

## A. INTRODUCTION

Vessel inspections occurring between those required periodically for certification by the vessel inspection laws are intended to focus more on the vessel's equipment and operating practices than on basic hull and machinery conditions. Reinspections vary in scope according to the conditions found, the vessel's previous record of maintenance, and the time available to the marine inspector. Such inspections should not become so perfunctory that the vessel's operator can predict its scope. However, they should verify that all parts of the vessel and its equipment are being maintained in a safe condition.

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- 1. Scope of Reinspection** Special attention shall always be given to lifesaving and firefighting equipment and watertight closures during reinspection; the inspector should vary the degree of attention to individual items as circumstances require. Accessible parts of the hull and machinery that are prone to neglect and rapid deterioration shall be included in the reinspection. Great latitude is afforded the inspector in the scope of reinspection, based on his or her evaluation of the vessel's overall condition. At a minimum, the guidelines for International Convention for the Safety of Life at Sea (SOLAS) annual inspections shall be used for all vessel reinspections (see section E below).
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- 2. Inspector's Obligations** The inspector shall be reasonably satisfied as to the condition of the vessel and its equipment, and shall ascertain that the degree of compliance with statutes, regulations, and the terms of the vessel's Certificate of Inspection (COI) warrant continued possession of the certificate. As conditions warrant, the inspector may conduct an inspection similar in scope to that of an inspection for certification. In any case, the scope of inspection shall be consistent with the requirements found in paragraph B.2 below.
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- 3. Vessel Information Sources** In appraising the condition of a vessel and its equipment, the inspector shall use all available evidence, including the latest inspection findings, records of previous Coast Guard inspections, the opinions or records of other interested surveyors or inspectors, information furnished by the officers and crew, facts concerning the vessel's classification, and previous certification.

**NOTE:** See 46 U.S.C. 3315 concerning the disclosure of sources of information.

The inspector may seek the advice of experts in the particular field involved, such as boilermakers, shipfitters, and welders, or the opinion of more experienced inspectors or technical personnel assigned to his or her unit. Based on this evidence and his or her own inspection, the inspector shall reach an independent conclusion as to vessel and equipment conditions and shall act accordingly. The officer in charge, marine inspection (OCMI) shall be consulted when there is doubt in the inspector's mind as to a proper course of action.

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- 4. Commandant's Reinspection Policy** The Commandant's reinspection policy does not restrict an OCMI from requiring reinspection at any time when the OCMI believes that a vessel's degree of compliance no longer warrants continued possession of a COI. However, the OCMI should not require or encourage arbitrary and unnecessary reinspection. Minor defects or imperfections that do not in themselves hazard the vessel shall not be construed as rendering the vessel unfit for continued operation. Vessel owners shall be granted reasonable time to correct deficiencies that are noted.
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**B. REFERENCES**

**1. Statutes** Under 46 U.S.C. 3308, all vessels subject to inspections at frequencies specified by 46 U.S.C. 3307 shall be examined at proper times to ensure compliance with statutory and regulatory requirements. Under 46 U.S.C. 3714, tank vessels that carry liquid bulk dangerous cargoes shall be examined at least once annually. 43 U.S.C. 1348 requires annual inspection of mobile offshore drilling units (MODUs) operating on the U.S. Outer Continental Shelf (OCS).

**2. Regulations** 46 CFR 2.01-10(b) provides that the Coast Guard, on its own initiative, may examine, inspect, or reinspect vessels subject to certification at any time. The following regulations require the reinspection of certificated vessels at stated intervals and establish the scope of such inspections:

VESSEL TYPE	CFR CITE
Tank Vessels	46 CFR 31.10-17
Passenger Vessels	46 CFR 71.30
Cargo and Miscellaneous Vessels	46 CFR 91.27
Small Passenger Vessels	46 CFR 176.500 (Sub T) 46 CFR 115.500 (Sub K)
Oceanographic Research Vessels	46 CFR 189.27

**3. SOLAS Survey Requirements** Regulation 6(b), Chapter 1 of the 1978 SOLAS Protocol requires annual surveys of all cargo and tank vessels issued Cargo Ship Safety Construction Certificates (SAFCON) and Cargo Ship Safety Equipment Certificates (SEC). International Maritime Organization (IMO) Resolution A.413(XI), as amended by Resolution A.465(XII), provides an excellent, internationally accepted standard for conducting surveys. Section 7.E below summarizes the SOLAS requirements. Also see Chapter 20 of this volume.

**C. REINSPECTIONS OF PASSENGER VESSELS**

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1. **Large Passenger Vessels (Subchapters K & H)** Reinspections of passenger vessels holding 1-year COI's (certificated under 46 CFR, Subchapter H or K) shall be conducted at the discretion of the OCMI. For such vessels, an examination of all accessible parts of the hull and machinery that are most prone to neglect or damage, and of safety and operating equipment shall be carried out to the satisfaction of the inspector. Conditions that in themselves do not hazard the vessel, but indicate generally poor condition, should alert the inspector to broaden the scope of the reinspection (see 46 CFR 71.30 for Subchapter H or 46 CFR 115.500 for Subchapter K).
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2. **Small Passenger Vessels ("T-Boats")** The scope of reinspection of small passenger vessels, which hold 3-year certificates under 46 CFR, Subchapter T, is described in 46 CFR 176.10-5. In general, two reinspections should be performed on T-boats at approximately equal intervals between inspections for certification. The OCMI shall cooperate with owners and operators in scheduling reinspections insofar as possible, to create minimal interference with the normal operations of these vessels. For the reinspection of a T-boat whose COI was issued in another zone, previous inspection records should be obtained from the certificating OCMI. In such cases, the OCMI next inspecting the vessel should resolve any questions concerning the vessel's structure or equipment before issuing major requirements as a result of the reinspection.

**NOTE:** Steam powered T-boats require special consideration for the inspection of their boilers.

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**D. PERIODIC REINSPECTIONS OF TANK, CARGO, AND MISCELLANEOUS VESSELS**

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**1. Introduction** Each tank, cargo, and miscellaneous vessel and MODU holding a 2-year COI shall be reinspected at least once during the life of the certificate. If a vessel has SOLAS certificates, a mandatory annual survey is required (See MSM II, Sec. E, Ch. 2). Regardless of the reasons for reinspection, the inspection standards are the same. This reinspection shall, if possible, be carried out between the 10th and 14th months following the date of issuance of the COI. In addition to this requirement, a reinspection shall be made coincident with a drydock examination, unless the owner or master requests a deferment.

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**2. Timing** If the reinspection is coincident with a drydock examination, it will meet the requirement for at least one reinspection during the life of the COI. If the drydock examination and reinspection coincide at any time other than at the required reinspection, they shall be considered jointly as an additional reinspection whose scope is governed by the time of drydocking relative to the date on the COI. For example, a reinspection occurring shortly after certification should normally be limited. A reinspection occurring shortly before the expiration of a COI should not duplicate the inspection for certification, but must be sufficient to ensure safe operation of the vessel. The scope of a reinspection held at other than the midperiod or drydocking period shall be determined by the OCMI.

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**3. Standards for Reinspections** This inspection is normally less detailed than the biennial inspection for certification. However, it shall be sufficient to verify that the vessel's condition and operation remain satisfactory, and that it can continue to operate safely. All accessible parts of the hull and machinery, especially those prone to rapid deterioration and neglect, shall be inspected. Lifesaving and firefighting equipment and watertight closures shall be given particular attention. Equipment and devices for vessel control shall be tested and emergency drills held, if practicable.

Reinspections required by 46 CFR 91.27 as described in this part of the MSM are mandatory. The continued validity of the Certificate of Inspection (COI) issued to the vessel is contingent upon this requirement being met. These reinspections may be conducted within the United States or at a foreign port or place. Reimbursement for travel and subsistence will be required when an owner/operator chooses to have the reinspection conducted at a foreign port or place.

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At the one-year anniversary of the Certificate of Inspection, the certifying OCMI should issue a letter to the vessel's operator advising that the reinspection is due. The reinspection is due no later than the fourteenth month anniversary date of the COI. If after the fourteenth month of anniversary date of the COI the reinspection has not commenced, completed or deferred, the owner and operator will be advised that the vessel's COI is suspended under the authority of 46USC 3313(b)(4) until reinspection is complete. This notification will be made by letter and telephone/FAX and an appropriate entry will be made in MSIS and the local vessel file. Requests for deferment beyond the fourteenth month of the COI anniversary date will be closely evaluated by the cognizant OCMI on a case by case basis. Examples of situations in which deferments may be granted include rescheduling to make concurrent inspections ("harmonize" inspections) or the unavailability of inspection personnel.

**4. RIN  
Alternative  
Provisions for  
OSVs**

Offshore Supply Vessels. A new alternative inspection program for Offshore Supply Vessels (OSVs) under 400 gross tons and operating overseas allows owners/operators, or designated third parties, to perform an alternative mid-period examination and submit a report to the cognizant OCMI in lieu of having a marine inspector travel overseas to perform a midperiod reinspection. Liftboats are excluded from the program, and it does not delegate inspection duties to any private party.

- a. When aboard any OSV under 400 gross tons, except Liftboats, marine inspectors should be aware that an OCMI may have to determine, at a later date, whether the vessel should be allowed to participate in the program. If the vessel previously participated in the alternative program, the inspector should pay close attention to deficiencies which may have existed before the midperiod, but were not corrected.
- b. When deficiencies are reported in the alternative examination report, which is accepted in lieu of a Coast Guard midperiod reinspection, they should be entered into MSIS and tracked in the normal manner. The OCMI must establish compliance deadlines for "outstanding" deficiency items, or approve those proposed by the owner/operator. The OCMI may determine the report is so deficient that a Coast Guard midperiod reinspection is required. The owner/operator must be duly informed, and a time limit for scheduling the midperiod reinspection specified.

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E. ADMINISTRATION OF REINSPECTIONS

1. **Actions by the OCMI** The OCMI shall control reinspection of all vessels certificated in the zone, insofar as practicable, ensuring that other vessels within the zone are reinspected, as appropriate.<sup>1</sup>

<sup>1</sup>**NOTE:** This does not mean that a vessel certificated in one zone must be reinspected there.

The continued validity of the COI issued to a vessel is contingent upon the reinspection requirements being met. For those vessels that are issued a 2-year COI, the following procedures are applicable to ensure compliance with the requirements:

- Notification
- a. Notification.<sup>2</sup> At the 1-year anniversary of the COI, the certificating OCMI should issue a letter to the vessel's owner or operator advising that the reinspection is due. This notification is done as a matter of courtesy and does not affect the responsibility of the owner/operator to comply with the reinspection requirement.
- Deferments
- b. Deferments.<sup>2</sup> In the event an owner/operator requests deferment of the reinspection past the 14th month, the OCMI will evaluate the request and, if found justified, grant same. The owner/operator will be issued a requirement (either CG-835 or letter) to complete the reinspection within a specified length of time which will not exceed the 16th month of the period of validity of the COI. Requests for deferments past the 14th month should be closely evaluated. Failure to plan and schedule is not sufficient justification for delaying the reinspection.

<sup>2</sup>**NOTE:** These actions are applicable for small passenger vessels which require more than one reinspection between inspections for certification.

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**2. Actions by Owners, Operators, and Masters**

General

a. The regulations require reinspection of certain vessels "where possible, between the tenth and fourteenth month of the period for which the Certificate is valid." (See paragraph B.2 above for citations.) It is the responsibility of the owner and operator to arrange for inspection before the end of the 14th month or, where that is not possible, to obtain a deferment from the OCMI. Failure to do so subjects the owner, operator, and others to civil penalty liability. The OCMI shall cooperate, insofar as practicable, with owners and operators to schedule reinspections to avoid conflict with operating schedules. Deferment requests that have merit should be granted when reinspection can be accomplished at a later time, provided a reinspection is conducted as noted above before expiration of the Certificate. Written application for reinspection is not required.

Responsibilities

b. Vessel representatives of tank, cargo, miscellaneous, and biennially-inspected oceanographic research vessels shall be advised of those items required by the regulations to be inspected, serviced, or replaced at certain intervals. Regardless of when a reinspection is held, it is the responsibility of the owner to ensure that required inspections and tests are held when due (e.g., hydrostatic tests of boilers and inspections of boiler mountings). If they are not, the owner faces legal penalties and possible revocation of the vessel's COI. The benefits of conducting these tests and inspections at regular inspection periods should be obvious to owners. Unexpected changes to a vessel's schedule may compel an owner to depart from this desired practice. In doing so, an owner does not become immediately liable for a penalty, but incurs the inconvenience of having to be reinspected at a later time. The vessel's representative shall be reminded of the responsibility to replace or service vessel equipment at the time due (see 46 CFR 31.10-18, 97.15-60, and 196.15-60).

Scope of Reinspection

c. **Scope of Reinspection.** Under Title 46 Code of Federal Regulations, Part 91.27-5 and similar cites in other subchapters, a reinspection is clearly not intended to be the equivalent to an inspection for certification. The scope of the reinspection should be appropriate to assure the attending inspector(s) of the continued safe operation of the vessel. The scope should vary according to the conditions found and the maintenance performed on the vessel, as well as the vessel's safety history. In those instances where permitted (i.e., certain unmanned petroleum tank barges), the use of boarding petty officers specifically qualified to conduct reinspections is encouraged (See MSM II Sec. B, Ch. 4.D.8.).

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F. RECORDS OF REINSPECTIONS

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1. **COI** Midperiod reinspections of tank, cargo, miscellaneous, oceanographic research vessels, and MODU's shall be recorded on the COI in the space provided. If these vessels have SOLAS certificates, the mandatory annual survey endorsement on the reverse of the SEC and the SAFCON (if issued) shall be completed by the OCMI or an authorized representative.

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2. **Form CG-2832** An entry noting reinspection shall also be made on Form CG-2832, Vessel Inspection Record, which is kept in the vessel's pilothouse.

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3. **Form CG-840, Inspection Book Series** Reinspections shall be recorded in the appropriate Form CG-840 booklet by the inspector. When a reinspection is of lesser scope (e.g., correcting specific discrepancies), a local examination form developed by the OCMI may be used to note the circumstances of the reinspection for local office records. When reinspection of a tank, cargo, miscellaneous, or oceanographic research vessel is performed in conjunction with a drydocking, but is not of the scope of a mid-period reinspection, it may be recorded in booklet Form CG-840H, Drydock Examination Booklet, at the OCMI's discretion. The entry "Limited reinspection indicates satisfactory condition" will serve the purpose in such cases.

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4. **Marine Safety Information System (MSIS) Entries** Units shall make appropriate entries for all reinspections.

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**G. CRITICAL AREAS INSPECTION PLAN (CAIP) SURVEYS**

General Surveys required as a part of a vessel's CAIP will be conducted as outlined in NVIC 15-91, NVIC 15-91, Change 1 and MSM II, Sec. A, Ch. 5 and Sec. B, Ch. 4.

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