea on voyages greater than 600 nm. 46 CFR 15.705(b)

On a towing vessel, an offshore supply vessel, or a barge to which this section applies, that is engaged on a voyage of less than 600 miles, the licensed individuals and

crewmembers (except the coal passers, firemen, oilers, and water tenders) may be divided, when at sea, into at least 2 watches. 46 USC 8104(g), 46 CFR 15.705(c)

A credentialed master or mate (pilot) operating a UTV that is at least 26 ft in length measured from end to end over the deck (excluding sheer) may not work 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 credentialed 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), 46 USC 8104(h)

46 USC 8304. Implementing the Officers' Competency Certificates Convention,1936

(a) In this section, "high seas" means waters seaward of the Boundary Line.

(b) The Officers' Competency Certificates Convention, 1936 (International Labor Organization Draft Convention Numbered 53, on the minimum requirement of professional capacity for masters and officers on board merchant vessels), as ratified by the President on September 1, 1938, with understandings appended, and this section apply to a documented vessel operating on the high seas except-

(1) a public vessel

(2) a wooden vessel of primitive build, such as a dhow or junk

(3) a barge; and

(4) a vessel of less than 200 gross tons as measured under section14502 of this title, or an alternate tonnage measured under section 14302 of this title as prescribed by the Secretary under section 14104 of this title

FINAL DRAFT 6/11

46 USC 8702 applies to all UTV's of at least 100 gross tons except a vessel operating only on rivers and lakes (except the Great Lakes). At least 65 percent of the deck crew on these vessels, excluding individuals serving as officers, must be able seaman. For vessels permitted to maintain a two watch system (see 46 CFR 705(c)), the percentage of able seaman may be reduced to 50 percent. 46 CFR 15.840 (a)

Towing Vessel Work Hour Table for Officers & Crew

GT	Route	Voyage	Work hour limits	Note
Any GT	Inland	Any Length	12 hours	1, 2, 6
Less than 100	Oceans	Less than 600nm	12 hours	1, 2, 6
Less than 100	Oceans	More than 600nm	12 hours	1, 2, 6
Less than 100	GL	Any Length	8/12/15 hours	3
More than 100	GL	Any Length	8/12/15 hours	3, 4
100-200	Oceans	Less than 600nm	12 hours	1, 4, 5, 6
100-200	Oceans	More than 600nm	12 hours	1, 4, 6
More than 200	Oceans	Less than 600nm	12 hours	4, 5, 6
More than 200	Oceans	More than 600nm	8 hours	4, 6

Note:

1. 46 CFR 15.705(d) permits a 2 watch system on all towing vessels less than 200 GT regardless of voyage length.

2. 46 USC 8104(b) states that licensed crewmembers on vessels less than 100 GT on coastwise or oceans voyages are not required to work more than 12 hours in one day.

3. 46 USC 8104(c) allows crew members on GL towing vessels to work up to 15 hours in one day.

4. 46 USC 8104(d) states that a licensed individual or seaman in the deck or engine department may not be required (but can consent) to work more than 8 hours in one day (on a vessel of more than 100 GT wen at sea).
5. 46 USC 8104(g) states that a voyage of less than 600nm, the licensed individuals and crewmembers may be divided when at sea, into at least 2 watches.

6. 46 USC 8104(h) limits all licensed operators on towing vessels 26 ft or over to working no more than 12 hours a day except in an emergency.

FINAL DRAFT 6/11

UTV's 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 credential. Additionally, if an engineer is required in the SMD, that person(s) must hold an appropriate credential and credential. A helmsman cannot stand as his own lookout. In accordance with STCW, all crew must have basic safety training. 46 CFR 15.1105

FINAL DRAFT 6/11

The establishment of adequate watches is the responsibility of the vessel's Master, not the Coast Guard.

UTV's 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, UTV's 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.

Standards of Training, Certification and Watchkeeping

All officers and crew on seagoing vessels operating outside the boundary line 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)

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

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.

FINAL DRAFT 6/11

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 a 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.

FINAL DRAFT 6/11

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

FINAL DRAFT 6/11

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. 46 CFR 16.230

The minimum annual percentage rate for random drug testing shall be 50 percent of covered crewmembers (unless otherwise adjusted by Commandant as per 46 CFR 16.230(f)(1); refer to the Federal Register for the current minimum annual percentage rate). 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

FINAL DRAFT 6/11

incident. 46 CFR 4.06-1(a)
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

FINAL DRAFT 6/11

Reasonable Cause Testing

The marine employer shall require any crewmember that 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

FINAL DRAFT 6/11

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 46 CFR 16.401:

- 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.
- Supervisory personnel must receive at least 60 minutes of training.

FINAL DRAFT 6/11

Marine Casualty Reporting

UTV's Less Than Five Net Tons

For state registered UTV's, 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, 173.55 and 173.59

UTV's At Least Five Net Tons

(a) 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. Also see page 62 "Hazardous Conditions".

> 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.

FINAL DRAFT 6/11

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.

FINAL DRAFT 6/11

Security Plans Required by MTSA and the ISPS Code

General Policy Guidance

MTSA applicability for UTV's 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 an Vessel Security Plan (VSP) or an Alternative Security Program (ASP), either of which must be approved. 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. See also CG-543 Policy Letter 11-04 in Appendix C.

The ISPS Code applies to vessels 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 UTV's 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)

FINAL DRAFT 6/11

UTV's 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 verification once in five years by the Coast Guard. See FAQ's in Appendix B.

Marine Sanitation Device (MSD)

Applicability

UTV's 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 ft) 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.

FINAL DRAFT 6/11

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 UTV's must be equipped with an alternate means of discharging untreated sewage from the holding tank to a shore-based sewage treatment facility.

Note of caution: contact between petroleum products and chlorine tablets (required by most type I and II MSD's) may cause fires and explosions. Refer to manufacturer instructions and its Material Safety Data Sheet for proper storage requirements.

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

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)

FINAL DRAFT 6/11

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

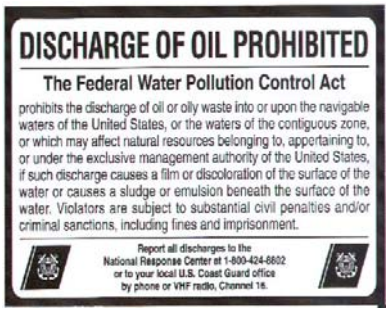
Pollution Prevention

Applicability

All UTV's 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



UTV's 26 ft 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 UTV's

Non-oceangoing UTV's 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. UTV's may retain oily mixtures onboard in the ship's bilges; an oil residue (sludge) tank is not required in accordance with 33 CFR 155.330(b). Non-oceangoing UTV's 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. See FAQ on pumping, piping and discharge requirements in Appendix B. 33 CFR 155.410

HWE DRAFT 6/11

Bilge Slops on Oceangoing UTV's

Oceangoing UTV's 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 in accordance with 33 CFR 155.350(b). Oceangoing UTV's 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.
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

FINAL DRAFT 6/11

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).
(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 cannot 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 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

FINAL DRAFT 6/11

UTV's 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, 33 CFR 155.750 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

Certificate of Financial Responsibility

UTV's 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 vessel owner and operator are not the same, the operator must ensure that the original or copy of the demise charter-party is maintained on board the vessel and made available to the CG upon request. The demise charter-party may be substituted by a written document on the owner's letterhead, signed by the vessel owner, which specifically identifies the vessel operator named on the COFR. 33 CFR 138.100

Vessel Response Plan

UTV's 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

UTV's 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.

FINAL DRAFT 6/11

Vessel General Permit (VGP)

For information on VGP, see CG-543 Policy Letter 11-01 in Appendix C and FAQ in Appendix B.

MARPOL ANNEX VI (Air Pollution)

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).

The International Maritime Organization (IMO) adopted Annex VI on 9/27/1997 to limit air pollution from ships. It applies to UTV's 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 UTV's 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.

Also see CG-543 Policy Letter 09-01 in Appendix C.

Ballast Water Management for UTV's voyaging beyond the Exclusive Economic Zone

UTV's, 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 UTV's

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

UTV's 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:

FINAL DRAFT 6/11

- 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.

UTV's 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.

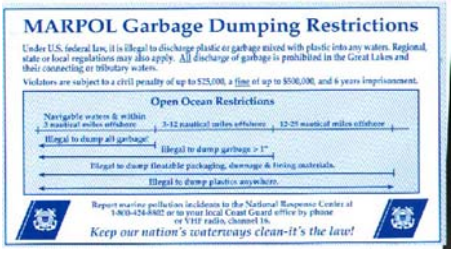
> Note: Many UTV's on Western Rivers routes use treated city water supplies for ballast uptake. Under most circumstances, the discharge of treated city water should be considered an alternative environmentally

sound method of ballast water management.

There are mandatory ballast water reporting and recordkeeping requirements for UTV's equipped with ballast tanks. See 33 CFR 151.2041 through 151.2045 for more details. Also see Ballast Water NVIC 07-04 for more guidance on the TVNCOE's website at http://www.uscg.mil/hq/cg5/TVNCOE/NVICs.asp.

Garbage Pollution Prevention

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 UTV's of 40 ft 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)

FINAL DRAFT 6/11

Garbage Placards

Each UTV 26 ft 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 UTV's 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 UTV's 12 meters (39.4 ft) or more in length operating in the Navigable Waters of the United States other than the Saint Lawrence Seaway. UTV's 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.

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 UTV's less than 300 gross tons, and RTCM Paper191-93/SC112-X, published in 1993, applies to UTV's of 300 gross tons or larger. Since 8/2/1997, 33 CFR 164.72(a)(1) has required all new marine radars installed on UTV's to meet the RTCM standards.

FINAL DRAFT 6/11

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 UTV's 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 UTV's on Western Rivers routes use range scales in statute miles instead of nautical miles.

- Display: A minimum display size of 10" diagonal/diameter for LCD and minimum 9" diagonal/diameter 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 (there are no minimum display size for inland vessels).
- 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. Most dome type arrays do not comply with this minimum size requirement.
- Tuning: A means must be provided to correct tuning of the equipment
- Anti-Clutter: Suitable means to suppress unwanted echoes

Searchlight

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.

Magnetic Compass or Swing Meter

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. UTV's operating on other routes must have an illuminated card-type magnetic steering compass readable from the UTV's main steering station.

Echo Depth Sounding Device

An echo depth-sounding device readable from the vessel's main steering station, unless the vessel engages in towing exclusively on Western Rivers. District Eight Policy Letter 02-2006 (see Appendix C) expands the Western River exemption to include Inland Rivers (as defined by Inland Navigation Rules 3(o)).

Electronic Position-Fixing Device

FINAL DRAFT 6/11

An electronic position-fixing device, 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

The following UTV's must have a properly installed, operational, type approved AIS:

- UTV's of 65 ft or more in length on an international voyage. 33 CFR 164.46(a)(1)
- UTVs of 26 ft or more in length and more than 600 horsepower when operating within the monitoring area of a Vessel Traffic Service (VTS) or Vessel Movement Reporting System (VMRS) listed in table 33 CFR 161.12(c). 33 CFR 164.46(a)(3)

Note: The Coast Guard's Navigation Center posts current AIS requirements online at http://navcen.uscg.gov/?pageName=AISCarriageReqmts

Charts & Maps

UTV's 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 164.72

General Publications

UTV's 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.

FINAL DRAFT 6/11

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 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.

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

Also see CG-543 Policy Letter 10-05 for guidance on electronic navigation publications Appendix C.

Vessel Traffic System Rules

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

Equipment 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 (where required), 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)

FINAL DRAFT 6/11

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

UTV's of 26 ft 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). See also FAQ on Bridge-to-Bridge Certificate in Appendix B.

> 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, UTV's 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.

FINAL DRAFT 6/11

UTV's 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). UTV's 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.

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

FINAL DRAFT 6/11

Radio stations in the maritime service must be licensed by FCC individually or by fleet. Licenses will normally be issued for a term of ten years from the date of original issuance, or renewal. 47 CFR 80.13 and 80.25

Operator Requirements of the Bridge-To-Bridge Act

UTV's 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. See FCC guidance, FCC Public Notice DA 09-658 dated March 23, 2009, for expiration dates. 47 CFR 80.163

Station Logs

The radiotelephone licensee and radio operator shall maintain a radio log. 33 CFR Part 26 contains the regulations that implement the Vessel Bridge-to-Bridge Radiotelephone Act. In accordance with (IAW) 33 CFR 26.03, "Every towing vessel of 26 ft or over in length while navigating…must have a radiotelephone on board capable of operation from its navigational bridge." 47 CFR 80.409(e) requires ship radiotelephone logs/log entries for vessels that "…are compulsorily equipped for radiotelephony…"
You can find details regarding applicable radiotelephone log entries in 47 CFR 409(f). Taking into account the vessel's route and service, not all of the log requirements will be applicable to all vessels (i.e. inland towing vessels will not have GMDSS, SARTS, etc.). See FAQ on radio logs in Appendix B. 47 CFR 80.409(f)(3) requires radiotelephony stations subject to the Bridge-to-Bridge Act to record:

1) A summary of all distress and urgency communications affecting the station's own ship, all distress alerts relayed by the station's own ship, and all distress call acknowledgements and other communications received from search and rescue authorities.
2) A weekly entry that:
    a. The proper functioning of digital selective calling (DSC) equipment has been verified by actual communications or a test call;
    b. The portable survival craft radio gear and radar transponders have been tested; and
    c. The EPIRBs have been inspected.
3) An entry at least once every thirty days that the batteries or other reserve power sources have been checked and are functioning properly.
4) The time of any inadvertent transmissions of distress, urgency and safety signals including the time and method of cancellation.
5) Results of inspections and tests of compulsorily fitted lifeboat radio equipment;
6) A daily statement about the condition of the required radiotelephone equipment, as determined by either normal communication or test communication.

FINAL DRAFT 6/11

IAW 47 CFR 80.409(f)(2), vessels subject to the Great Lakes Agreement must make two additional record entries:

1) At the beginning of each watch, the Officer of the Navigational Watch, or GMDSS Operator on watch, if one is provided, shall ensure that the navigation receiver is functioning properly and is interconnected to all GMDSS alerting devices which do not have integral navigation receivers, including: VHF DSC, MF DSC, satellite EPIRB and HF DSC or INMARSAT SES. On a ship without integral or directly connected navigation receiver input to GMDSS equipment, the Officer of the Navigational Watch, or GMDSS Operator on watch, shall update the embedded position in each equipment. An appropriate log entry of these actions shall be made.
2) A GMDSS radio log entry shall be made whenever GMDSS equipment is exchanged or replaced (ensuring that ship MMSI identifiers are properly updated in the replacement equipment), when major repairs to GMDSS equipment are accomplished, and when annual GMDSS inspections are conducted.

If the radio station is required to be inspected additional log entries are required per 47 CFR 80.409(f)(1) or 80.490(f)(2) as applicable.
IAW 47 CFR 80.409(a)(1), the log "…must be kept in an orderly manner." and "…may be kept electronically or in writing."

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 ft) and the length or breadth of the tow, exclusive of the towing line, is less than 20 meters (65.5 ft); 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.

UTV's subject to the GLRA must have a minimum of two VHF-FM radiotelephone installations as prescribed by 33 CFR 26 and 47 CFR 80.955, 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.

FINAL DRAFT 6/11

The second VHF installation must be electrically separate from the first VHF installation. However, both may be connected t the main power supply provided one installation can be operated from a separate power supply located as high as practicable on the vessel.

UTV's 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 (33 CFR 164.78):

- 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 UTV's 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 following tests and inspections are conducted and that the results are entered in the log or other record carried on board:

FINAL DRAFT 6/11

Less than 1600 GT (33 CFR 164.80)

Before vessel embarks on a voyage of more than 24hrs or when each new Master/operator assumes command.

- Steering System
- Navigational Equipment
- Communications
- Navigation Lights (& Searchlight)
- Terminal Gear
- Propulsion Systems

1600 GT or more (33 CFR 164.25)

No more than 12hrs before entering or getting underway on navigable waters.

- Primary & Secondary Steering Gear
- All internal vessel control communications & vessel control alarms
- Standby or Emergency Generator
- Storage Batteries (emergency lighting & power systems)
- Main Propulsion Machinery
- Navigational Equipment **33 CFR 164.80(b)(1)**
- Terminal Gear **33 CFR 164.80(b)(2)**

FINAL DRAFT 6/11

Navigation Lights and Sound Signals

Applicability

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

General Information

UTV's 12 meters (39.4 ft) 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

46 CFR 25.10 establishes specific standards for navigation light fixtures and light bulbs for UTVs built on or after November 7, 2002. These standards include a requirement for the navigation light to be certified by a laboratory listed by the Coast Guard to the standards of ABYC A-16, or an equivalent.

Llights that have been tested and certified by a Coast Guard accepted independent laboratory to ABYC A-16 or UL 1104 standards indicate the lights meet NAV Rule 22 (visibility requirements) and the Annex I (positioning and technical details of lights). Modification of navigation light fixture base(s) to accept household incandescent or fluorescent bulbs will void the certification and will not be accepted by Coast Guard.

FINAL DRAFT 6/11

Navigation lights on UTVs built prior to November 7, 2002 are not required to meet the ABYC A-16 standard. However, unless exempted under NAV Rule 38, they should meet the requirements of Rule 22 and the technical details of Annex I of the NAV Rules. When non-certified light fixtures or light bulbs need to be replaced they do not have to be replaced with certified light fixtures or light bulbs. Original equipment may be replaced in kind – see Federal Register Volume 66 page 55087.

NAV Rule 38 exempts inland UTVs less than 20 meters (65.5 ft) in length built prior to December 24, 1980 from complying with Rule 22 and Annex I of the NAV Rules. CG-543 Policy letter 11-02 (see Appendix C) provides guidance for navigation lights on UTVs less than 20 meters in length while operating on inland waters.

NAV Rule 21 provides definitions describing the different types of navigation lights. 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 sternlight 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 yellow towing light will have the same characteristics as the sternlight. The positioning and spacing of navigation lights are specified in Annex I of the Rules.

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

Navigation Light, Underway but Not Engaged in Towing **INLD and INTL** Rule 23

For application of NAV Rules, a UTV underway but not engaged in towing is considered to simply be a power driven vessel and should display lights in accordance with Rule 23. The UTV shall exhibit a masthead light forward; a second masthead light abaft and higher than the forward one (a vessel less than 50 meters (164 ft) 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.

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

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

FINAL DRAFT 6/11

UTV's 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, UTV's must display a diamond shape where it can best be seen.

Navigation Lights and Shapes, Pushing Ahead or Towing Alongside **INLD** Rule 24(c)

UTV's 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 UTV's 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 89.27. 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 **INTL** Rule 24(c)

UTV's 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.

Vessels Being Towed Alongside **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.

FINAL DRAFT 6/11

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 **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 **INLD** Rule 33 and Annex III

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 UTV's 12 to less than 20 meters in length, the diameter of the bell must be at least 200 mm (7.9 inches). For UTV's of 20 meters or

more in length, the diameter of the bell must be at least 300 mm (11.8 inches).

Note 2: Whistle range:

Length of Vessel m(ft)	Audibility Range (nm)
200 (656.2) or more	2
75 (246) but less than 200 (656.2)	1.5
20 (65.6) but less than 75 (246)	1.0
12 (39.4) but less than 20 (65.6)	0.5

Sound Signals **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.

FINAL DRAFT 6/11

Note 1: For UTV's of 20 meters or more in length, the diameter of the bell must be at least 300 mm (11.8 inches).

Note 2: Whistle range:

Length of Vessel m(ft)	Audibility Range (nm)
200 (656.2) or more	2
75 (246) but less than 200 (656.2)	1.5
20 (65.6) but less than 75 (246)	1.0
Less than 20 (65.6)	0.5

Lifesaving Equipment

Applicability

All UTV's.

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, must be made serviceable and correctly stowed or removed from the vessel. See CG-543 Policy Letter 10-06 in Appendix C.

UTV's less than 40 ft 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 ft in length or longer must have at least one CG-approved life preserver (Type I PFD) of a suitable size for each person on board.

Life preservers are required for all persons carried on board the vessel. If the vessel is used to carry additional persons (i.e. crew transfers) then there must be enough life preservers for those additional persons.

FINAL DRAFT 6/11

UTV's 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 ft 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

Personal Flotation Device (PFD) Lights

This section applies to UTV's 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

FINAL DRAFT 6/11

Work Vests

Work vests are not required to be onboard a UTV. When work vests are found on board, the work vests are required to meet the following criteria:

- Buoyant work vests carried under the permissive authority of this subpart shall be of an approved type, and shall be constructed, listed, and labeled in accordance with subpart 46 CFR 160.053. 46 CFR 26.30-1
- Approved buoyant work vests are considered to be items of safety apparel and may be carried aboard vessels to be worn by crew members when working near or over the water under favorable working conditions. 46 CFR 26.30-5
- When carried, approved buoyant work vests shall not be accepted in lieu of any portion of the required number of approved lifesaving appliances required.
- The approved buoyant work vests shall be stowed separately from the regular stowage of required lifesaving equipment. 46 CFR 26.30-10

In accordance with CG-543 Policy Letter 10-06 (see appendix C) type II or type III PFD's may be used in lieu of Type V work vests.

Inflatable Liferafts

Currently UTV's are not required to have life rafts on board. Some UTVs that engage in ocean, coastwise or Great lakes voyages have life rafts buoyant apparatus or life floats onboard. If the vessel is equipped with these lifesaving appliances they must be examined for proper type, use and stowage. Each life saving appliance should be visually examined externally to ensure that they are in good working order and ready for immediate use.

The following should be used as a guide to examine the life rafts:

- Launching instructions posted.
- Stowage
- Annual service dates.
- Hydro release service dates
- Proper weak link
- Float free
- Markings
- Capacities

Except for external examination of the container and stowage of the equipment, these life rafts should be inspected and tested only at one of the inflatable life raft manufacturer's approved servicing facilities at intervals not exceeding 12 months.

FINAL DRAFT 6/11

Fire Fighting Equipment

Applicability

All UTV's, 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.

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. For more information on excess equipment, see CG-543 Policy Letter 10-06 in Appendix C.

General

FINAL DRAFT 6/11

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. Also see FAQ on halon 1301, portable fire extinguishers without markings, and maintenance and inspections required for portable fire extinguishers in Appendix B. 46 CFR 25.30-5

46 CFR 162.028 and 162.039 are the approval specifications for portable and semi-portable fire extinguishers, respectively, contain the basic approval requirements. These specifications require the extinguishers to meet certain minimum criteria, and to be listed and labeled by a Coast Guard recognized independent testing laboratory as "Marine Type," and "USCG Approved." Coast Guard approved extinguishers are also marked with symbols indicating type and size designation, such as "Type B, Size I."

Navigation and Vessel Circular (NVIC) NO. 13-86 "Use of Underwriters Laboratories (UL) Listed Fire Extinguishers" gives guidance on allowing UL as the approved testing laboratory for marine type fire extinguishers.

NVIC NO. 13-86: http://www.uscg.mil/hq/cg5/nvic/pdf/1986/n13-86.pdf

Here is the website for UL online approval directory:
http://database.ul.com/cgi-bin/XYV/template/LISEXT/1FRAME/index.html

Marine-type portable fire extinguishers are normally rated based upon the type of fire (A, B, C, or D) and extinguisher size (Roman numeral I through V). Examples of the sizes for some of the typical hand portable fire extinguishers and semi-portable fire extinguishing systems appear in Table 25.30-10(c)

Classification	Foam (gal)	Carbon Dioxide (lbs)	Dry Chemical (lbs)
B-I	1.25	4	2
B-II	2.5	15	10
B-III	12	35	20
B-IV	20	50	30
B-V	40	100	50

Table 25.30-10(c)

FINAL DRAFT 6/11

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. Also see FAQ on liquid level indicators in Appendix B.

The regulations permit the use of any one of three types of fixed fire-extinguishing systems. By allowing a choice among the three, towing vessel operators are able to select a form of protection that is best suited to their vessels. Acceptable systems are: approved total flooding carbon dioxide systems designed in accordance with 46 CFR 76.15; clean agent systems such as FM-200 or Inergen that are USCG type approved; and approved water mist systems that are designed in accordance with the Marine chapter of NFPA 750. The water mist system requirements have been specially formulated for towing vessels and are based on the use of a local application network of nozzles with a self-contained 10 minute supply of water.

Existing fixed fire extinguishing systems may be used to satisfy the requirement for a fixed suppression system, if the operator can demonstrate that the system has been designed and maintained in accordance with USCG approval criteria. Certification by a Registered Professional Engineer or by a classification society that the system meets appropriate design criteria is one acceptable method of demonstrating compliance.

The following website can be used to verify a fixed fire extinguishing system is listed as an approved Coast Guard system:
http://cgmix.uscg.mil/equipment/equipmentsearch.aspx

Required Equipment

Towing vessels on **inland service, and on ocean or coastal service** whose construction was contracted for **before August 27, 2003** must carry: (46 CFR 27.303)

Minimum number of portable fire extinguishers required by 46 CFR 25.30	AND	B-V semi-portable fire extinguishing system to protect engine room	OR	Fixed fire extinguishing system installed to protect engine room

Towing vessels in **ocean or coastal service** whose construction was contracted for **on or after August 27, 2003** must carry: (46 CFR 27.305)

Minimum number of portable fire extinguishers required by 46 CFR 25.30	AND	B-V semi-portable fire extinguishing system to protect engine room	AND	Fixed fire extinguishing system installed to protect engine room

FINAL DRAFT 6/11

Portable Fire Extinguishers Required by 46 CFR 25.30

UTV's **65 ft 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 UTV's less than 26 ft 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.

Length, ft	Minimum number of B-1 hand portable fire extinguishers required[1]	
	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.

UTV's **more than 65 ft** 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.
- 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.

FINAL DRAFT 6/11

Fixed Fire Pumps, Fire Mains, Hoses and Nozzles

UTV's 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 ft) 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

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 ft) 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

FINAL DRAFT 6/11

Fire Prevention Equipment

General Alarm Systems

UTV's 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.

UTV's 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.

Fire Detection Systems

UTV's 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.

FINAL DRAFT 6/11

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. Also see FAQ on Hillersafe fire detection system, excess equipment, and "replacement in kind" in Appendix B. 46 CFR 27.203

Internal Communications Systems

UTV's 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.

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

FINAL DRAFT 6/11

Tests and Maintenance of Equipment

All required fire prevention and suppression equipment must be tested and maintained in accordance with the attached nameplate or manufacturer's approved design manual. 46 CFR 27.100(d)

The general alarm (or public address system) must be tested at least once each week. 46 CFR 27.201(a)(4)

Required monthly drills must include the testing of all alarm and detection systems. 46 CFR 27.209(c)(3)

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.

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

FINAL DRAFT 6/11

Fuel Shutoff Valves for UTV Fuel Systems

To stop the flow of fuel in the event of a break in the fuel line, UTV's 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. See also FAQ on location of remote fuel shut-off valves in Appendix B. 46 CFR 27.207

Fuel Systems on UTV's 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 outboard engine portable tanks and related fuel lines and accessories must comply with ABYC H-25. 46 CFR 147

UTV's 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.

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 ft) 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

FINAL DRAFT 6/11

Towline and Terminal Gear for Towing Astern

Applicability

UTV's 12 meters (39.4 ft) 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)

FINAL DRAFT 6/11

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.

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

FINAL DRAFT 6/11

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

UTV's 12 meters (39.4 ft) 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

FINAL DRAFT 6/11

Terminal Gear Visual Inspection

Applicability

UTV's 12 meters (39.4 ft) 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.

FINAL DRAFT 6/11

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)

Hazardous Conditions

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. 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 of unserviceable fire protection equipment – improper fire extinguishers, or malfunctioning fire detection/alarm system
- Inadequate/improper 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
- Failure to properly maintain pressure vessels (i.e. air receivers, etc) – gross deterioration of metal, missing or illegible data plate, missing or inoperable safety relief valve, and improper welding repairs

FINAL DRAFT 6/11

Appendix A – Form CG-2692, CG-2692A, CG-2692B

These forms can be downloaded from the following weblink:

http://www.uscg.mil/hq/cg5/TVNCOE/Toolbag.asp

FINAL DRAFT 6/11

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 ☐ YES ☐ NO	20. Name of Pilot	USCG License ☐ YES ☐ NO	State License ☐ 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

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
47a. Signature		47d. Telephone No.
		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

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)

FOR BARGE CAUSING OR SUSTAINING DAMAGES						26e. USCG Certificate of Inspection Issued at:
26. Name		26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	
26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD AFT	26i. Operating Company			
26j. Damage Amount DAMAGE TO BARGE _____ CARGO _____		26k. Describe Damage to Barge				

FOR BARGE CAUSING OR SUSTAINING DAMAGES						26e. USCG Certificate of Inspection Issued at:
26. Name		26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	
26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD AFT	26i. Operating Company			
26j. Damage Amount DAMAGE TO BARGE _____ CARGO _____		26k. Describe Damage to Barge				

FOR BARGE CAUSING OR SUSTAINING DAMAGES						26e. USCG Certificate of Inspection Issued at:
26. Name		26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	
26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD AFT	26i. Operating Company			
26j. Damage Amount DAMAGE TO BARGE _____ CARGO _____		26k. Describe Damage to Barge				

FOR BARGE CAUSING OR SUSTAINING DAMAGES						26e. USCG Certificate of Inspection Issued at:
26. Name		26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	
26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD AFT	26i. Operating Company			
26j. Damage Amount DAMAGE TO BARGE _____ CARGO _____		26k. Describe Damage to Barge				

FOR BARGE CAUSING OR SUSTAINING DAMAGES						26e. USCG Certificate of Inspection Issued at:
26. Name		26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	
26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE SKIN	26h. Draft FWD AFT	26i. Operating Company			
26j. Damage Amount DAMAGE TO BARGE _____ CARGO _____		26k. Describe Damage to Barge				

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: 10/31/2011 **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	10. Master or Person in Charge
Name:	Name:
Address:	Address:
Telephone Number:	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	18. Laboratory conducting blood alcohol test(s) or individual conducting saliva or breath alcohol test(s)
Name:	Name:
Address:	Address:
Telephone Number:	Telephone Number:

19. Person Making This Report *(Please Print)*	20. Signature	21. Date
Name:		
Address:		
Telephone Number:	Title:	

22. Remarks *(See Instructions on Reverse)*

SN 7530-01-GF3-2380

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)*

Appendix B – Frequently Asked Questions (FAQ)

These FAQ's (with hyperlinks) are also available on the TVNCOE website at http://www.uscg.mil/hq/cg5/TVNCOE/FAQS.asp .

The information on the TVNCOE website is frequently updated; please check the website for the most current information.

FINAL DRAFT 6/11

Q: Does an inspected towing vessel have to complete an Inspection for Certification and a UTV examination in order to be issued a UTV decal?

No. An inspected towing vessel does not need to undergo a UTV Exam on top of the Inspection for Certification to receive the UTV decal. The UTV decal should be issued to the vessel by virtue of the fact that it is in compliance with a higher standard (46 Subchapter I) than the uninspected regulations (46 CFR Subchapter C). Issuing a UTV decal to an inspected towing vessel, just like with small passenger vessels, allows operational units to quickly determine if the vessel is in regulatory compliance especially if the vessel's uninspected/inspected status is not readily apparent.

Guidance for issuing a UTV decal to inspected towing vessels:

1. The decal expiration date shall match the expiration of the COI.
2. Because the decal expires with the COI it is not required to be added to the MISLE certificates.
3. The COI is the authoritative document onboard, not the decal.
4. Posting of the decal shall be in accordance with current guidance. "Decal Placement: After issuing a decal, inform the operator that the decal must be displayed in clear view on the starboard superstructure of the pilothouse. (The decal may be displayed in a window in this location as long as the display does not obstruct the operator's view.)"

FINAL DRAFT 6/11

Q. What date should I use as the issue date for the Towing Vessel Examination Decal?

The issue date for the Towing Vessel Examination Decal is the date the decal is issued. The decal is valid for three (3) years from the issue date. Here are a few scenarios for clarification:

1. You complete a UTV examination with no disqualifying deficiencies noted and you issue a decal to the vessel. The decal issue date would be the same as the date of the examination.
2. You complete a UTV examination and disqualifying deficiencies were noted. The deficiencies were corrected before you completed the examination; you have documented the deficiencies as corrected and issued the decal. The decal issue date would be the same as the date of the examination.
3. You complete a UTV examination and disqualifying deficiencies were noted. Corrective action cannot be completed before the conclusion of the examination. You document the discrepancies and do not issue the decal. A few weeks later the company calls and indicates the discrepancies have been corrected. You complete a discrepancy follow-up visit (def check), clear the discrepancies and issue the decal. The decal issue date would be the same as the date of the discrepancy follow-up visit – the day the decal was issued.
4. Another port completes a UTV examination and disqualifying deficiencies were noted. Corrective action could not be completed before the conclusion of the examination. The examination was documented with outstanding discrepancies and a decal was not

issued. At the end of the examination the owner/operator indicated they wanted to have the discrepancies cleared in your port and your OCMI agreed to this arrangement. A few weeks later the vessel is in your port and the company contacts you and indicates the discrepancies have been corrected. You complete a discrepancy follow-up visit (def check), clear the discrepancies and issue the decal. The decal issue date would be the same as the date of your discrepancy follow-up visit.

Q. If MTSA regulations are applicable to an uninspected towing vessel (UTV)…how often must the UTV undergo a MTSA verification?

A minimum of once in five years.

Guidance for conducting MTSA verifications can be found in Navigation and Vessel Inspection Circular (NVIC) No. 04-03. Some confusion regarding the verification cycle may exist due to conflicting information contained in NVIC 04-03, the USCG Uninspected Towing Vessel Examination form (UTV Form 001(6/09)) and the USCG Requirements for Uninspected Towing Vessels guidebook. Section 3.B in enclosure 2 to NVIC 04-03 states "Uninspected vessels must undergo verification, initially, at least once every five years, and based on risk at other times…." Paragraph 8.7.3 in enclosure 8 to NVIC 04-03 states "After initial verification, uninspected vessels must be verified at least twice every five years." The UTV examination form and the UTV guidebook also indicate MTSA verifications should be completed twice in five years.

FINAL DRAFT 6/11

Due to the ambiguous nature of NVIC 04-03 (different timeframes in separate enclosures), CG-544 and CG-543 decided to require the minimum frequency stated in NVIC 04-03 – once in five years. Once in five years is a minimum verification cycle. The COTP may increase the number of MTSA verifications if warranted by operation risks.

Q. What towing vessels are required to have a Bridge to Bridge Certificate?

All towing vessels as defined in 33 CFR 26.03, unless exempted by the Great Lakes Agreement or Communications Act of 1934 as explained below:

33 CFR 26.09 exempts all towing vessels navigating on those waters governed by navigation rules for the Great Lakes and their connecting and tributary waters. They must follow the Great Lakes Agreement.

47 USC 352 (Communications Act of 1934) exempts a ship navigating solely on any bays, sounds, rivers, or protected waters within the jurisdiction of the United States, or to a ship leaving or attempting to leave any harbor or port of the United States for a voyage solely on any bays, sounds, rivers, or protected waters within the jurisdiction of the United States from having to have a Bridge to Bridge Certificate. This means all towing vessels operating in the above routes are exempt from the requirements to have the vessel's radiotelephone inspected and issued a Bridge to Bridge Certificate.

All towing vessels over 26 ft operating on other than the above routes will have their bridge to bridge radiotelephone stations inspected pursuant to the requirements of Parts II and III of Title III of the 1934 Communications Act. 47 CFR 80.59 states the FCC will not normally conduct the required inspections of ships subject to the inspection requirements of the Communications Act or the Safety Convention. Nothing in this section prohibits Commission inspectors from inspecting ships. The mandatory inspection of U. S. vessels must be conducted by an FCC-licensed technician holding an FCC General Radiotelephone Operator License, GMDSS Radio Maintainer's License, Second Class Radiotelegraph Operator's Certificate, or First Class Radiotelegraph Operator's Certificate. 47 CFR 80.1005 states that ships subject to the Bridge to Bridge Act may, in lieu of an endorsed certificate, certify compliance in the station log required by section 47 CFR 80.409(f).

47 CFR 80.953 states that 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. 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.

FINAL DRAFT 6/11

Q. Are towing vessels required to maintain a radio log?

Yes, if the vessel is subject to the Vessel Bridge to Bridge Radiotelephone Act or the Great Lakes Agreement.

33 CFR Part 26 contains the regulations that implement the Vessel Bridge to Bridge Radiotelephone Act. In accordance with (IAW) 33 CFR 26.03, "Every towing vessel of 26 ft or over in length while navigating…must have a radiotelephone on board capable of operation from its navigational bridge." Towing vessels which require a radiotelephone IAW 33 CFR 26.03 meet the definition of a compulsory ship IAW 47 CFR 80.5 which is, "Any ship which is required to be equipped with radio telecommunication equipment in order to comply with the radio or radio-navigation provisions of a treaty or statute to which the vessel is subject." 47 CFR 80.409(e) requires ship radiotelephone logs/log entries for vessels that "…are compulsorily equipped for radiotelephony…"

You can find details regarding applicable radiotelephone log entries in 47 CFR 409(f). Taking into account the vessel's route and service, not all of the log requirements will be applicable to all vessels (i.e. inland towing vessels will not have GMDSS, SARTS, etc.). 47 CFR 409(f)(3) states "Radiotelephony stations subject to the Bridge-to-Bridge Act must record entries indicated by paragraphs (e) (1), (5), (6), (7), (11) and (12) of this section." Those record entries are:

(1) A summary of all distress and urgency communications affecting the station's own ship, all distress alerts relayed by the station's own ship, and all distress call acknowledgements and other communications received from search and rescue authorities.
(5) A weekly entry that:
(i) The proper functioning of digital selective calling (DSC) equipment has been verified by actual
communications or a test call;
(ii) The portable survival craft radio gear and radar transponders have been tested; and
(iii) The EPIRBs have been inspected.
(6) An entry at least once every thirty days that the batteries or other reserve power sources have been checked and are functioning properly.
(7) The time of any inadvertent transmissions of distress, urgency and safety signals including the time and method of cancellation.
(11) Results of inspections and tests of compulsorily fitted lifeboat radio equipment;
(12) A daily statement about the condition of the required radiotelephone equipment, as determined by either normal communication or test communication;

47 CFR 80.409(f)(2) states, " Radiotelephony stations subject to the Great Lakes Agreement and the Bridge-to-Bridge Act must record entries indicated by paragraphs (e) (1), (5), (6), (7), (8), (9), (11) and (12) of this section." IAW 47 CFR 80.409(f)(2), vessels subject to the Great Lakes Agreement must make two additional record entries:

FINAL DRAFT 6/11

8) At the beginning of each watch, the Officer of the Navigational Watch, or GMDSS Operator on watch, if one is provided, shall ensure that the navigation receiver is functioning properly and is interconnected to all GMDSS alerting devices which do not have integral navigation receivers, including: VHF DSC, MF DSC, satellite EPIRB and HF DSC or INMARSAT SES. On a ship without integral or directly connected navigation receiver input to GMDSS equipment, the Officer of the Navigational Watch, or GMDSS Operator on watch, shall update the embedded position in each equipment. An appropriate log entry of these actions shall be made.
(9) A GMDSS radio log entry shall be made whenever GMDSS equipment is exchanged or replaced (ensuring that ship MMSI identifiers are properly updated in the replacement equipment), when major repairs to GMDSS equipment are accomplished, and when annual GMDSS inspections are conducted.

If the radio station is required to be inspected additional log entries are required per 47 CFR 80.409(f)(1) or 80.490(f)(2) as applicable.

IAW 47 CFR 409(a)(1), the log "…must be kept in an orderly manner." and "…may be kept electronically or in writing."

Q. Will the Coast Guard verify compliance with Vessel General Permit (VGP) requirements during Industry Initiated Exams on Uninspected Towing Vessels (UTV)?

Not at this time. Although, a Memorandum of Understanding (MOU) between the Environmental Protection Agency (EPA) and the USCG allows the USCG to evaluate vessel compliance with EPA's VGP requirements and also to share observations with the EPA, the thrust of this policy is verification of VGP matters for inspected vessels. Therefore, while UTV's must comply with applicable VGP items, the USCG will not evaluate compliance with VGP requirements during routine exams (e.g., Industry Initiated Exams). It is important that the vessel owners/operators understand the applicable requirements and also that the USCG will likely engage in verification activities with UTV's at some future date. Further information can be found on the EPA's webpage and from the USCG's policy letter CG-543 11-01.

Q. What are the pumping, piping and discharge requirements for ocean or non-ocean going vessels, and what if the owner/operator feel requirements cannot be satisfied?

33 CFR 155.420 requires that **oceangoing** ships between 100 gross tons and 400 gross tons (fitted with main or auxiliary machinery spaces) have at least one pump installed to discharge oily mixtures through a fixed piping system to a reception facility. The same requirement applies to **non-oceangoing** ships of 100 gross tons or more (a pump with fixed piping). In this case, oceangoing means operated at any time seaward of the outermost boundary of the territorial sea of the U.S. (see 33 CFR 151.05 & 33 CFR 2.22)

FINAL DRAFT 6/11

An oceangoing ship (between 100 gross tons and 400 gross tons) that has approved oily-water separating equipment does not need the pump or piping; this also applies to the non-oceangoing ship (of 100 gross tons or more) that has oily-water separating equipment onboard.

The above regulation requires that the defined vessel(s) be equipped with fixed piping and one pump installed to discharge oily mixtures to a reception facility. Utilization of the system is not required. Therefore, the company is permitted to use an alternative means to remove oily mixtures from the vessel(s).

EXEMPTION: As provided for by 33 CFR 155.130, companies can submit in writing an exemption request to Commandant, via a local Captain of the Port or Officer in Charge, Marine Inspection, regarding the pump/piping requirement. In accordance with 33 CFR 130 (a)(2)(i-iii) The exemption must meet one of the following conditions: Compliance with a specific requirement is economically or physically impractical; no alternative procedures, methods, or equipment standards exist that would provide an equivalent level of protection from pollution; and the likelihood of discharge occurring as a result of the exemption is minimal.

EXTENSION: As provided for by CG-543 Policy Letter 10-02 (see Appendix C), companies can request an extension to obtain additional time to comply with the pump/piping requirement.

Q: Is the B-III semi-portable fire extinguishing system listed in 46 CFR 25.30-20(2)(ii) required on an uninspected towing vessel?

The B-III is not required per 47 CFR 27.303(a) and 46 CFR 27.305(a).

46 CFR Part 27 contains the regulations for provisions of fire protection and fire suppression equipment on towing vessels.

46 CFR 27.303 states that towing vessels in inland service and towing vessels in ocean or coastal service whose construction was contracted for before August 27, 2003 must carry both the minimum number of hand portable fire extinguishers required by subpart 25.30 of this part and, by April 29, 2005, 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 27.305 states that towing vessels in ocean or coastal service whose construction was contracted for on or after August 27, 2003 must carry the minimum number of hand portable fire extinguishers required by subpart 25.30 of this part, an approved B-V semi-portable fire extinguishing system to protect the engine room, and a fixed fire-extinguishing system to protect the engine room. 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 the certificate of inspection), so that the barge may operate "in fair weather only, within 12 miles of shore," or with words of that effect.

FINAL DRAFT 6/11

As stated above 46 CFR 27.303(a) and 46 CFR 27.305(a)(1) refer to subpart 25.30 for the minimum number of hand portable fire extinguishers required, but do not refer to subpart 25.30 for a B-III semi-portable fire extinguishing system. 46 CFR 25.30-10(c) states that sizes I and II are hand-portable fire extinguishers. 46 CFR 25.30-10(c) states sizes III, IV, and V are semi-portable fire extinguishers.

On June 18, 2004 the final rule was published adding 46 CFR 27.303 and 46 CFR 27.305 to 46 CFR Part 27 Towing Vessel regulations. Prior to this the B-III fire extinguishing system was required.

Q: What do I do if during an UTV examination I find out the fire suppression company used liquid level indicators rather than weighing the CO2 cylinders while conducting the annual servicing of the vessel's fixed CO2 system?

National Fire Protection Association (NFPA) standard 12 /4.8.4.1 states all high pressure cylinders shall be weighed. The Coast Guard and NFPA require CO2 cylinders to be weighed to verify the cylinder contains the proper amount of CO2. Using liquid

level indicators is not an acceptable alternative to weighing CO2 cylinders. If you come across this situation, explain to the towing vessel representative that the Coast Guard does not recognize the use of liquid level indicators and request they have the fire suppression company weigh the CO2 cylinders at the next annual servicing.

Note: There was a Navigation and Vessel Inspection Circular (NVIC) No. 8-73 (Alternate means of determining the weight of CO2 in fire extinguishing systems) that did allow the use of liquid level indicators in lieu of weighing the CO2 cylinders however, the NVIC has been cancelled.

Q: Can Halon 1301 be used as a firefighting suppression agent on an uninspected towing vessel?

46 CFR 27.100 defines fixed fire-extinguishing systems as:

1. A carbon-dioxide system that satisfies 46 CFR subpart 76.15 and is approved by the Commandant;
2. A manually-operated clean-agent system that satisfies the National Fire Protection Association (NFPA) Standard 2001 (incorporated by reference in Sec. 27.102) and is approved by the Commandant; or
3. A manually-operated water-mist system that satisfies NFPA Standard 750 (incorporated by reference in Sec. 27.102) and is approved by the Commandant.

FINAL DRAFT 6/11

While some "clean agents" are listed in the National Fire Protection Association (NFPA) Standard 2001 (incorporated by reference in Sec. 27.102) Halon 1301 is not.

The Lifesaving and Fire Safety Division's (CG-5214) website indicates that the production of Halon 1301 fire fighting agent was terminated effective January 1, 1994, and the installation of new Halon systems on SOLAS ships is prohibited. However, existing systems may be retained if in good and serviceable condition. The best reference to use for a Halon 1301 systems is NVIC 06-72 Change 1.

National Fire Protection Association (NFPA) 12A (Standard on Halon 1301 Fire Extinguishing Systems) should be used as guidance to assist with conducting inspections and maintenance on existing fixed Halon fire extinguishing systems.

Q. What do I do if I find a Hillersafe fire detection system during a UTV examination?

The Coast Guard is aware that Hillersafe fire detection systems are installed on UTVs and the systems are not currently approved IAW 46 CFR 27.203(a). Hiller Systems Inc. is currently going through the testing/approval process for the Hillersafe system. Do not issue a requirement to remove the system.

During the course of the UTV examination, ensure the system is operating properly IAW the manufacturer's specifications. Once you are satisfied with the systems functionality enter an inspection note in MISLE per CG-5431 Marine Inspection Notice 01-10.

CG-5431 Marine Inspection Notice 01-10 indicates a towing vessel decal should not be issued if the vessel has a Hillersafe system. After reconsideration CG-5431 has decided towing vessels with installed Hillersafe fire detection systems may be issued a decal as long as other disqualifying conditions do not exist aboard the vessel.

Q. What fire detection systems can be considered "Excess Equipment" under Policy Letter 10-06?

The engine room fire detection system is required by 46 CFR 27.203 and therefore is not considered excess equipment under Policy Letter 10-06. However, if a vessel has additional fire detection systems in other spaces of the vessel, they may be considered "Excess Equipment" if they meet the requirements contained in paragraph 5-c of the Policy Letter.

In accordance with CG-543 Policy Letter 10-06 (5-c), existing fire detection systems and equipment that are carried and designated by the operator as "excess" are exempt from 46 CFR 27.203 (c) through (g) provided it (the equipment) is listed by an independent testing laboratory and is designed, installed, tested, and maintained in accordance with the equipment manufacturer's recommendations and relevant NFPA standard(s).

FINAL DRAFT 6/11

As an example, a vessel that is fitted with the required engine room fire detection system might also have a galley fire detection system. In this case, the galley system may be considered excess if it does not meet the requirements of 46 CFR 27.203 but does fall within the guidelines set forth in CG-543 Policy Letter 10-06.

Q: What are the requirements for the location of the remote fuel shut-off valves?

The fuel shut off valves should be located near the source of the fuel supply. This means near the storage tank, day tank or fuel distributions manifold.

46 CFR 27.207 states that to stop the flow of fuel in the event of a break in the fuel line, you 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.

This requirement, derived from the final rule, states that any fuel line subject to internal head pressure from the fuel tank must be provided with a remotely operable fuel shut-off valve. The intent is to require a means to stop the main supply of fuel to the engine room during a fire. Coast Guard data shows that failure of fuel lines and flexible hoses

are among the leading causes of fires in engine rooms on towing vessels. Fuel leaking and spraying from gravity tanks significantly increases the magnitude of these fires and makes these fires almost impossible to extinguish without outside assistance.

Only a fuel line directly supplying an engine (or generator) needs a remotely operable positive shut-off valve.

The shut-off valves should be installed as follows:

1. If you have a day tank supplying fuel, install the shut-off valve at the day tank;
2. If you have a fuel-distribution manifold only (no day tank), install the shut-off valve in the single fuel supply line after (downstream of) the manifold; or
3. If you have a fuel tank directly supplying an engine or a generator, without the use of a day tank, a storage tank, or a fuel-distribution manifold, install the shut-off valve at the fuel tank.

Fuel shut-off valves have been found located at the end of the fuel piping before the fuel hose which is connected to the engine. Sometimes these fuel shut off valves are over 30 ft away from the fuel tank. The vessel owner/operators are calling these valves engine shutdowns. The location of these engine shutdown valves does not meet the intent of 46 CFR 27.207. The vessel owner/operator may continue to use the engine shutdown valves but they must also install fuel shut-off valves at the proper locations.

FINAL DRAFT 6/11

During the towing vessel examination the Coast Guard examiner should verify the proper location of the fuel shut-off valves and witness the vessel's representative conducting an operational test from the remote location to verify the fuel shut-off valves close properly. A number of towing vessels have the fuel shut-off valves located in the vessel's fuel tanks. During construction of towing vessels some shipyards installed these fuel shut-off valves in the fuel tanks and installed a reach rod to open and close the valve from the main deck. The examiner should have the vessel's representative close and open the fuel shut-off valve using the reach rod to verify that the valve is functioning properly.

The regulations do not specify an allowable distance between the shutoff valve and the storage tank, day tank or fuel distribution manifold. On some towing vessels, this distance should be minimized to reduce the chances of fire damage to attached piping. If it is necessary to locate the valve away from the storage tank, day tank or fuel distribution manifold, then the owner/operator will have to demonstrate that an equivalent level of protection can be provided. 46 CFR 24.15-1 gives the Commandant the authority to accept in substitution an alternative arrangement and grant an equivalency.

An example of an equivalent protection would be to install extra-heavy schedule 80 piping with all welded connections between the shutoff valve and the fuel tank. If the towing vessel owner/operator wants to request for an equivalency they should submit

their request through their local Coast Guard office. Some towing vessel owners/operators have requested equivalency for their fuel valve locations and have been granted approvals. Equivalency approvals can be granted for specific vessels or a company's fleet of vessels. An approved equivalency cannot be utilized by other companies. Each towing vessel company must obtain their own equivalency approvals as outlined in 46 CFR 24.15.

Q. What is the policy for CO_2 or Dry Chemical portable or semi-portable fire extinguishers found onboard towing vessels that have no markings or proof they meet UL or Coast Guard standards?

If the vessel representative wants to keep the extinguisher(s) in service onboard the vessel, he/she will have to prove it is UL or CG approved. If the vessel representative is unable to provide proof the extinguisher(s) is an approved type, it will need to be replaced with an approved extinguisher(s).

46 CFR 25.30-5(b) requires all hand portable and semiportable fire extinguishers on board UTVs to be an approved type (i.e. Coast Guard approved). Navigation and Vessel Inspection Circular (NVIC) No. 13-86 provides guidance for accepting certain UL listed extinguishers as meeting the carriage requirements for approved extinguishers for commercial vessels. Design specifications for portable fire extinguishers can be found in 46 CFR 162.028. Design specifications for semiportable fire extinguishers can be found in 46 CFR 162.039.

FINAL DRAFT 6/11

For vessels contracted for prior to November 19, 1952 see 46 CFR 25.30-90 for possible acceptance of existing equipment that have no markings or proof they meet UL or Coast Guard standards.

Q. Where can I find information on maintenance and inspections required for portable fire extinguishers?

National Fire Protection Association (NFPA) 10 Standard for Portable Fire Extinguishers. You may obtain a copy of NFPA 10 through their website at www.nfpa.org.

IAW 46 CFR 27.100(d), the owner of a towing vessel is required to"…test and maintain all the equipment required by this part in accordance with the attached nameplate or manufacturer's approved design manual." All USCG/UL approved portable fire extinguishers will have a statement on the label indicating the extinguisher is to be inspected and maintained IAW NFPA 10. NFPA 10 chapter 7 is guidance for inspection, maintenance, and recharging of portable fire extinguishers. NFPA 10 chapter 8 is guidance for hydrostatic testing of portable fire extinguishers.

Q. How long can deficiencies (discrepancies) issued during an industry initiated examination remain open before a new UTV examination will be required?

As a general rule, a maximum of ninety (90) days can be allowed at the local level before the UTV examination will have to be completely redone. Typically, the time given to correct deficiencies issued during an UTV examination should be a much shorter timeframe (i.e. 30 days or less). The 90 day time limit at the local level is to allow the COTP the ability to work with the owner/operator if extenuating issues exist (i.e. a part needs to be ordered/delivered).

Q: What does the term "replacement in kind" mean and what is the significance of the term?

Components (parts) of a vessel's system wear out and/or become outdated over time necessitating replacement. When replacing a component in a Coast Guard type approved or certified system on a vessel it should be a "replacement in kind" which means it meets the specifications and functionality of the original component and the installation does not require modifications to other system components. If replacement in kind components are not used then the type approval and/or the system certification may become invalid.

For example, fire detection systems on UTVs should be both type approved and certified as complying with the requirements in 46 CFR 27.203 by a Registered Professional Engineer or a recognized classification society. If the fire control panel for the system needed to be replaced and the approval number for the replacement panel matched the original panel, you can consider it to be a replacement in kind. If the system is a laboratory listed system, as permitted in the regulations, and the panel is made by the same manufacturer, the manufacturer states that new panel is designed to be a drop-in replacement for the old panel, and there are no changes in wiring to and/or from the panel, then you can consider it a replacement in kind. A letter from the manufacturer, not a vendor, would be good objective evidence that the new panel was a replacement in kind. This could also be addressed in the manufacturer's design manual for the system or updated parts listing. If there are any changes to the system design (i.e. power demands, wiring, etc.) or compatibility issues with other components (i.e. detectors), then it should not be considered a replacement in kind and verification of type approval and recertification by a Registered Professional Engineer or a recognized classification society should be required.

FINAL DRAFT 6/11

Appendix C – CG Policy Letters

Due to space limitations, only the first page of each policy letter is included in the following pages. For the complete listing, please go to the TVNCOE website at http://www.uscg.mil/hq/cg5/TVNCOE/PolicyLetters.asp.

CG-543 Policy Letter 11-04, dated April 13, 2011
Compliance Verification of Alternative Security Programs for MTSA Regulated Vessels and Facilities

CG-543 Policy Letter 11-02, dated February 28, 2011
Guidelines for Acceptance of Perko Navigational Light Fixtures on Uninspected Commercial Vessels

CG-543 Policy Letter 11-01, dated February 11, 2011
Guidelines for Coast Guard Evaluations of Compliance with the U.S. Environmental Protection Agency's (EPA) Vessel General Permit (VGP) for Discharges Incidental to the normal Operations of Vessels

CG-543 Policy Letter 10-06, dated December 28, 2010
Carriage of Lifesaving and Firefighting Equipment on Board Uninspected Towing Vessels in Excess of Subchapter C Requirements

CG-543 Policy Letter 10-05, dated November 26, 2010
Electronic Navigation Publications Onboard U.S. Vessels

CG-543 Policy Letter 10-02, dated March 11, 2010
Existing Systems and Equipment on Uninspected Towing Vessels

CG-543 Policy Letter 09-01, dated February 4, 2009
Guidelines for Ensuring Compliance with Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78; Prevention of Air Pollution from Ships

D8(dp) Policy Letter 02-2006, dated June 26, 2006
Exemption for Towing Vessels on Inland Waters from Carrying Echo Depth-Sounding Devices

FINAL DRAFT 6/11

U.S. Department of Homeland Security
United States Coast Guard

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16600
CG-543 Policy Letter
11-04

APR 13 2011

From: Eric P. Christensen, CAPT
COMDT (CG-543)
Kevin C. Kieler, CAPT
COMDT (CG-544)

To: Distribution

Subj: COMPLIANCE VERIFICATION OF ALTERNATIVE SECURITY PROGRAMS FOR MTSA REGULATED VESSELS AND FACILTIES

Ref: (a) COMDT (CG-543) 041631Z SEP 09
(b) 33 CFR Chapter I, Subchapter H
(c) Navigation and Vessel Inspection Circular 04-03 CH3
(d) Navigation and Vessel Inspection Circular 03-03 CH2

1. PURPOSE. The purpose of this policy letter is to provide guidance to Marine Inspectors and Facility Inspectors for the conduct of Alternative Security Program (ASP) compliance inspections. Compliance with the provisions of the Marine Transportation Security Act (MTSA) for vessels and facilities operating under an approved ASP will be verified against the ASP and not the specific regulations of 33 CFR §104 and §105. This policy was promulgated jointly by the Office of Vessel Activities COMDT (CG-543) and Office of Port and Facility Activities COMDT (CG-544).

2. ACTION. Sector Commanders and OCMIs shall direct their Marine Inspectors and Facility Inspectors to use the guidance in this letter when verifying compliance with Alternative Security Programs (ASP). This Policy Letter will be distributed by electronic means only. It is available on the World Wide Web at http://homeport.uscg.mil/USvsls.

3. DIRECTIVES AFFECTED. None.

4. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. Environmental considerations were examined in the development of this Instruction and have been determined to be not applicable.

5. FORMS/REPORTS. None

U.S. Department of Homeland Security
United States Coast Guard

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16711 / Serial No. 155
CG-543 Policy Letter 11-02

FEB 28 2011

From: Eric. P. Christensen, CAPT
COMDT (CG-543)

Reply to Attn of: Mr. Patrick Lee
(202) 372-1135

To Distribution

Subj: GUIDELINES FOR ACCEPTANCE OF PERKO NAVIGATIONAL LIGHT FIXTURES ON UNINSPECTED COMMERICAL VESSELS

Ref: (a) Title 46, Code of Federal Regulations, Subchapter C, 25.10
(b) COMDTINST M16672.2(series), Navigation Rules
(c) 33 CFR 83.22, Inland Navigation Rules, Rule 22
(d) 33 CFR 83.38, Inland Navigation Rules, Rule 38

1. Purpose. This policy letter provides guidelines for acceptance of the installation of Perko navigation lights on uninspected commercial vessels of less than 20 meters in length, operating on inland waters of the United States. Continued use of these light fixtures on towing vessels will likely be affected by pending regulatory changes for the inspection of towing vessels.

2. Directives Affected. None.

3. Action. Sector Commanders and Officers in Charge, Marine Inspection (OCMIs) shall direct their Marine Inspectors and Vessel Examiners to use this policy when examining Perko navigation light fixtures uninspected commercial vessels.

4. Background.

a. On May 17, 2010, the Inland Navigation Rules (NAV Rules) were relocated from the United States Code to Title 33 of the Code of Federal Regulations (CFR). Reference (b) went into effect December 24, 1981 and still provides illustrations and guidance on the NAV Rules now found in 33 CFR.

b. Reference (c) gives range requirements for various navigation lights. Annex I of the NAV Rules, codified at 33 CFR part 84, gives the positioning and technical details for these lights.

c. Reference (d) provides for certain exemptions based on vessel build date and length. This Rule states "Any vessel or class of vessels, the keel of which is laid or which is at a corresponding stage of construction before December 24, 1980, provided that she complies with the requirements of - (d) Sections 3, 4, and 5 of the Act of April 25, 1940 (54 Stat. 163), as amended (46 U.S.C. 526b, c, and d) for motorboats navigating the waters subject to that statute; shall be exempted from compliance with the technical Annexes to these Rules as follows:

> The installation of lights with ranges prescribed in Rule 22 [range of visibility], until 4 years after the effective date of the Inland Navigational Rules Act of 1980 (Pub. L. 96-591), except that vessels of less than 20 meters (65') in length are permanently exempt."

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16711/
CG-542 Policy Letter 11-01

From: E. P. Christensen, CAPT
COMDT (CG-543)

FEB 11 2011

To: Distribution

Subj: GUIDELINES FOR COAST GUARD EVALUATIONS OF COMPLIANCE WITH THE U.S. ENVIRONMENTAL PROTECTION AGENCY'S (EPA) VESSEL GENERAL PERMIT (VGP) FOR DISCHARGES INCIDENTAL TO THE NORMAL OPERATION OF VESSELS

1. Purpose. To provide guidance to assist Coast Guard personnel to evaluate compliance with the provisions of the EPA's VGP, for U.S. and foreign-flagged vessels subject to the VGP and operating in the waters of the United States, as defined by 40 CFR 122.2.

2. Directives Affected. None.

3. Action. Sector Commanders/Officers in Charge, Marine Inspection (OCMIs) must direct their staffs to use the guidance in enclosure (1) during U.S. flag vessel inspections and foreign Port State Control (PSC) examinations respectively, to ensure all U.S. inspected vessels and all foreign-flag vessels operating in waters of the United States that are subject to the VGP comply with the provisions of the VGP. OCMIs should bring this policy to the attention of appropriate individuals in the marine industry.

4. Background.

   a. The EPA issued the VGP on December 18, 2008 to regulate discharges incidental to the normal operation of a vessel under the Clean Water Act (CWA), which prohibits the discharge of any pollutant to waters of the United States from any point source without a National Pollutant Discharge Elimination System (NPDES) permit. The permit became effective on December 19, 2008.

   b. The EPA established and implemented the VGP in response to a District Court ruling that vacates, as of February 6, 2009, a long-standing EPA regulation that excludes discharges incidental to the normal operation of a vessel from the need to obtain an NPDES permit. As a result, most vessels operating in US waters must have some form of NPDES permit coverage or else they will be discharging, and consequently operating, illegally in the waters of the United States.

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3500 / Serial No. 93
CG-543 Policy Letter 10-06
DEC 28 2010

From: Eric. P. Christenson, CAPT
COMDT (CG-543)

Reply to Attn of: Mr. Pat Lee
(202) 372-1135

To Distribution

Subj: CARRIAGE OF LIFESAVING AND FIREFIGHTING EQUIPMENT ON BOARD UNINSPECTED TOWING VESSELS IN EXCESS OF SUBCHAPTER C REQUIREMENTS

Ref: (a) 46 USC § 3306(e)
(b) Department of Homeland Security Directive 0170.1, paragraph 92
(c) Pub.L. 108-293, The Coast Guard and Maritime Transportation Act of 2004
(d) Title 46, Code of Federal Regulations, Subchapter C

1. Purpose. This policy letter provides temporary exemptions from the requirements in 46 CFR Subpart 25.25, 46 CFR 25.30-15 (as it pertains to towing vessels), and 46 CFR Part 27 Subpart C and establishes guidance with regards to the carriage of "excess" lifesaving and firefighting equipment on uninspected towing vessels (UTVs). The Coast Guard finds these exemptions are in the public interest to protect life and property by providing specific, interim guidance for lifesaving and firefighting equipment options for existing towing vessels and the crewmembers working on them. This policy is temporary in nature and may be superseded for inspected towing vessels when pending regulations for the inspection of towing vessels becomes effective.

2. Action. Sector Commanders and OCMIs shall direct their Marine Inspectors and Towing Vessel Examiners to use this policy when examining UTV equipment until superceded by regulations for the inspection of towing vessels.

3. Directives Affected. None.

4. Background. As provided for by reference (a) and (b), the Coast Guard may suspend the requirements of a lifesaving or firefighting equipment regulation, if the Coast Guard finds it is in the public interest. Despite certain "excess" equipment providing protection to the vessel and crew, industry may feel compelled to remove "excess" lifesaving and firefighting equipment onboard their vessels due a new awareness of regulatory requirements brought about through recent Coast Guard examinations as part of the Towing Vessel Bridging Program.

a. Current regulations mandate the use of various types of equipment to meet the regulatory requirements. Recent focus on current regulations has provided incentive for owners to choose to only outfit their vessels with the minimum amount and type of equipment required by regulation and to remove what is in "excess". The regulations and the Coast Guard did not intend for this result when the regulations were drafted.

As an example, some owners with fixed carbon dioxide firefighting systems removed those systems because they did not meet the requirements in 46 CFR Part 76 and kept only a B-V as allowed by regulation. Despite the fact that fixed carbon dioxide firefighting systems provide a higher degree of protection, it was easier and cheaper to strip the vessel of this equipment and go back to solely having B-V extinguishers onboard, because the regulations allowed for it.

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3500 / Serial No. 57
CG-543 Policy Letter 10-05
NOV 2 6 2010

From: Eric P. Christensen, CAPT
COMDT (CG-543)

Reply to Attn of: Mr. P. J. Lee
(202) 372-1135

To Distribution

Subj: ELECTRONIC NAVIGATION PUBLICATIONS ONBOARD U.S. VESSELS

Ref: (a) 33 CFR 164.33
(b) 33 CFR 164.72
(c) 33 CFR 161.4
(d) SOLAS V/27

1. Purpose. This policy establishes guidance in regards to the carriage of electronic publications on all U.S. vessels. This policy may be superseded by a future regulatory change.

2. Action. Sector Commanders and OCMIs shall direct their Marine Inspectors and Examiners to use the guidance in this letter when examining required navigation publications on U.S. vessels.

3. Directives Affected. None.

4. Background. References (a) - (c) require U.S. vessels to have on board a currently corrected edition of, or an applicable currently corrected extract from, for each of the following publications: U.S. Coast Guard Light List, Local Notice to Mariners, Tide-current or River-current tables, U.S. Coast Pilot, Light List, VTS Rules, and the referenced regulations. Additionally, ref (d) requires adequate and up to date nautical publications necessary for the intended voyage.

This requires a vessel to have a large amount of printed documents on board and accessible to the mariner. It is standard practice for the industry to have computers on board their vessels and to use them for storage and ready retrieval of any of the above listed general publications.

5. Policy. Pending promulgation of other regulatory guidance, U.S. vessels may maintain the navigation publications listed above in an electronic format that is readily accessible on the vessel by the vessel's crew. As mentioned above, "publications" does not include nautical charts. A backup copy shall be provided in the event the primary electronic format becomes inaccessible. The back-up may be a second computer, CD, portable mass storage device, paper copies, etc. If the back-up copy is in digital format there must be a means of displaying it on board the vessel.

6. Questions. Questions concerning this policy should be directed to Mr. Patrick Lee at patrick.j.lee@uscg.mil or 202-372-1135. This and other domestic vessel policy documents are posted on Homeport at http://homeport.uscg.mil/CVSvls.

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This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is not intended to nor does it impose legally binding requirements on any party. It represents the Coast Guard's current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard as well as other federal and state regulators, in applying statutory and regulatory requirements. You can use an alternative approach for complying with these requirements if the approach satisfies the requirements of the applicable statutes and regulations. If you wish to discuss an alternative approach you are not required to do so, you may contact Mr. Patrick Lee at patrick.j.lee@uscg.mil or 202-372-1135 who is responsible for implementing this guidance.

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3500
CG-543 Policy Letter
10-02
MAR 1 1 2010

From: Eric. P. Christensen, CAPT
COMDT (CG-543)

To: Distribution

Subj: EXISTING SYSTEMS AND EQUIPMENT ON UNINSPECTED TOWING VESSELS

Ref: (a) 46 CFR Subchapter C
(b) CG-543, Coast Guard Towing Vessel Bridging Program memo dtd 12JUN10.
(c) 46 CFR 76.15

1. Purpose. The purpose of this policy letter is to provide guidance for the inspection of existing systems and equipment, required by reference (a), on Uninspected Towing Vessels (UTVs).

2. Action. Sector Commanders and OCMIs shall direct their Marine Inspectors and Towing Vessel Examiners to use the guidance in this letter when inspecting existing systems and equipment on UTVs until final regulations for the inspection of UTVs have been promulgated.

3. Directives Affected. None.

4. Background. Many towing vessels are classified as uninspected vessels by Title 46 of the Code of Federal Regulations. Because of this, the required equipment on this class of vessel has not been previously subjected to plan review or inspection for certification by the Coast Guard.

A rulemaking project has been initiated to establish inspection for certification requirements for towing vessels. Until these regulations become final, the existing regulations in 46 CFR Subchapter C remain applicable to these vessels.

The Towing Vessel Bridging Program (TVBP) has been developed to help ease the towing vessel industry into a future inspection regime (see ref (b)). We have begun an outreach and orientation campaign that will have our newly created UTV Examiners conducting dockside exams on over 5000 vessels. We expect to encounter previously undetected deficiencies with systems and equipment regulated under ref (a).

5. Discussion. With the increased emphasis on examinations of UTVs it has come to our attention that a number of shipboard systems have not been installed in accordance with references (a) & (c) on many existing UTVs. Examples of the deficiencies include: fixed CO2 systems with no means to be activated from outside the protected space, CO2 cylinders (in systems in excess of 300 lbs) located inside the space protected, no means of dampening/closing ventilation, non-approved pressure vessels, and fire detection systems not certified by a Professional Engineer (PE) or Class Society, etc.

6. Policy. Marine Inspectors and Towing Vessel Examiners should document deficiencies of existing systems carefully so the vessel owner understands each regulatory element the system does not meet. Deficiencies shall be noted on the Uninspected Towing Vessel Examination form (UTV 001) and in the associated MISLE Activity. Generally, deficiencies shall be given a correction time frame of 30 days or

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16711
CG-543 Policy Letter
09-01

FEB - 4 2009

From: E. P. Christensen, CAPT
COMDT (CG-543)

To: Distribution

Subj: GUIDELINES FOR ENSURING COMPLIANCE WITH ANNEX VI TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS (MARPOL) 73/78; PREVENTION OF AIR POLLUTION FROM SHIPS

Ref: (a) COMDT COGARD WASHINGTON DC 301904 Z DEC 08

1. Purpose. To provide guidance to ensure compliance with the provisions of MARPOL 73/78, Annex VI for U.S. flagged vessels and all foreign flagged vessels 400 Gross Tons (ITC) and above that engaged on international voyages and call on U.S. ports.

2. Directives Affected. MOC Policy Letter 05-02 is cancelled effective 08 January 2009.

3 Action. As discussed in reference (a), MARPOL 73/78, Annex VI entered into force for the United States on January 8, 2009. Sector Commanders/OCMIs shall direct their staffs to use the guidance in enclosures (1) and (2) during U.S. flag vessel inspections and Port State Control examinations respectively, to ensure all U.S. inspected and uninspected vessels and all foreign flag vessels over 400 Gross Tons operating in U.S. waters comply with the provisions of MARPOL 73/78, Annex VI. OCMIs should bring this policy to the attention of appropriate individuals in the marine industry.

4. Background. MARPOL 73/78, Annex VI outlines international requirements for vessel air emissions and pollution prevention measures for vessels. On October 8, 2008, the United States deposited an instrument of ratification with the International Maritime Organization for Annex VI of the International Convention for the Prevention of Pollution by Ships, 1973 as modified by the Protocol of 1978 (MARPOL 73/78). Under the terms of the convention, nations that are parties to MARPOL 73/78 Annex VI must require ships of their administration and foreign ships in their waters to comply with these international air pollution prevention regulations. Annex VI became effective for the United States on January 8, 2009. Starting on that date, foreign-flagged ships operating in the waters of the U.S. and U.S. flag ships will be subject to demonstrating compliance with MARPOL Annex VI.

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Enclosures: (1) MARPOL Annex VI Verification of U.S. Flagged Vessels
(2) MARPOL Annex VI Foreign Flag Ship Examination Procedures

Distribution: All Area/District (p) offices
All Sectors/MSUs/MSDs

U.S. Department of Homeland Security
United States Coast Guard

Commander
Eighth Coast Guard District
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16710/Depth Sounders
DS(dp) Policy Ltr 01-2006
26 June 2006

MEMORADUM

From: B. C. FROST
CCGD8 (dp)

To: Distribution

Subj: EXEMPTION FOR TOWING VESSELS ON INLAND WATERS FROM CARRYING ECHO DEPTH-SOUNDING DEVICES

Ref: (a) 33 CFR 164.72 (a) (5)
(b) 33 CFR 164.70
(c) 33 CFR 89.25
(d) 33 CFR 89.27
(e) 33 CFR 164.01 (b) (4)
(f) COMDTINST M16672.2D, Inland Navigation Rule 3 (o)

1. **PURPOSE:** This policy letter establishes a district-wide exemption for towing vessels, towing operating exclusively on Inland Waters, from carrying echo depth-sounding devices.

2. **DISCUSSION:** Reference (a) exempts towing vessels operating exclusively on Western Rivers from carrying echo depth-sounding devices. Reference (b) defines Western Rivers to include those waters defined by reference (c) and (d). However, there are several waterways that are considered low navigational risk, but are not covered under the Western Rivers definition, i.e., deep draft channels for the major ports. Therefore, as allowed by reference (e), the Eighth District is expanding the Western Rivers exemption to include all Inland Waters as defined by reference (f).

3. **ACTION:** Eighth District OCMIs shall implement this guidance and disseminate the contents of this Policy Letter to owners and operators of towing vessels operating within the Eighth District.

#

Dist: All Eighth District Sectors

Appendix D – Appeals, Exemptions and Equivalency Process Guide

There are certain times during an examination, inspection or boarding (or other times such as plan review, 3rd party audits, and self-discovery) of a commercial vessel when there will be a point of non-agreement between the owner/operator and the Coast Guard Examiner, Marine Inspector, or Boarding Officer as to the applicability, intent, or application of certain regulations to a certain vessel. When this occurs, there are several avenues available to the vessel owner/operator that can be used to bring the issue to an equitable resolution. In other words, there are several prescribed processes (appeals, exemptions, equivalencies) included in the regulations that are designed to bring additional levels and granularity of review to bear on the issue to make sure that a correct determination is made. This helps to ensure that the best, most reasonable and most valid determination is decided upon prior to a vessel owner/operator having to invest resources such as time and money to resolve a vessel issue or deficiency.

This process guide is provided to assist Coast Guard members and industry representatives in navigating through the process of submitting alternatives to meeting prescribed standards as allowed by the Code of Federal Regulations.

This guide is available on the TVNCOE website at
http://www.uscg.mil/hq/cg5/TVNCOE/ExemptionsAppealsEquivalencies.asp

FINAL DRAFT 6/11

Appendix E – Towing Vessel National Center of Expertise (TVNCOE)

Who We Are

The TVNCOE was formally established on May 22, 2010 in Paducah, KY as a means to improve and enhance CG's technical expertise on the subject matter of commercial towing vessels. The staff is made up of 4 civilian subject matter experts and 3 active duty members. Paducah was chosen as the home of TVNCOE because it is the hub of inland water towing vessel industry, which is roughly 75% of the total towing vessels nationwide.

What We Do

The TVNCOE serves as the repository of towing vessel information, develops and deploy courses specific to towing vessel exams and inspections, assist field units with examinations/inspections and investigation of towing vessel cases (of novel or high profile nature), and provides guidance to field units and industry with respect to regulations, policies, and technical knowledge. The staff participates in various industry functions such as TSAC meetings, AWO meetings, tradeshow conferences, CG-industry workgroups, and CG industry days. The TVNCOE plays a key role in ensuring consistency of the implementation of the Towing Vessel Bridging Program thru development and instruction of UTV Examiner courses and being an active participant in the development of policies and resolution of issues.

FINAL DRAFT 6/11

How We Can Help You

The 4 civilian staff members have been given geographical assignments to serve as customer service representatives to both CG and industry members. They are available Monday thru Friday during business hours to answer any question or guide thru any process. The TVNCOE is also maintains the highly comprehensive CG website for towing vessels. The information on the website is frequently updated and contains all the information you need for towing vessels: course information, policies, guidance, safety alerts, regulations, FAQ's, exam checklist and guidebook, outreach materials, and contact information.

Website: http://www.uscg.mil/tvncoe

Main Phone: 270-444-7715

Customer Service Representatives:

Ext. 206 West Coast

Ext. 204 Western Rivers & Great Lakes

Ext. 205 East Coast

Ext. 203 Gulf Coast