



International Small Passenger Vessel Guide



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Prevention Operations Department
Inspection Division
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ENCLOSURE (1) SECSJINST 16711.4	Rev: 15 Jun 2012 - Previous Editions are obsolete	Page 1 of 26
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This guide is designed to assist in preparing a vessel operator in obtaining an International Safety of Life at Sea (SOLAS) Passenger Ship Safety Certificate (PSSC) to operate between the U.S. Virgin Islands and the British Virgin Islands, i.e. carrying more than 12 passengers. It can also be used by a vessel operating no more than 20 miles from land in another's country's waters. This document is not all-inclusive, nor is it intended to replace the regulations. You must always refer back to the U.S. and International Regulations to determine the exact requirements applicable to your vessel or operation.

The United States, in IMO SLS.14/Circ. 87 of 1987, communicated with the International Maritime Organization (IMO) that a vessel meeting 46 CFR Subchapter T is equivalent to the provision of the below chapters of SOLAS allowing small passengers vessels to operate on an international voyage which doesn't proceed more than 20 miles from the nearest land:

SOLAS 1974 as amended	
Chapter II-1	Construction - Structure, subdivision and stability, machinery and electrical installations,
Chapter II-2	Construction - Fire protection, fire detection and fire extinction, and
Chapter III	Life-saving appliances and arrangements.

To use this equivalency, each vessel must also meet all of the following:

- a. is less than 100 gross registered tons
- b. carries no more than 150 passengers
- c. has over night accommodation for less than 50 passengers
- d. is equipped with inflatable liferafts (or inflatable buoyant apparatus in warmer waters for 100% of the persons onboard)
- e. is certificated by the U.S. Coast Guard for an ocean route

In addition to meeting the requirements of 46 Code of Federal Regulations Subchapter T, all the following items on the proceeding pages must be completed prior to a vessel being issued International Certificates. International Tonnage will be used to apply certain regulations under SOLAS that were not granted equivalency under IMO SL.14/Circ. 87; this will be noted by stating gross tonnage (GT) applicability of the requirement. [NVIC 11-93](#) provides additional information for applicability of tonnage measurements systems to U.S. flag vessels.

Vessels that are currently certificated under Subchapter K must meet all applicable SOLAS requirements. As an alternative, the owner/operator can submit an application of inspection to be inspected as a Subchapter T vessel while on an international voyage.

If the vessel is going to operate more than 20 miles from land it will have to meet all applicable requirements of SOLAS 74, as amended, Chapters II-1, II-2 and III as a new vessel. This guide will still be helpful. Plan review will have to be completed by the Marine Safety Center.

Safety Management System (SMS): The United States, in IMO SLS.14/Circ. 155, 17 of 1998 communicated with the International Maritime Organization (IMO), states that a vessel meeting the same restriction list above under SLS.14/Circ. 87, may use the Coast Guard SMS equivalence as outlined in MSM Vol. II, Section E. Chapter 3.C.5. The use of the SMS equivalency does not change the owner/operator's responsibility of meeting SOLAS IX or the International Safety Management Code. For a vessel with route more than 20 miles from land, the SMS will have to meet SOLAS IX and the International Safety Management Code.

FCC Requirements: The Coast Guard has a Memorandum of Understanding to ensure a vessel meets FCC regulations. However, the OCMI cannot grant exemptions or special considerations from FCC Requirements.

ENCLOSURE (1) SECSJINST 16711.4	Rev: 15 Jun 2012 - Previous Editions are obsolete	Page 2 of 26
------------------------------------	---	--------------

Special Consideration: In applying the requirements in 46 CFR Subchapter T, Sector San Juan's Officer In Charge Marine Inspection (OCMI) may give special consideration to authorizing departures from specific requirements when unusual circumstances or arrangements warrant such departures and an equivalent level of safety is provided. The OCMI of each marine inspection zone in which the vessel operates must approve any special considerations granted to the vessel. A request for special consideration under 46 CFR 175.550 must be in writing and explain what equivalent level of safety is provided.

Exemptions from SOLAS requirements: Notwithstanding IMO SLS.14/Circ. 87 of 1987 mentioned above, the Commandant may exempt a vessel that does not proceed more than 20 miles from the nearest land from any of the specific requirements of Chapters II-1, II-2, and III of SOLAS if the Commandant determines that the sheltered nature and conditions of the voyage are such as to render the application of such requirements unreasonable or unnecessary, 46 CFR 176.920(b). Under SOLAS Chapter V Regulation 3 the Commandant may grant, to individual vessels exemptions or equivalents of a partial or conditional nature, when application of SOLAS Chapter V is unreasonable or unnecessary.

Items that have been granted exemptions in the past for individual vessels have been included in this guide.

To apply for an exemption, submit a written request to the Commandant via the cognizant OCMI, unless otherwise stated in this guide.

Coastwise Trade in Foreign Countries: In addition to meeting SOLAS and U.S. Regulations, many countries have cabotage laws similar to the United States involving coastwise trade. Coastwise trade is defined as the transportation of passengers or merchandise between points within the internal waters of that country. Contact the Administration of the country the vessel will be operating to determine what will be required. Country Contact Points can be found at <http://gis.imo.org/Public/>. If a country requires any additional equipment (i.e. lifesaving, firefighting, distress signals, etc...) that equipment must comply with U.S. Regulations.

The British Virgin Islands requires a vessel conducting coastwise trade between ports in BVI waters to have BVI Certificate of Inspection (COI). For further information contact:

VIRGIN ISLANDS SHIPPING REGISTRY
P.O. Box 4751, Road Town, Tortola, British Virgin Islands
Tel: (284) 468 2902 / 2903, Facsimile: (284) 468 2913
<http://www.vishipping.gov.vg/>

References: Where possible, hyperlinks to regulations and policy are provided. It is highly recommended that a copy of 46 CFR Subchapter T be acquired. Applicable sections of the Code of Federal Regulations can be downloaded from <http://ecfr.gpoaccess.gov>.

International Conventions can be purchased from <http://www.imo.org/> Publication Bookshop. A listing of book dealers in the United States can also be found at this website.

Continuous Improvement: While this guide is produced by the Coast Guard, we would like to have the maritime community's input to improve this guide. Please send any recommended additions or changes to Jerry McMillan at jerry.e.mcmillan@uscg.mil, or:

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ENCLOSURE (1) SECSJINST 16711.4	Rev: 15 Jun 2012 - Previous Editions are obsolete	Page 3 of 26
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Record of Changes	
12 Aug 2011	Page 13 added requirement to have International Sewage Pollution Prevention Equivalency Certificate
29 Dec 2011	Page 2 Definitions, add DAFS - Declaration on Anti-fouling Systems
29 Dec 2011	Page 2, Definitions, add COD – Certificate of Documentation
29 Dec 2011	Page 2 Definitions, add IAFC - International Anti-Fouling Certificate
29 Dec 2011	Page 3 Checklist add International Anti-Fouling Certificate or Declaration on Anti-fouling Systems
29 Dec 2011	Page 11 add requirement for International Anti-Fouling Certificate or Declaration on Anti-fouling Systems
29 Dec 2011	Page 16 added reference to NVIC 8-01 Change 2 for Coast Guard approved navigation equipment.
29 Dec 2011	Page 25 Manning, Deckhand added requirement for STCW certificate of proficiency or security related familiarization and security awareness training or instruction
29 Dec 2011	Page 25 Manning, Deckhand with designated security duties added requirement for STCW certificate of proficiency
14 Jun 2012	Updated HQ Staff Symbols to new Nomenclature

Definitions	
ABS	American Bureau of Shipping
AIS	Automatic Information System
BST	Basic Safety Training
COD	Certificate of Documentation
CSO	Company Security Officer
CSR	Continuous Synopsis Record
DAFS	Declaration on Anti-fouling Systems
EPIRB	Emergency Indicating Radio Beacon
GRT	Gross Register Tonnage (Measured under Domestic Tonnage Regulations)
GT	Gross Tonnage (Measured under International Tonnage Convention)
LRIT	Long Range Identification System
IMO	International Maritime Organization
International voyage	<p>Means a voyage between a country to which SOLAS applies and a port outside that country. A country, as used in this definition, includes every territory for the international relations of which a contracting government to the convention is responsible or for which the United Nations is the administering authority. For the U.S., the term "territory" includes the Commonwealth of Puerto Rico, all possessions of the United States, and all lands held by the United States under a protectorate or mandate.</p> <p>Note: The Coast Guard considers that each voyage of a U.S. vessel originates in a U.S. port regardless of when that voyage actually begun. Such a voyage is considered to continue until such time as the U.S. Vessel returns to the United States. U.S. Vessels operating from a foreign port will be considered to be on an International Voyage.</p> <p>Therefore, U.S. vessels meeting the tonnages or capacity requirements must comply with all applicable International Conventions requirements.</p> <p>References; SOLAS as amended</p> <p>46 CFR 175.400</p> <p>Federal Register / Vol. 69, No. 118 / Monday, June 21, 2004 / Notices 34383 Enforcement of SOLAS Requirements)</p> <p>Federal Register / Vol. 69, No. 66 / Tuesday, April 6, 2004 / Rules and Regulations Interpretation of International Voyage for Security Regulations</p> <p>NVIC 11-93 Applicability of Tonnage Measurement Systems to U.S. Flag Vessels</p>

Definitions (continued)	
IAFC	International Anti-Fouling Certificate
IAPP	International Air Pollution Prevention Certificate
IOPP	International Oil Pollution Prevention Certificate
ISM	International Safety Management Code
ISPP	International Sewage Pollution Prevention Equivalency Certificate
ISSC	International Security Ship Certificate
ITC	International Tonnage Convention or International Tonnage Certificate
MARPOL	International Convention for Prevention of Pollution from Ships
mile	is 1,852 meters or 6,080 feet SOLAS Chapter I/2
passenger	<p>A vessel holding a U.S. Certificate of Inspection passenger means an individual carried on a vessel, except:</p> <ol style="list-style-type: none"> (1) The owner or an individual representative of the owner, or in the case of a vessel under charter, an individual charterer or individual representative of the charterer; (2) The master; or (3) A member of the crew engaged in the business of the vessel who has not contributed consideration for carriage and who is paid for on board services. <p>Note: This differs from the definition in SOLAS Chapter I/2 in that a child under one year of age is also considered a passenger.</p> <p>References: SOLAS Chapter I/2 & 46 CFR 175.400</p>
passenger ship	A ship which carries more than twelve passengers. SOLAS Chapter I/2
SAR Coop Plan	Search and Rescue Cooperation Plan
SMS	Safety Management System
SOLAS	International Convention for the Safety of Life at Sea, 74 as amended
SSAS	Ship Security Alert System
STCW	International Convention on Standards on Training, Certification and Watchkeeping
TWIC	Transportation Workers Identification Card
UWILD	Underwater Survey in Lieu of Drydocking
VFT	Vessel Familiarization Training

Definitions (continued)	
VDR	Voyage Data Recorder
VSO	Vessel Security Officer
VSP	Vessel Security Plan

The below checklist is provided as a means for the owner/operator and Marine Inspector to keep track of what is required before International Certificates can be issued. The pages following the checklist provide details on how to comply with each checklist item.

- Application for Inspection requesting the change in route
- Certificate of Documentation has Registry Endorsement
- Vessel IMO Number (100 GT and upward)
- Company Identification Number
- CSR
- International Anti-Fouling Certificate (above 400 GT) or Declaration on Anti-fouling Systems (79 feet or greater but less than 400 GT)
- International Tonnage Certificate (79 feet or greater)
- IAPP Certificate
- IOPP Certificate
- ISPP SOVC Certificate
- Exposed Waters Stability Letter
- Meets Subdivision requirements
- Subdivision Loadline Certificate (79 feet or greater) or using US/BVI agreement
- Permanent Load Marks installed, contrasting color
- Operational limits defined on COI
- Carriage of dangerous goods
- Credit dry dock within twelve months prior to International Certificates being issued
- Required Navigation Equipment onboard
- Required number of Survival Craft onboard
- Required lifesaving equipment onboard
- EPIRB onboard, functional and registered with NOAA
- SMS approved and implemented
- SAR Co-op Plan submitted and onboard
- Official Log Book onboard
- Crew and Passenger List onboard
- Voyage Plan onboard
- VSP with SSAS annex; approved and implemented

- Security Drills
- Security Exercise
- Operates from a 33 CFR 105 designated facility
- Waiver to use a non 33 CFR 105 designated facility when not on an international voyage
- AIS installed and functional (150 GT or upward)
- LRIT installed and functional or has exemption
- SSAS installed and functional or approved to use USVI/BVI Alternate Security Agreement
- VDR installed and functional or has exemption
- SSAS installed and functional or approved to use USVI/BVI Alternate Security Agreement
- Master has appropriate ITC License, STCW Endorsements
- Master has current STCW V/3 training certificates
- Deckhands have current STCW V/3 training certificate
- Deckhands have current BST Certificate or VFT Documentation
- VSO has current STCW VI/5 endorsement
- TWIC for required crew members
- Security Training, documentation for company and vessel personnel
- Communications equipment, appropriate operator licenses and FCC Form 806.

Item	Requirement
Application for Inspection	<p>Submit an Application for Inspection of U.S. Vessel (CG-3752) requesting the change in route. http://www.uscg.mil/forms/cg/CG_3752.pdf</p> <p>For new construction use form CG-3452a http://www.uscg.mil/forms/cg/CG_3752A.pdf</p> <p>Note: The Certificate of Inspection is valid for one (1) year for a vessel carrying more than 12 passengers on international voyages. 46 CFR 176.107(a)</p>
Certificate of Documentation	<p>A vessel must have a Certificate of Documentation with a Registry Endorsement. 46 CFR 67.17</p> <p>http://www.uscg.mil/hq/g-m/vdoc/instr/instrex.doc</p>
Vessel IMO Number	<p>A vessel 100 GT and above is required by SOLAS XI-1/3 to obtain an IMO number to be used on International Certificates.</p> <p>Application can be made at Lloyds Register Fairplay http://imonumbers.lrfairplay.com/</p> <p>The ship's identification number shall be permanently marked in two locations:</p> <ol style="list-style-type: none"> 1. in a visible place on a horizontal surface visible from the air, not less than 200 mm in height, and painted in a contrasting color. 2. in an easily accessible place either on one of the end transverse bulkheads of the machinery spaces, not less than 100 mm in height, <p>The width of the marks shall be proportionate to the height.</p> <p>The permanent marking may be made by raised lettering or by cutting it in or by center punching it or by any other equivalent method of marking the ship identification number which ensures that the marking is not easily expunged.</p> <p>On ships constructed of material other than steel or metal, the Coast Guard shall approve the method of marking the ship identification number.</p> <p>SOLAS XI-2/3.4 & .5</p>
Company Identification Number	<p>All passenger vessels are required by SOLAS XI-1/3-1 to obtain a Company Identification Number for use on the CSR and ISSC.</p> <p>Application can be made from Lloyds Register Fairplay http://imonumbers.lrfairplay.com</p> <p>There is a conflict in the regulations for a passenger ship under 100 GT and Lloyds Fair Play will not issue a Company Identification Number unless the company has at least one passenger ship of 100 GT and upwards or a cargo ship of 300 gross tonnage and upwards that operates on an international voyage. CG-CVC is working with IMO to resolve conflict between XI-1/3 and XI-1/3-1. Until this conflict is resolved, the CSR Desk has been instructed by CG-CVC-1 to issue the CSR with a statement that the vessel is under 100 GT and addresses the conflict between the SOLAS regulations.</p>

Item	Requirement				
CSR	<p>For initial issuance of a Continuous Synopsis Record (CSR), complete form “Application for Continuous Synopsis Record” - (CG-6039, Rev. 04-09)) and forward it to the CSR Desk.</p> <p>To amend a ship’s CSR, complete the form “Amendments to the Continuous Synopsis Record” - (CG-6038A, Rev. 05-06)) and forward it to the CSR Desk.</p> <p>Forms and contacts information for the CSR Desk can be found at: http://homeport.uscg.mil (click on) >Missions > Domestic Vessels > Domestic Vessel General > Continuous Synopsis Record (CSR).</p> <p>Note: The CSR will not be issued until the CSR Desk receives a copy of the International Ship Security Certificate (ISSC). In most cases if the CSR application is on file and complete, the CSR can be issued the same day the ISSC is issued. The marine inspector can print out a copy of the certificate from the Coast Guard’s data base MISLE.</p>				
IAFS	<p>International Convention on the Control of Harmful Anti-fouling Systems on Ships prohibits the use of organotins in anti-fouling paints used on ships and establishes a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems. Anti-fouling systems to be prohibited or controlled are listed in Annex I of the convention, which will be updated as and when necessary.</p> <p style="text-align: center;">33 USC CHAPTER 51 - CLEAN HULLS http://uscode.house.gov/download/pls/33C51.txt</p> <p style="text-align: center;">INTERNATIONAL CONVENTION OF THE CONTROL OF HARMFUL ANTI-FOULING SYSTEMS ON SHIPS http://www.uscg.mil/hq/cg5/cg522/cg5224/docs/Antifouling.pdf</p> <p style="text-align: center;">ADDITIONAL INFORMATION http://www.uscg.mil/hq/cg5/cg522/cg5224/antifoul.asp</p> <table border="1" data-bbox="464 1199 1427 1646"> <tr> <td data-bbox="464 1199 646 1402">79 feet or more in length but less than 400 GT</td> <td data-bbox="646 1199 1427 1402">Must carry a Declaration on Anti-fouling Systems signed by the owner or authorized agent. The Declaration must be accompanied by appropriate documentation such as a paint receipt or contract or invoice. 33 USC Chapter 51 Sec 3822</td> </tr> <tr> <td data-bbox="464 1402 646 1646">Ships above 400 GT</td> <td data-bbox="646 1402 1427 1646">Are required to undergo an initial survey before the ship is placed in service or before the International Anti-fouling Systems is put into service for the first time; and a survey when the anti-fouling systems are changed or replaced. 33 USC Chapter 51 Sec 3821. An IAFS Certificate can be obtained from a Classification society authorized to issue international certificates under 46 CFR 8.320 (effective date 9 January 2012).</td> </tr> </table>	79 feet or more in length but less than 400 GT	Must carry a Declaration on Anti-fouling Systems signed by the owner or authorized agent. The Declaration must be accompanied by appropriate documentation such as a paint receipt or contract or invoice. 33 USC Chapter 51 Sec 3822	Ships above 400 GT	Are required to undergo an initial survey before the ship is placed in service or before the International Anti-fouling Systems is put into service for the first time; and a survey when the anti-fouling systems are changed or replaced. 33 USC Chapter 51 Sec 3821. An IAFS Certificate can be obtained from a Classification society authorized to issue international certificates under 46 CFR 8.320 (effective date 9 January 2012).
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ITC	<p>Need an International Tonnage Certificate (ITC) if vessel is 79 feet or greater in length. 46 CFR 69.5(2).</p> <p>A list of Current Authorized Measurement Organizations can be found on the Tonnage web page of the Marine Safety Center at: http://homeport.uscg.mil (click on) >Featured Homeport Links >Marine Safety Center > Services > Tonnage Measurement.</p>				

Item	Requirement		
IAPP	The following is required by MARPOL Annex VI, Prevention of Air Pollution From Ships See CG-543 Policy letter 09-01 at http://homeport.uscg.mil (click on) Library > Policy > Policy Letters > Inspection		
	< 400 GT	Requires an Annex VI endorsement on Certificate of Inspection (COI). No COI endorsement will be made if a vessel fails to fully comply with the provisions of Annex VI which are applicable to the vessel.	
	≥ 400 GT	Must demonstrate compliance with Annex VI through possession of an IAPP Certificate. An IAPP Certificate will not be issued to a vessel that fails to comply with the applicable provisions of Annex VI.	
IOPP	MARPOL Annex I, Prevention of Pollution requires the following: Further guidance can be found in NVIC 6-94 Change 1 at http://www.uscg.mil/hq/cg5/nvic/pdf/1994/n6-94.pdf		
	< 400 GT	Oily waste to be retained onboard and discharge ashore. 33 CFR 151.10(f)	
	≥ 400 GT	Need a Shipboard Oil Pollution Emergency Plan in accordance with 33 CFR 151.26. Plan submission and approval can be found in 33 CFR 151.27 . Approval required before the IOPP can be issued.	
		Need an Oil Record Book (ORB) for Ships CG-4602A in accordance with 33 CFR 151.25 . ORB can be obtained from the local OCMI.	
Requires an IOPP Certificate. An IOPP certificate will not be issued until the vessel complies with required equipment installed and an IOPP survey has been completed. 33 CFR 151.17 & 33 CFR 151.19			

Item	Requirement
ISPP	<p>MARPOL Annex IV prohibits discharge of sewage into the sea except when the ship has in operation an approved sewage treatment plan (STP). See NVIC 01-09 for what constitutes an approved STP and discharge distance from land for the different types of STP's.</p> <p>Currently, the United States is not party to Annex IV and will issue International Sewage Pollution Prevention Equivalency Certificate (ISPP). The owner or operators subject to Annex IV, while not compelled to obtain an ISPP, may obtain one.</p> <p>A vessel without a valid ISPP on or after January 1, 2010, risk being detained overseas by a Port State while operating in waters subject to its jurisdiction.</p> <p>Enclosure (3) NVIC 01-09 for contains guidance to request a International Sewage Pollution Prevention Equivalency Certificate</p> <p>Applicability:</p> <ul style="list-style-type: none"> (1) MARPOL Annex IV is applicable to ships on an international voyage that are less than 400 GT certified to carry > 15 persons, which includes both passengers and crew, or ≥ 400 GT. (2) Keel laid date ≥ 01Jan2010 STP meets MEPC.159(55) (3) Keel laid date < 01 Jan 2010 STP meets MEPC.2 (VI) or 33 CFR Part 159.
Stability Letter	<p>Meet intact Stability Standards of 46 CFR 178.310 (Inclining and Deadweight Survey) and have a Stability Letter for Exposed Waters in accordance with 46 178 CFR 210.</p> <p>Note: 1. Stability will be re-evaluated to determine if the addition of Survival Craft will require a new stability test to be conducted.</p> <p>2. Simplified Stability Test not allowed in accordance with 46 CFR 178.310(a)(2)</p>
Subdivision	<ul style="list-style-type: none"> 1. Required to have a collision bulkhead in accordance with 46 CFR 179.210 2. Meet Type II subdivision in accordance with 46 CFR 179.212(c)

Item	Requirement
Subdivision Load Line	<p>Applies to a vessel \geq 79 feet. Currently, the Coast Guard has an agreement with BVI exempting vessels operating within 20 miles from land between the USVI and BVI.</p> <p>All other passenger vessels must apply for a Subdivision Load Line in accordance with 46 CFR Part 46. The load line requirements or 46 CFR Part 42 must be complied with before a passenger vessel will be marked with and certificated as to subdivision load lines.</p> <p>Notes: 1. Application for the assignment or renewal subdivision loadline shall be in accordance with 46 CFR 46.10-20.</p> <p>2. Submit Plans and request Inspections accordance with 46 CFR 46.10-70.</p> <p>3. The load line requirements of 46 CFR Part 42 must be complied with before a passenger vessel will be marked with and certificated as to subdivision load lines.</p> <p>4. Contact the American Bureau of Shipping to apply for a loadline under 46 CFR Part 42. As an alternative, the Commandant upon application, may appoint a recognized classification society to issue a loadline under 46 CFR Part 42. A list of these recognized classification societies can be found at http://www.uscg.mil/hq/cg5/acp/ 46 CFR 42.07-35, 46CFR 42.07-40</p>
Load Marks	Have permanent loading marks on hull in accordance with 46 CFR 185.602(c)
Operational Limits	<p>The vessel's operational limits (SOLAS 74 as amended V/30) will be documented on the vessel's Certificate of Inspection.</p> <p>i.e. exemptions from any regulations, restrictions in operating areas, weather restrictions, sea state restrictions, restrictions in permissible loads, trim, speed and any other limitations, whether imposed by the U.S. Coast Guard or established during the design or the building stages.</p>
Carriage of dangerous goods	<p>A Passenger Vessel wanting to carry hazardous materials in accordance with 49 CFR Subchapter C – Hazardous Materials Regulations, submit a written request on company letter head stating the cargo types and quantities to be carried. The COI will be endorsed with applicable restrictions and list any additional firefighting equipment required. This endorsement of the COI satisfies the SOLAS II-2/19.4 requirement for a Document of Compliance. The master must have onboard a record of training in accordance with 49 CFR 176.13.</p> <p>Note: For the purposes of 49 CFR Subchapter C, T-boats on international voyages carrying combustible and flammable cargo are considered "cargo vessels" when carrying 12 or less passengers and "passenger vessels" when carrying more than 12 passengers (see 49 CFR 171.8 for the definitions of "cargo vessel" and "passenger vessel"). Hazardous materials may be carried in approved portable tanks only when operating as a "cargo vessel" and specifically authorized by COI endorsement. Transfer of cargo to or from a portable tank or other packaging on board the vessel (with or without passengers aboard) is not authorized.</p>

Item	Requirement
Dry-dock Intervals	<p>Required to undergo a dry-dock examination once every twelve (12) months 46 CFR 176.600(b) unless it has been approved to undergo an underwater survey per 46 CFR 176.615.</p> <p>The Officer in Charge Marine Inspection may approve an underwater survey instead of a dry dock examination at alternating intervals if your vessel is:</p> <ol style="list-style-type: none"> (1) Less than 15 years of age. (2) A steel or aluminum hulled vessel; (3) Fitted with an effective hull protection system; and (4) Operated on an international voyage subject to SOLAS. <p>For vessels 15 years of age or older, the 7th Coast Guard District Commander may approve an underwater survey instead of a drydock examination at alternating intervals. You must submit an application to the Officer In Charge Marine Inspection Sector San Juan at least 90 days before you vessel's next required drydock examination. You may be allowed this option if your vessel is:</p> <ol style="list-style-type: none"> (1) A steel or aluminum hulled vessel; (2) Fitted with an effective hull protection system; and (3) Operated on an international voyage subject to SOLAS. <p>Note: 1. The owner/operator must submit an application at least 90 days before the vessel next required dry dock exam to enter the program. The application must address all the items in 46 CFR 176.615 (b) or (c).</p> <ol style="list-style-type: none"> 2. The vessel must undergo a credit dry-dock prior to being allowed to enter the UWILD program. 3. During the vessel's drydock examination, preceding the underwater hull survey, a complete set of hull gauging must be taken and indicate the vessel is free from appreciable hull deterioration.

Item	Requirement
Navigation Equipment	All vessel must carry charts and publications in accordance with 46 CFR 184.420
	Less than 150 GT
	Exempt from the carriage requirements of SOLAS 74, as amended, Chapter V/19 in accordance with FR 69 42192 and NVIC 02-03 . Must meet 46 CFR Subchapter T requirements. http://www.uscg.mil/hq/cg5/nvic/pdf/2003/02-03.pdf
	The required navigation equipment listed below must meet the Coast Guard approval series number listed in Enclosure (4) of NVIC 8-01 Change 2.
	150 GT and greater built before 1 July 2002
	Must be fitted with a receiver for global navigation satellite system or terrestrial radio navigation system, or other means, SOLAS 74, as amended, V/19/2.1.6
	150 GT and greater built on or after 1 July 2002
	Must meet SOLAS 74, as amended, Chapter V/19.2.1, 19.2.2 and 19.2.3 <ul style="list-style-type: none"> 1. Proper adjusted standard magnetic compass V/19.2.1.1 2. A spare magnetic compass, interchangeable with above, V/19.2.2.1 3. A pelorus or compass bearing device, V/19.2.1.2 4. Means of correcting heading and bearing to true at all times V/19.2.1.3 5. A receiver for global navigation satellite system or terrestrial radio navigation system, or other means, V/19.2.1.6 6. Daylight signaling lamp. 7. Echo-sounding device, V/19.2.3.1 8. 9 GHz radar, or other means, V/19.2.3.2 9. An electronic plotting aid, V/19.2.3.3 10. Speed and distance measuring device, or other means, V/19.2.3.4 11. A properly adjusted transmitting heading device, or other means, V/19.2.3.5
	300 GT or greater built on or after 1 Jul 2002.
	Must meet the requirements found in NVIC 02-03 . http://www.uscg.mil/hq/cg5/nvic/pdf/2003/02-03.pdf

Item	Equipment	Requirements
Lifesaving	Survival Craft	<p>Due to a change in the law, vessels that had an International Route of not more than 3 miles from land before 01Sep2011 may continue to use 100% life floats for all people onboard until 1 Jan 2015.</p> <p>Meet 46 CFR 180.137 and 46 CFR 180.200(a)(3)</p> <p>Less than 20 miles from land</p> <p>Have 100% Inflatable Buoyant Apparatus' or Inflatable Life Rafts meeting 46 CFR 180.200 and storage requirements of 46 CFR 180.130</p> <p>Greater than 20 miles from land</p> <p>Meet all survival craft requirements of 46 CFR Subchapter W (i.e. approval, storage, etc...)</p>
	Lifejacket light/whistle	Meet 46 CFR 199.70(b)(2)
	Ring life buoy	Meet 46 CFR 180.70 and be orange in color
	Emergency Position Indicating Radio Beacon (EPIRB)	<ol style="list-style-type: none"> As required by 46 CFR 80.64, or Required if vessel's route is less than three miles from the nearest land and the FCC has not granted an exemption (see Communications on page 23. <p>Proof of registration with NOAA. http://www.sarsat.noaa.gov/beacon.html</p> <p>SOLAS 74 as amended Chapter IV/15.9, the EPIRB must be tested annually for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals as specified below:</p> <ol style="list-style-type: none"> Within 3 month before the expiry date of the PSSC, and The test may be conducted on board the ship or at an approved testing station, and Subject to maintenance at intervals not exceeding five years, to be performed at an approved shore-based maintenance facility.

Item	Requirements	
Safety Management System (SMS)	Option 1:	<p>Have a SMS, Safety Management Certificate and Document of Compliance in accordance with 33 CFR 96.</p> <p>Note: Contact a recognized classification society who is approved to issue SMC documents. A list of recognized classification societies can be found at http://www.uscg.mil/hq/cg5/acp/</p>
	Option 2:	<p>Request in writing to use the Coast Guard's International Safety Management Code equivalence in accordance with MSM Vol. II, Section E, Chapter 3.C.5. http://www.uscg.mil/directives/cim/16000-16999/CIM_16000_7A.pdf</p> <p>After the SMS has completed a successful review by the attending marine inspector, an approval letter will be issued by the Officer in Charge Marine Inspection (OCMI).</p> <p>The SMS template and submittal requirements can be found at http://homeport.uscg.mil/sanjuan >Domestic Vessel Inspection> Safety Management System.</p> <p>Note:</p> <ol style="list-style-type: none"> 1. The use of the SMS equivalency does not change the owner/operators responsibility of meeting SOLAS IX or the International Safety Management Code. 2. The template SMS manual will have to be custom tailored to include vessel specific systems and operating practices; i.e. just putting the company's name on the template manual and adding names is not sufficient to have the manual approved. 3. A Vessel with route more than 20 miles from land, the SMS will have to meet 33 CFR 96 (SOLAS IX and the International Safety Management Code) 4. The approval to use the Coast Guard's equivalent SMS can be revoked if it is found the owner/operator is not in compliance. Once approval is revoked, the owner/operator will be required to obtain a SMS under 33 CFR 96.

Item	Requirements												
<p>Search and Rescue (SAR) Co-operation Plan</p>	<p>Have onboard a plan for Search and Rescue Co-operation Plan (SAR Co-op) with the U.S. Coast Guard in the event of an emergency. SOLAS V/7.3</p> <p>The plan shall be developed based on MSC/Circ.1079 http://www.imo.org/includes/blastDataOnly.asp/data_id%3D7700/1079.pdf</p> <p>A simplified SAR Co-op Plan template can be downloaded from http://homport.uscg.mil/sanjuan > Domestic Vessel Inspection > T-Boat How to obtain an International Route between the USVI and BVI</p> <p>The Plan shall include provisions for periodic exercises to be undertaken to test its effectiveness.</p> <p>Submit the Plan to Sector San Juan, Prevention Operations. The Plan will be reviewed for compliance and marked “Examined”. An electronic copy of the SAR Co-op Plan will be maintained in the U.S. Coast Guard’s Marine Information Safety and Law Enforcement (MISLE) database.</p> <p>It is the vessel Operator’s responsibility to send any amendments to the SAR Co-op Plan to the Sector San Juan Prevention Operations. The SAR Co-op Plan will be reviewed annually during the vessel’s Annual Safety Inspection to ensure the vessel operator is in compliance.</p> <p>USCG Sector San Juan, as the SAR Data Provider will submit the following index entry and any subsequent amendments to “International SAR Co-operation Plans Index” by e-mail to sarcp@mcga.gov.uk</p> <table border="1" data-bbox="570 1062 1369 1411"> <tbody> <tr> <td>Ships Name</td> <td></td> </tr> <tr> <td>Call Sign</td> <td></td> </tr> <tr> <td>MMSI</td> <td></td> </tr> <tr> <td>Company identity</td> <td></td> </tr> <tr> <td>SAR Data Provider identity</td> <td>U.S. Coast Guard Sector San Juan</td> </tr> <tr> <td>SAR Data Provider’s 24-hour contact telephone number</td> <td>1-787-289-2040</td> </tr> </tbody> </table> <p>http://www.mcga.gov.uk/c4mca/mcga07-home/emergencyresponse/mcga-searchandrescue/mcga-hmcgsar-sarsystem/dops_-_all-sar_co-operation_plans_270705.htm</p>	Ships Name		Call Sign		MMSI		Company identity		SAR Data Provider identity	U.S. Coast Guard Sector San Juan	SAR Data Provider’s 24-hour contact telephone number	1-787-289-2040
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Item	Requirements
Official Log Book	Have an Official Log book onboard and Master makes entries as required by 46 CFR 185.280 .
Crew & Passenger List	As per 46 CFR 185.502 , a completed INS Form I-418 for the current voyage may be used to meet this requirement.
Voyage Plan	<p>The voyage plan must be prepared prior to departing on a voyage and communicated verbally or in writing, ashore at the vessels normal berthing location or with a representative of the owner or managing operator of the vessel.</p> <p>The voyage plan shall be available to the Coast Guard upon request. 46 CFR 185.503.</p>
Vessel Security Plan (VSP)	<p>Submit a VSP to the MSC at least 60 days prior to intended operations. 33 CFR 104.410(b).</p> <p>Proof that Company, vessel personnel and other vessel personnel meet the training requirements of 33 CFR 104.220 and 104.225.</p> <p>Provide proof that a security drill was conducted as per 33 CFR 104.230.</p> <p>Complete a Coast Guard verification of VSP.</p> <p>Must complete all of the above before an International Ship Security Certificate will be issued.</p> <p>Conduct a security drill at least every 3-months and an exercise every 18-months as per 33 CFR 104.230.</p> <p>Further guidance for writing and submitting the Vessel Security Plan can be found at http://homport.uscg.mil >Marine Safety Center >Services >Vessel Security Plan Review</p> <p>Check status of your submittal (MISLE tracking number required) Vessel Security Plan information desk can assist with other questions. Phone: (202) 475-3444 Fax: (202) 475-3921 E-mail: SecurityPlanInfo@uscg.mil</p>

Item	Requirements																												
Vessel Security Plan (VSP) Continued	<p>All vessels requiring an International Security Ship Certificate need to use a 33 CFR 105 designated passenger facility to embark and disembark passengers. See the table below for reference.</p> <p>However, a U.S. flagged vessel transiting between USVI and PR ports when not on an international voyage may request a waiver from Coast Guard Headquarters (Commandant CG-FAC-2) to use a non-105 facility as per Public Advisory Council (PAC) 60-05.</p> <table border="1" data-bbox="537 520 1399 1260"> <thead> <tr> <th colspan="5" data-bbox="537 520 1399 611">Which Passenger Vessels need to use a 33 CFR 105 designated facility?</th> </tr> <tr> <th data-bbox="537 611 699 638">IF...</th> <th data-bbox="699 611 873 638">AND...</th> <th data-bbox="873 611 1081 638">AND...</th> <th data-bbox="1081 611 1240 638">AND...</th> <th data-bbox="1240 611 1399 638">THEN</th> </tr> </thead> <tbody> <tr> <td data-bbox="537 638 699 1058" rowspan="2">US flagged vessel carrying 150 passengers or less</td> <td data-bbox="699 638 873 737">The vessel is not required to have SOLAS documents</td> <td data-bbox="873 638 1081 737">→</td> <td data-bbox="1081 638 1240 737">→</td> <td data-bbox="1240 638 1399 863">The vessel does not need to use a 105 facility</td> </tr> <tr> <td data-bbox="699 737 873 1058">The vessel is required to have SOLAS documents</td> <td data-bbox="873 737 1081 863">The vessel has a waiver from Coast Guard</td> <td data-bbox="1081 737 1240 863">The vessel is transiting between USVI & PR ports</td> <td data-bbox="1240 863 1399 1058">The vessel is arriving from or departing to a foreign port</td> </tr> <tr> <td data-bbox="537 1058 699 1184">US flagged vessel carrying more than 150 passengers</td> <td data-bbox="699 1058 873 1184">→</td> <td data-bbox="873 1058 1081 1184">→</td> <td data-bbox="1081 1058 1240 1184">→</td> <td data-bbox="1240 1058 1399 1184" rowspan="2">The vessel must use a 105 designated passenger facility</td> </tr> <tr> <td data-bbox="537 1184 699 1260">Foreign flagged vessels</td> <td data-bbox="699 1184 873 1260">→</td> <td data-bbox="873 1184 1081 1260">→</td> <td data-bbox="1081 1184 1240 1260">→</td> </tr> </tbody> </table> <p>A copy of PAC 60-05 can be found at http://homeport.uscg.mil > Missions > Maritime Security Act (MTSA) > FAQs > MTSA/ISPS Policy Advisory Council.</p> <p>In accordance with 33 CFR 104.130, the waiver request must be submitted in writing with justification to:</p> <p style="padding-left: 40px;">Commandant (CG-FAC-2) 2100 Second Street, S.W., Stop 7581 Washington, DC 20593-7581</p> <p>Submit the Waiver Request on Company Letter Head and include the following:</p> <ol style="list-style-type: none"> 1. Vessel Name and Official Number 2. In accordance with 33 CFR 104.130, I am requesting a waiver under provisions of PAC 60-05 to operate at a non 33 CFR 105 designated facility when not departing or arriving from a foreign port. 3. Provide a short reason why the vessel needs to operate from a non 33 CFR 105 designated passenger facility. <p>Approval will follow guidance found in CG-544 Policy Letter 07-01.</p>	Which Passenger Vessels need to use a 33 CFR 105 designated facility?					IF...	AND...	AND...	AND...	THEN	US flagged vessel carrying 150 passengers or less	The vessel is not required to have SOLAS documents	→	→	The vessel does not need to use a 105 facility	The vessel is required to have SOLAS documents	The vessel has a waiver from Coast Guard	The vessel is transiting between USVI & PR ports	The vessel is arriving from or departing to a foreign port	US flagged vessel carrying more than 150 passengers	→	→	→	The vessel must use a 105 designated passenger facility	Foreign flagged vessels	→	→	→
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Foreign flagged vessels	→	→	→																										

Item	Item
Security Drill	Drills conducted at least every three months in accordance with 33 CFR 104.230 and documented in accordance with 33 CFR 104.235(b)
Security Exercise	Conduct an exercise once each calendar year, but not more than 18 months between exercises in accordance with 33 CFR 104.230(c) and documented in accordance with 33 CFR 104.235(b) .
Automatic Identification System (AIS)	<p>For a vessel less than 150 GT, an exemption has been granted from installing AIS Equipment by 33 CFR 164.46(a)(2)(i).</p> <p>For a vessel 150 GT or greater, the regulations require the installation of AIS equipment. There is no provision in the U.S. Regulations or SOLAS to grant an exemption.</p>
Long Range Tracking (LRIT)	<p>SOLAS V/19.1 grants an exemption from having to install LRIT if the vessel is fitted with AIS and operates less than 20 miles from land.</p> <p><u>Vessels under 150 GT and operating less than 20 miles from land can request an LRIT exemption.</u> This exemption will be valid for approximately five years. At which time it will be reviewed by CG-CVC-1 to determine if any developing security issues require maintaining greater situational awareness for vessels of this type and route.</p> <p>Apply for a LRIT exemption from Commandant (CG-CVC-1) via Sector San Juan. Submit the Waiver Request on Company Letter Head and include the following:</p> <ol style="list-style-type: none"> 1. Vessel Name, Official Number, # passengers, length, Gross Tonnage. 2. Vessel's Route: example Vessel operates no more than three miles from land between the USVI and BVI. 3. That you are requesting a waiver for the carriage of a LRIT, required by SOLAS 74 V/19-1 and 33 CFR 169.205(a), under provisions of SOLAS 74 Chapter V/3.2 and that you consider the requirement to carry a LRIT unreasonable or unnecessary.

<p>Ship Security Alert System (SSAS)</p>	<p>Option 1: Install a SSAS and submit a SSAS Annex to the VSP to the Marine Safety Center in accordance with NVIC 4-03, Enclosure 5. http://www.uscg.mil/hq/g-m/nvic/03/NVIC_04-03_CH-1.pdf</p> <p>Additional information for preparing the SSAS Annex can be found at http://homeport.uscg.mil Missions > Vessel Standards > Marine Safety Center > Services > Vessel Security Plan Review</p> <p>Option 2: Request to use Alternate Security Agreement between the USVI and BVI to use cellular or satellite phones.</p> <p>Call Sector San Juan Prevention Inspection Division or MSD St. Thomas for a copy of the Alternate SSAS Annex Template.</p> <p>Send request to use SSAS Alternate Security Agreement to Commandant CG-FAC-2 via to Sector San Juan Prevention Inspection Division. Submit the Waiver Request on Company Letter Head and include the following:</p> <ol style="list-style-type: none"> 1. Vessel Name, Official Number, # passengers, length, Gross Tonnage 2. Vessel's Route: example Vessel operates no more than three miles from land between the USVI and BVI. 3. That you are requesting to use the USVI/BVI Alternated Security Agreement to use cellular or satellite phone as an alternated to the Ship Security Alert System.
<p>Voyage Data Recorder (VDR)</p>	<p>Install a VDR or request exemption in accordance with G-MOC-1 Policy letter 04-05. http://www.uscg.mil/hq/g-m/moc/docs.htm</p> <p>Send request for VDR exemption request to Sector San Juan Prevention Inspection Division. The request will be endorsed and forward to CG-CVC-1.</p> <p>Submit the exemption request on Company Letter Head and include the following:</p> <ol style="list-style-type: none"> 1. Vessel Name, Official Number, # passengers, length, Gross Tonnage 2. Vessel's Route: example; Vessel operates no more than three miles from land between the USVI and BVI. 3. Requesting an exemption to carry a VDR. Provide details why the vessel meets the exemption criteria listed in policy letter. Note: vessels 150 GT and over will need to provide a survey of the vessels electronics by a qualified VDR installation and servicing company on why it's not feasible to install a VDR on the vessel.

Item	Personnel	Requirements																												
Manning	Master	<p>Master near coastal credential of an appropriate tonnage with at least a STCW II/3 endorsement.</p> <table border="1" data-bbox="683 394 1385 842"> <thead> <tr> <th colspan="4" data-bbox="683 394 1385 474">Examples of Appropriate Tonnage Master's Credential with STCW II/3 Endorsement</th> </tr> <tr> <th data-bbox="683 474 797 548">Vessel Length</th> <th data-bbox="797 474 954 548">GRT ¹</th> <th data-bbox="954 474 1112 548">GT ²</th> <th data-bbox="1112 474 1385 548">Minimum Required Tonnage</th> </tr> </thead> <tbody> <tr> <td data-bbox="683 548 797 695" rowspan="3"><79 ft</td> <td data-bbox="797 548 954 594">≤25</td> <td data-bbox="954 548 1112 594">→</td> <td data-bbox="1112 548 1385 594">25 GRT ³</td> </tr> <tr> <td data-bbox="797 594 954 640">>25 ≤50</td> <td data-bbox="954 594 1112 640">→</td> <td data-bbox="1112 594 1385 640">50 GRT ³</td> </tr> <tr> <td data-bbox="797 640 954 695">>50 ≤100</td> <td data-bbox="954 640 1112 695">→</td> <td data-bbox="1112 640 1385 695">100 GRT</td> </tr> <tr> <td data-bbox="683 695 797 842" rowspan="3">≥79 ft</td> <td data-bbox="797 695 954 741">≤100</td> <td data-bbox="954 695 1112 741">≤100</td> <td data-bbox="1112 695 1385 741">100 GRT</td> </tr> <tr> <td data-bbox="797 741 954 787">> 100 ≤200</td> <td data-bbox="954 741 1112 787">>100 ≤500</td> <td data-bbox="1112 741 1385 787">200 GRT(500 GT) ⁴</td> </tr> <tr> <td data-bbox="797 787 954 842">>200</td> <td data-bbox="954 787 1112 842">≤500</td> <td data-bbox="1112 787 1385 842">200 GRT(500 GT) ⁴</td> </tr> </tbody> </table> <p data-bbox="683 842 1385 1119"> <ol style="list-style-type: none"> 1. Gross Registered Tonnage (Domestic Tonnage) as listed on the Certificate of Documentation. License endorsed for Near Coastal Voyages. 2. Gross Tonnage (International Tonnage) as listed on the International Tonnage Certificate. License endorsed for International Voyages 3. The Master holding a 25 or 50 ton license has met all the requirement of 100 GT, except service requirements on a vessel of appropriate tonnage. 4. Domestic and International tonnages will be listed on license. </p> <p data-bbox="683 1167 1385 1199">Have the following current training certificates</p> <ol data-bbox="683 1199 1385 1257" style="list-style-type: none"> 1. STCW V/3 Crowd Control 2. STCW V/3 Crisis Management & Human Behavior Training <p data-bbox="683 1272 1385 1304">Note: Refresher training must be conducted every 5 years</p> <p data-bbox="683 1318 1385 1350">A listing of Coast Guard Approved Courses can be found at:</p> <p data-bbox="683 1350 1385 1381">http://www.uscg.mil/stcw/mmhc-appcourses.htm</p> <p data-bbox="683 1396 1385 1482">Visit http://www.uscg.mil/stcw/ for information on how to apply for a STCW endorsement or contact Sector San Juan's Senior Legal Instruments Examiner at (787) 289-2368.</p> <p data-bbox="683 1497 1385 1528">References:</p> <p data-bbox="683 1543 1385 1575">46 CFR 10.202 & NVIC 7-00</p> <p data-bbox="683 1589 1385 1621">http://www.uscg.mil/hq/cg5/nvic/pdf/2000/n7-00.pdf</p>	Examples of Appropriate Tonnage Master's Credential with STCW II/3 Endorsement				Vessel Length	GRT ¹	GT ²	Minimum Required Tonnage	<79 ft	≤25	→	25 GRT ³	>25 ≤50	→	50 GRT ³	>50 ≤100	→	100 GRT	≥79 ft	≤100	≤100	100 GRT	> 100 ≤200	>100 ≤500	200 GRT(500 GT) ⁴	>200	≤500	200 GRT(500 GT) ⁴
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Item	Personnel	Requirements
	Deckhand	<p>Provide proof of completing STCW training for:</p> <ol style="list-style-type: none"> 1. STCW V/3, Crowd Control <ul style="list-style-type: none"> Note: 1. Refresher training must be conducted every 5 years 2. Required for all crewmembers that perform duties that involve safety or care of passengers. 2. BST Certificate or VFT documentation, as appropriate. See NVIC 4- 97 for acceptable training and documentation http://www.uscg.mil/hq/cg5/nvic/pdf/1997/n4-97.pdf 46 CFR 12.35-5 and STCW VI/1 3. Certificate of proficiency in security related familiarization and security-awareness training or instruction in accordance with STCW A-VI/V, paragraphs 1 – 4., or 4. Deckhand with designated security duties must have a certificate of proficiency meeting STCW A-VI/6 paragraphs 6 – 8. <p>Note: Deckhands who were working prior to 1 January 2012 have until 1 January 2014 to obtain a certificate of proficiency required in items 3 and 4 above. This is in accordance with IMO STCW.7/Circ.17. http://www.dttas.ie/upload/general/13322-STCW_7CIRC_171-0.PDF</p> <p>A listing of Coast Guard Approved Courses can be found at: http://www.uscg.mil/stcw/mmhc-appcourses.htm</p>
VSO	Master or Designated Person	<p>The VSO on-board the vessel must hold a valid Coast Guard-issued credential with STCW VI/5 endorsement. 33 CFR 104.215(c)</p> <p>A listing of Coast Guard Approved Courses can be found at: http://www.uscg.mil/stcw/mmhc-appcourses.htm</p>
Transportation Workers Identification Card (TWIC)		<p>The following people must have a TWIC or meet all the provisions for newly hired employees found in 33 CFR 104.267:</p> <ol style="list-style-type: none"> 1. Company Security Officer 33 CFR 104.210(a) 2. Vessel Security Officer 33 CFR 104.215(a) 3. Company/vessel personnel responsible for security duties that need unescorted access to secure areas. 33 CFR 104.220 4. Any mariner required to hold a license, Merchant Mariner Document, Certificate of Register and/or an STCW Endorsement. 46 CFR 10.203 <p>For additional information about TWIC, go to http://homport.uscg.mil (click on) Featured Homeport Links > TWIC</p>
Security Training	Company and Vessel personnel	<p>Provide documentation that all company and vessel personnel responsible for security have completed Security Training for Company and Vessel personnel in accordance with 33 CFR 104.220 and or 104.225</p>

Item	Requirements
Communications	Less than three (3) miles from land
	<p>Meet FCC requirements 47 CFR Subpart S.</p> <p>Fitted with a VHF radiotelephone. 47 CFR 80.933(c)(1).</p> <p>Inspecting technician must submit FCC Form 806 to the Officer in Charge Marine Inspection (OCMI) in accordance with 47 CFR 80.59(a)(3). http://www.fcc.gov/Forms/Form806</p> <p>Note: Must be completed every year before being issued new International Certificates</p> <p>The FCC-licensed technician must use the latest FCC information Bulletin, "How to Conduct an Inspection of a Small Passenger Vessel". http://www.fcc.gov/Bureaus/Compliance/Orders/1998/fcc98075.txt</p> <p>Have the FCC Station License updated to include current owner/operator and any required equipment. http://wireless.fcc.gov/marine/ftsht14.html</p>
	More than three (3) miles but not more than 20 miles from land
	<p>Meet all that above requirements and 47 CFR 80.1085 and 47 CFR 80.1087</p> <ol style="list-style-type: none"> 1. VHF radiotelephone. 47 CFR 80.933(c)(1) 2. A Category 1, 406.0 – 406.1 MHz EPIRB meeting 47 CFR 80.1061 3. A NAVTEX receiver meeting 47 CFR 80.1101(c)(1) 4. Three (3) two-way VHF portable radiotelephone apparatus meeting 47 CFR 80.1095 5. Two (2) radar transponders meeting 47 CFR 80.1095, or 6. Receive FCC Exemption for line items number 3, 4 and 5 Apply to the FCC for the Exemption; FCC 605 Main and FCC 605 Schedule G. http://www.fcc.gov/Forms/Form605/ <p>Note: A copy of the vessel's current COI must accompany the exemption request.</p>
	More than 20 Miles from land
<p>Meet all of that above requirements and have GMDSS equipment installed in accordance with FCC Regulations:</p> <p>Note: Master and Deck Officers must have a GMDSS STCW endorsement 47 CFR 80.1073</p> <p>G-MOC Policy Letter 04-02 http://homeport.uscg.mil Library > Policy > Policy Letters > Inspection > G-MOC Policy Letter 04-02</p>	