

United States Coast Guard  
Atlantic Area / Pacific Area

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***Addendum***  
***Uninspected Passenger Vessels***  
***over 100 GTs but less than 300 GTs that***  
***carry 12 or fewer passengers for hire***

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*Addendum for UPVs Over 100 GTs but less than 300 GTs*

Addendum for UPVs over 100 GTs

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## ***Addendum for UPVs Over 100 GTs but less than 300 GTs***

### **INTRODUCTION**

**Overview** This document applies to U.S. uninspected passenger vessels (UPVs) over 100 Gross Tons (GT) but less than 300 GTs that do not carry freight for hire. This guide is also intended to assist UPV owners and operators as well as Coast Guard vessel inspectors/examiners and boarding officers understand vessel requirements. It is also designed to supplement the “*Requirements for Uninspected Passenger Vessels*”. This document is not meant to replace federal laws and regulations. Title 33, Code of Federal Regulations (CFR), Title 46, CFR Subchapter C and other laws and regulations should always be consulted. As a reminder, U. S. laws and regulations set the minimum safety requirements.

<b>Abbreviations</b>	CFR	Code of Federal Regulations
	CG/USCG	U. S. Coast Guard
	GT	Gross Tons
	MMC	Merchant Mariner Credential
	OCMI	USCG Officer in Charge of Marine Inspection
	UPV	Uninspected Passenger Vessel
	USC	United States Code

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### **Copy of Regulations**

For more detailed information contact the local Sector or Marine Safety Unit Prevention Department (Attn: Domestic Inspection Division) where you will be operating. You may purchase a copy of the regulations by calling the Government Printing Office or view them online.

### **Penalties**

In accordance with *46 USC 4106*, if an UPV over 100 GTs is operated in violation of applicable laws and regulations, the owner, charterer, managing operator, agent, individual in charge, and master are each liable for criminal or civil penalties. The UPV over 100 GTs is liable *in rem* for the penalty.

## **DEFINITIONS**

### **Consideration**

An economic benefit, inducement, right, or profit including monetary payment going to an individual, person, or entity, but not including a voluntary sharing of the actual expenses of the voyage, by monetary compensation of fuel, food, beverage, or other supplies. *46 USC 2101 (5a)*

### **Passenger**

Any person on a vessel, other than the owner or an individual representative of the owner or in the case of vessel under charter, an individual charterer or individual representative of the charterer, master and the members of the crew, or other any other person employed or engaged in any capacity on board a vessel in the business of that vessel. *46 USC 2101 (21)*

### **Passenger for Hire**

Passenger for whom a consideration is contributed as a condition of carriage whether directly or indirectly flowing to the owner, charterer, operator, agent, or any other person interested in the vessel is a passenger for hire. *46 USC 2101 (21a)*

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**Uninspected Passenger Vessel (UPV), 46 CFR §24.10-1**

Uninspected passenger vessel means an uninspected vessel—

- (1) Of at least 100 gross tons;
  - (i) Carrying not more than 12 passengers, including at least one passenger-for-hire; or
  - (ii) That is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than 12 passengers; and
- (2) Of less than 100 gross tons;
  - (i) Carrying not more than six passengers, including at least one passenger-for-hire; or
  - (ii) That is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than six passengers.)

These vessels are not afforded the exemption for an individual charterer under the definition of passenger unless the owner transfers operational control of the vessel via a written agreement to the charterer. In other words, the charterer on board a UPV is defined as a passenger and included in the number of passengers carried on board.

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### REQUIREMENTS

All requirements specified for UPVs (6-packs) in LANT/PACAREAINST 16710.2, enclosure (1) apply unless modified, supplemented, or amended by this enclosure.

### MANNING

% Of Crew Required To Be A U.S. Citizen Or Lawful Permanent Resident Alien 46 U.S.C. 8103	Crew Required To Hold Merchant Mariner's Document (MMC/MMD) 46 U.S.C. 8701(A)	% of Deck Crew Required To Be Able Seaman 46 U.S.C. 7312(A-F) 46 U.S.C. 8702	Licensed Operator Required 46 U.S.C. 8901	Licensed Master 46 U.S.C. 8304 46 U.S.C. 8904	Licensed Mates 46 U.S.C. 8304	Licensed Chief Engineer 46 U.S.C. 8304	Licensed Asst. Engineer 46 U.S.C. 8304	Required Watch Divisions 46 U.S.C. 8104
100%	NO	—	YES <sup>12</sup> <100 GRT [46 U.S.C. 2101(42)(B)]	YES <sup>13</sup> >100 GRT [46 U.S.C. 2101(42)(A)]	—	—	—	2 <sup>12, 13</sup>

**12.** 46 U.S.C. 8903 requires the OUPV to be licensed by the Secretary under prescribed regulations. 46 U.S.C. 8104(b) provides that licensed individuals (credentialed officers) on oceangoing vessels of not more than 100 GRT "may not be required" to work more than 12 hours in a 24-hour period while at sea. Therefore an uninspected passenger vessel operating greater than 12 hours should have a two watch system. If the OUPV has no relief and is too fatigued to stand an alert watch, then that individual would be negligent for failure to maintain an adequate watch. [46 CFR 15.601, 15.605, 15.705 and 15.905]

**13.** On every uninspected passenger vessel of at least 100 GRT, there must be an individual holding an appropriate license or valid MMC with endorsement as master and mate, depending on watches (see 46 U.S.C. 8104). [46 CFR 15.601, 15.605, 15.705, 15.805, and 15.905]

### PERSONNEL LICENSING

#### Licensed Operators for UPVs, 46 CFR §15.605

Each uninspected passenger vessel must be under the direction and control of an individual credentialed by the Coast Guard as follows:

- (a) Every uninspected passenger vessel of **100 gross tons or more**, as defined by 46 U.S.C. 2101(42)(A), must be under the command of an individual holding a license or MMC endorsed as master. When navigated, it must be under the direction and control of a credentialed master, pilot, or mate as appropriate.
- (b) Every self-propelled UPV as defined by 46 U.S.C. 2101(42)(B) must be under the direction and control of an individual holding a license or MMC endorsed as operator of uninspected passenger vessels (OUPV).

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### **Licensed Operators for UPVs, 46 CFR §15.605 (cont)**

(c) Personnel serving on UPVs engaged on international voyages must meet the requirements of subpart K of this part (STCW).

**Operate, operating, or operation**, as applied to vessels, refers to a vessel anytime passengers are embarked whether the vessel is underway, at anchor, made fast to shore, or aground. 46 CFR 10.107

**Underway** means that a vessel is not at anchor, made fast to the shore, or aground. 46 CFR 10.107

The vessel must be under the physical control or direct supervision of a licensed individual. It has been suggested by some operators that a qualified seaman could be left at the helm while the licensed operator sleeps close by. This position is untenable. 46 USC 8903 mandates the vessel be operated by a licensed individual; the Coast Guard does not have the discretion to allow any unlicensed seaman to control the vessel without supervision.

### **Master**

There must be an individual holding an appropriate MMC endorsed as master in command of every uninspected passenger vessel of at least 100 GT. 46 CFR 15.605 (a)

An individual holding a license or MMC endorsed as a master or pilot of an inspected self-propelled vessel is authorized to serve as master, as required by 46 CFR 15.605(a), of an uninspected passenger vessel of 100 GRT or more within any restrictions, including gross tonnage and route, on the individual's license or MMC. 46 CFR 15.905(b)

### **Self-Propelled Vessels 200 GRT Or More.**

Documented vessels of 200 GRT or more operating on the high seas, are subject to the provisions of 46 U.S.C. 8304. Title 46 USC 8304 considers 'high seas' to mean waters seaward of the Boundary Line. Accordingly, the master, mates and engineers on any vessel subject to 46 U.S.C. 8304 (whether uninspected or recreational) are required to hold a Coast Guard MMC endorsed to serve in that capacity. Subject vessels are required to have a master (46 CFR 15.605). While the regulations do not explicitly state a minimum number of mates or engineers for these vessels, individuals serving in those capacities must be credentialed or licensed appropriately.

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### **Exhibiting Coast Guard Credential**

If a person operates a vessel that carries one or more passengers-for-hire, he or she is required to have a valid Coast Guard MMC officer endorsement suitable for the vessel's route and service as well as a valid medical certificate. He or she must have the MMC in his or her possession and must produce it immediately upon the request of a Coast Guard boarding officer. 46 CFR 26.20-1

### **CREW REQUIREMENTS**

#### **Crew Training**

The owner, charterer, master, or managing operator should instruct each crew member, upon first being employed and prior to getting underway for the first time on a particular vessel and at least once every three months, as to the duties that the crew member is expected to perform in an emergency including, but not limited to, the emergency instructions listed on the emergency instruction placard and the duties listed in the station bill.

Training conducted on a sister vessel may be considered equivalent to the initial and quarterly training requirements contained in the above paragraph.

Crew training should be logged or otherwise documented and minimally include the date of the training, general description of the training topics and name of attendees. (ref. from 46 CFR 185.420)

#### **Language Requirements**

The provisions of 46 USC 8702 relating to language applies generally to vessels of at least 100 GTs, except vessel operation on rivers and lakes (not including the Great Lakes).

75% percent of the crew in each department on board is able to understand any order spoken by the officers.

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### **CREW REQUIREMENTS (CONTINUED)**

The words, *able to understand any order spoken by the officers*, relates to any order to a member of the crew when directing the performance of that person's duties and orders relating to emergency situations such as used for response to a fire or in using lifesaving equipment. It is not expected that a member of the deck department understand terminology normally used only in the engine room or vice versa.

*46 CFR 15.730*

#### **Cabin watchmen and fire patrolmen, 46 CFR §15.855**

- (a) On vessels carrying passengers at night, the master or person in charge must ensure that a suitable number of watchmen are in the vicinity of the cabins or staterooms and on each deck, to guard against and give alarm in case of fire or other danger.
  
- (b) For the watchmen described in paragraph (a) of this section, the owner or operator of an uninspected passenger vessel not more than 300 GRT may substitute the use of fire detectors, heat detectors, smoke detectors, and high-water alarms with audible- and visual-warning indicators, in addition to other required safety alarms, only when each of the following conditions are met:
  - (1) Fire detectors are located in each space containing machinery or fuel tanks per §181.400(c) of this chapter.
  - (2) All grills, broilers, and deep-fat fryers are fitted with a grease extraction hood per §181.425 of this chapter.
  - (3) Heat and/or smoke detectors are located in each galley, public accommodation space, enclosed passageway, berthing space, and all crew spaces.
  - (4) High-water alarms are located in each space with a through hull fitting below the deepest load waterline, a machinery space bilge, bilge well, shaft alley bilge, or other space subject to flooding from sea water piping within the space, and a space below the waterline with non-watertight closure such as a space with a non-watertight hatch on the main deck.
  - (5) Each alarm has an audible- and visual-alarm indicator located at the normal operating station and, if the normal operating position is not continually manned and not navigating underway, in an alternate location that must provide the crew, and may at all times provide the passengers, immediate warning of a hazardous condition.

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**CREW REQUIREMENTS (CONT.)**

- (6) The vessel is underway for no more than 12 hours in any 24-hour period, and the master of the vessel has chosen to operate with less than a three-watch system in accordance with §15.705 of this part (see pg. 10).

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### **WATCHSTANDING**

#### **Watches**

- (a) Title 46 U.S.C. 8104 applies to the establishment of watches aboard certain U.S. vessels. The establishment of adequate watches is the responsibility of the vessel's master. A “watch” is the direct performance of vessel operations, whether deck or engine, where such operations would routinely be controlled and performed in a scheduled and fixed rotation. The performance of maintenance or work necessary to the vessel's safe operation on a daily basis does not in itself constitute the establishment of a watch.
  
- (b) Subject to exceptions, 46 U.S.C. 8104 requires that when a master of a *seagoing* vessel of more than 100 GRT establishes watches for the officers, sailors, coal passers, firemen, oilers, and watertenders, “the personnel shall be divided, when at sea, into at least three watches and shall be kept on duty successively to perform ordinary work incidental to the operation and management of the vessel.” Solely for the purposes of this part, “sailors” mean those members of the deck department other than officers, whose duties involve the mechanics of conducting the ship on its voyage, such as helmsman (wheelsman), lookout, etc., and which are necessary to the maintenance of a continuous watch. The term “sailors” is not interpreted to include able seamen and ordinary seamen not performing these duties. *46CFR 15.705*

#### **Watch Exceptions Specific to UPVs $\geq$ to 100GT,**

Properly manned uninspected passenger vessels of at least 100 GRT—

- (1) Which are underway for no more than 12 hours in any 24-hour period, and which are adequately moored, anchored, or otherwise secured in a harbor of safe refuge for the remainder of that 24-hour period, may operate with one navigational watch;
- (2) Which are underway more than 12 hours in any 24-hour period, must provide a minimum of a two-watch system;
- (3) In no case may the crew of any watch work more than 12 hours in any 24-hour period, except in an emergency. *46 CFR 15.705(f)*

#### **Lookouts**

The requirements for the maintenance of a proper lookout are specified in Rule 5 of the International Regulation for Preventing Collisions at Sea, 1972, and Rule 5 of the Inland Navigational Rules Act of 18980 (33 USC 2005). Lookout is a function to be performed by a member of a navigational watch. *46 CFR 15.850*

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### **LOAD LINES, 46 CFR §42**

#### **Applies to:**

(a) *Vessels engaged in foreign voyages or international voyages other than solely Great Lakes voyages.*

(1) All U.S. flag vessels which engage in foreign voyages or international voyages by sea (other than solely in Great Lakes voyages) are subject to this part; except:

- (i) New vessels of less than 79 feet in length;
- (ii) Existing vessels of less than 150 gross tons;

(2) All U.S.-flag vessels authorized to engage in foreign or international voyages may also engage in domestic voyages by sea and, as permitted by §45.9 of this part and part 47 of this subchapter, in Great Lakes voyages without additional load line marks and/or certificates. Where additional load line marks and certificates are provided to specifically cover “Special Service, Coastwise” or “Great Lakes” operation, such vessels are subject to the applicable provisions of parts 44 and 45 of this subchapter.

(b) *Vessels engaged in domestic voyages by sea.*

(1) All U.S.-flag vessels which engage in domestic voyages by sea (coastwise and intercoastal voyages) shall be subject to the applicable provisions of this part except the following:

- (i) Vessels which are mechanically propelled and numbered by a State or the Coast Guard under the Federal Boat Safety Act of 1971 (46 U.S.C. 1451 *et seq.*) and not required by other laws to be inspected or certified by the U.S. Coast Guard. (This exception includes all mechanically propelled vessels of less than 150 gross tons.)
- (ii) Vessels 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.

(2) In order for existing vessels to take advantage of any reduction in freeboards from those previously assigned, paragraph (a)(2) of this section applies.

(c) *Vessels engaged solely on Great Lakes voyages.* A U.S. flag vessel 79 feet and more and 150 gross tons or over that engages solely on Great Lakes voyages is subject to the applicable provisions of this part and part 45 of this subchapter and

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### **LOAD LINES (CONT.)**

must comply with the regulations in force on the date the keel is laid or a similar progress in construction is made.

#### **Authority:**

The authority requiring certain vessels to have and display load line marks indicating the maximum amidships draft to which such vessels may be safely loaded and certification thereof by the assigning authority is *46 USC 5101-5116*.

#### **Marks to indicate load lines:**

Load line marks to indicate the maximum amidships' draft to which a vessel can be lawfully submerged, in the various circumstances and seasons, shall be permanently marked on each side of the vessel. *46 CFR 42.07-5*

#### **Load line certificates:**

U.S. documented vessels will have a load line certificate issued by the Commandant U. S. Coast Guard, the American Bureau of Shipping, or a recognized classification society.

The load line certificate shall certify to the correctness of the load line marks assigned to the vessel and the vessel is in compliance with applicable requirements. A certificate issued shall describe the applicable load line marks, conditions, restrictions, and/ or exemptions, if any, the vessel shall observe, according to the season of the year and zone or areas in which the vessel may operate. The certificate shall certify the special conditions the vessel shall observe. *46 CFR 42.07-45*

#### **Certificate on board:**

Each vessel subject to load line requirements shall carry on board a valid certificate attesting to compliance with the requirements.

The master of the vessel for which a load line certificate has been issued shall be responsible for the maintenance of the certificate on board the vessel and for compliance with its terms and conditions.

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**LOAD LINES (CONT.)**

Additionally, the master shall be responsible for having the current load line survey report on board the vessel. *46 CFR 42.09-1*

**Logbook Entries:**

The master is responsible for having entered in the vessel's "official logbook" if carried, otherwise in his own log, the data required below. These logbook entries shall be made before a vessel departs from her loading port and consist of;

- 1) A statement of the load line marks applicable to the voyage; and
- 2) A statement of the position of the load line marks, port and starboard, at the time of departing from a port or place; i.e. the distance in inches of the water surface above or below the applicable load line; and
- 3) The actual drafts, forward and aft, as accurately as possible, when departing from a port or place.
- 4) Where the master uses his own log, the master or owner shall keep it for 1 year after the actions noted have been completed. The log shall be made available to any load line enforcement officer. *46 CFR 42.07-20*

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### **COMMUNICATIONS**

#### **Applies To:**

All vessels over 150 gross tons, when on an international voyage.

#### **Signaling Lamp**

Must be equipped with an efficient daylight-signaling lamp in accordance with the requirements of subchapter J (Electrical Engineering) of 46 CFR. *46 CFR 26.03-10*

### **VOYAGE PLANS**

#### **Applies To:**

All uninspected passenger vessels of at least 100 gross tons.

#### **Voyage Plans:**

A voyage plan must be prepared prior to an Ocean or international voyage. This plan must include a crew and passenger list.

The voyage plan must be communicated ashore, either verbally or in writing. The voyage plan must go either to the vessel's normal berthing location or to a representative of the vessel.

The voyage plan must be made available to the Coast Guard on request. *46 CFR 26.03-9*

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### **LIFESAVING EQUIPMENT**

#### **EPIRBs**

Must ensure that the vessel does not operate beyond three miles from shore unless it has onboard a float-free, automatically activated Category 1 406 MHz EPIRB stowed to float free if the vessel sinks. *46 CFR 25.26-10*

#### **Servicing of EPIRBs.**

The master of each vessel required to have an EPIRB shall ensure that each EPIRB on board is tested and serviced as required by this section. *46 CFR 25.26-50*

The EPIRB must be tested:

- Immediately after installation.
- At least monthly.
- The test shall be conducted in accordance with the manufacturer's instructions, using the visual or audio indicator on the EPIRB. If the EPIRB is not operating, it must be repaired or replaced.

EPIRB battery must be replaced:

- Immediately after the EPIRB is used for any purpose other than testing.
- Before the expiration date that is marked on the battery.

Hydrostatic Release: Must be USCG approved and not expired.

#### **Registration of EPIRBs**

406 MHz EPIRB shall be registered with NOAA before installation and the information must be kept up-to-date. Vessel owners shall advise NOAA in writing upon change of vessel or EPIRB ownership, transfer of EPIRB to another vessel, or any other change in registration information. NOAA will provide registrants with proof of registration and change of registration postcards. *47 CFR 80.1061*

A valid Registration sticker should be on the EPIRB. Owners may register, update, or change registration online through NOAA

## ***Addendum for UPVs Over 100 GTs but less than 300 GTs***

### **LIFESAVING EQUIPMENT (CONT.)**

#### **Ring Life Buoys**

- Must have at least three ring life buoys.
- Ring life buoys must be USCG approved. *46 CFR 25.25-5(d)*

#### **Survival Craft, *46 CFR 25.25-17***

(a) Each uninspected passenger vessel of at least 100 gross tons must have adequate survival craft with enough capacity for all persons aboard and must meet one of the following requirements,

- (1) An inflatable liferaft must be approved under 46 CFR part 160, subparts 160.051 (Coastal Service) or 160.151 (SOLAS A or B), and be equipped with an applicable equipment pack or be approved by another standard specified by the Commandant. Inflatable liferafts must be serviced at a servicing facility approved under 46 CFR part 160, subpart 160.151. Or
- (2) An inflatable buoyant apparatus must be approved under 46 CFR part 160, subpart 160.010 or under another standard specified by the Commandant. An inflatable buoyant apparatus must be serviced at a servicing facility approved under 46 CFR part 160, subpart 160.151.

(b) If the vessel carries a small boat or boats, the capacity of the small boat or boat(s) may be counted toward the survival craft capacity required by this part. Such small boat or boat(s) must meet the requirements for safe loading and floatation in 33 CFR part 183.

#### **Storage of Survival Craft**

Each survival craft should be stowed:

- close to the accommodation and service spaces;
- to be readily accessible and deployed or to float free.

While not required, refer to 46 CFR Subchapter W (Part 199) for guidance on inflatable liferafts, davit launched liferafts and lifeboats.

Disposable hydrostatic releases must be approved and not expired.

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### **LIFESAVING EQUIPMENT (CONT.)**

#### **Survival Craft - Marking of Stowage Locations**

Recommendations: Containers, brackets, racks, and other similar stowage location for lifesaving equipment should be marked with symbols indicating the device(s) and number of devices stowed in that location. (ref. IMO Resolution A.760 (18))

- Survival craft should be numbered consecutively starting from the vessel's bow.
- Survival craft on the starboard side should be numbered with odd numerals.
- Survival craft on the port side should be numbered with even numerals.

Each liferaft stowage location should be marked with the capacity of the liferaft stowed there.

#### **Survival Craft - Marking of Operating Instructions**

Recommendations: Each vessel should have posters or signs displayed in the vicinity of each survival craft and the survival craft's launching controls that—

- Illustrate the purpose of controls;
- Illustrate the procedures for operating the launching device;
- Give relevant instructions or warnings;
- Can be easily seen under emergency lighting conditions; and
- Display symbols in accordance with IMO Resolution A.760(18).

*46 CFR 199.90*

#### **Further Guidance for Survival Craft and Lifesaving Appliances**

While 46 CFR Subchapter W (Part 199) provides the requirements for inspected passenger vessels, UPVs can use these requirements as the basis for good marine practice. Further information can be found regarding:

- Communications
- Personal lifesaving appliances including lifebouys, lifejackets, immersion suits, etc.
- Muster lists and embarkation arrangements

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**Further Guidance for Survival Craft and Lifesaving Appliances (cont.)**

- Survival craft launching stations
- Stowage of survival craft
- Stowage of rescue boats
- Survival craft launching and recovery arrangements
- Survival craft and rescue boat equipment
- Equipment markings
- Training and drills
- Operational Readiness, maintenance and inspection

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**FIRE FIGHTING EQUIPMENT**

**Fire Extinguishers**

All uninspected passenger vessels of at least 100 gross tons must carry onboard hand-portable and semi-portable fire extinguishers per table 76.50–10(a) in § 76.50–10 of this chapter. Must carry and install onboard hand-portable and semi-portable fire extinguishers per Table 76.50-10(a) in 46 CFR 76.50-10.

46 CFR 25.30-20 (b).

***Fire Extinguishers - Table 46 CFR 76.50-10(a)***

Space	Hand portable fire extinguisher and semi portable fire extinguishing systems	
	Classification (see § 76.50-5)	Quantity and location
<b><i>Safety area 1</i></b>		
Wheelhouse or fire control room	A-II, B-II, C-II	1 of each classification on vessels over 1,000 gross tons. (Not required in both spaces.) (Multiple classification may be recognized.)
Stairway and elevator enclosures		None required.
Communicating corridors	A-II	1 in each main corridor in each main vertical zone. (May be located in stairway enclosures.)
Lifeboat embarkation and lowering stations		None required.
Radio room	C-I 3	2 in vicinity of exit. <sup>2</sup>

***Addendum for UPVs Over 100 GTs but less than 300 GTs******Fire Extinguishers - Table 46 CFR 76.50-10(a) cont.***

<b><i>Accommodations 1</i></b>		
Staterooms, toilet spaces, isolated pantries, etc.		None required.
Offices, lockers, and isolated storerooms		Do.
Public spaces	A-II	1 for each 2,500 square feet or fraction thereof located in vicinity of exits, except that none required for spaces under 500 square feet.
Open decks or enclosed promenades		None required.
<b><i>Service spaces</i></b>		
Galleys	B-II or C-II	1 for each 2,500 square feet or fraction thereof suitable for hazards involved.
Main pantries	A-II	1 for each 2,500 square feet or fraction thereof located in vicinity of exits.
Motion picture booths and film lockers	C-I 3	1 outside in vicinity of exit.
Paint and lamp rooms	B-II	1 outside space in vicinity of exit.
Inaccessible baggage, mail, and specie rooms, and storerooms		None required.

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Accessible baggage, mail, and specie rooms, and storerooms	A-II	1 for each 2,500 square feet or fraction thereof located in vicinity of exits, either inside or outside the spaces.
Refrigerated storerooms	A-II	1 for each 2,500 square feet or fraction thereof located in vicinity of exits, outside the spaces.
Carpenter, valet, photographic, printing shops sales rooms, etc	A-II	1 outside the space in vicinity of exit.
<b>Machinery spaces</b>		
Coal Fired Boilers: Bunker and boiler space		None required.
Oil Fired Boilers: Spaces, containing oil fired boilers, either main or auxiliary, or their fuel oil units	B-II, B-V	2 required. <sup>3</sup> 1 required. <sup>4</sup>
Internal combustion or gas turbine propelling machinery spaces	B-II	1 for each 1,000 B. H. P., but not less than 2 or more than 6.
	B-III	1 required. <sup>5</sup>
Electric propulsive motors or generators of open type	C-II	1 for each propulsion motor or generator unit.
Enclosed ventilating systems for motors and generators of electric propelling machinery		None required.
Auxiliary spaces, internal combustion or gas turbine	B-II	1 outside the space in vicinity of exit. <sup>6</sup>

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Auxiliary spaces, electric emergency motors or generators	C-II	Do.
Auxiliary spaces, steam		None required.
Trunks to machinery spaces		Do.
Fuel tanks		Do.
<b>Cargo spaces</b>		
Inaccessible during voyage, including trunks (excluding tanks)		Do.
Accessible during voyage	A-II	1 for each 1,200 square feet or fraction thereof.
Vehicular spaces (covered by sprinkler system)	B-II	1, plus 1 for each 6,000 square feet or fraction thereof:
Vehicular spaces (not covered by sprinkler system)	B-II	1, plus 1 for each 1,500 square feet or fraction thereof. <sup>7</sup>
Cargo oil tanks		None required.

1 In any case, on vessels of 150 feet in length, and over, there shall be at least 2 A-II units on each passenger deck.

2 For vessels on an international voyage, substitute 1 C-II in vicinity of exit.

3 Vessels of less than 1,000 gross tons and not on an international voyage require 1.

4 Vessels of less than 1,000 gross tons and not on an international voyage may substitute 1 B-IV.

5 If oil burning donkey boiler fitted in space, the B-V previously required for the protection of the boiler-room may be substituted. Not required on vessels of less than 300 gross tons if fuel has flashpoint of 110 °F. or lower except those on an international voyage.

6 Not required on vessels of less than 300 gross tons if fuel has flashpoint higher than 110 °F.

7 One 1 B-II unit may be substituted for two B-I units.

## ***Addendum for UPVs Over 100 GTs but less than 300 GTs***

### **MEANS OF ESCAPE**

Recommendation: While not required by regulation, each space accessible to passengers or used by the crew on a regular basis, should have at least two means of escape.

- Passenger overnight accommodations spaces.
- Accommodation spaces having fixed seating for passengers.
- Public spaces
- Crew overnight accommodations spaces.
- Work spaces.

The two means of escape should be widely separated and, if possible, at opposite ends or sides of the space to minimize the possibility of one incident blocking both escapes. Means of escape may include normal exits and emergency exits, passageways, stairways, ladders, deck scuttles, and windows. The number and dimensions of the means of escape from each space should be sufficient for rapid evacuation in an emergency for the number of persons served. 46 CFR 177.500

### **EXIT SIGNS**

Recommendation: Illuminated **exit signs** should be installed in accordance with 46 CFR Subchapter J (Electrical Engineering Regulations). Small rooms or spaces having a secondary means of escape which is not obviously apparent should have a suitable sign in red letters "**EMERGENCY EXIT**" directing attention to such escape.

***Addendum for UPVs Over 100 GTs but less than 300 GTs***

**PUMPING, PIPING AND DISCHARGE REQUIREMENT, 33 CFR 155.420**

**Applicability: Oceangoing ships of 100 gross tons but less than 400 gross tons.**

- (a) No person may operate an oceangoing ship of 100 gross tons and above but less than 400 gross tons that is fitted with main or auxiliary machinery spaces unless:
- (1) The ship has at least one pump installed to discharge oily mixtures through a fixed piping system to a reception facility;
  - (2) The piping system required by this section has at least one outlet accessible from the weather deck;
  - (3) For a ship on an international voyage, the outlet required by this section has a shore connection that meets the specifications in § 155.430, or the ship has at least one adapter that meets the specifications in § 155.430 and fits the required outlets;
  - (4) 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;
  - (5) The ship has a means on the weather deck near the discharge outlet to stop each pump that is used to discharge oily mixtures; and
  - (6) The ship has a stop valve installed for each outlet required by this section.
- (b) Paragraph (a) of this section 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

## ***Addendum for UPVs Over 100 GTs but less than 300 GTs***

### **ENGINEERING**

An examination of each vessel's engineering equipment and systems should be made to determine its general condition. Electrical installations shall be as such to prevent shock or fire hazards. The installation should be examined for inadequate connections, loose or frayed wiring, improper over current protection, proper grounding, etc. Main engine and auxiliaries should be examined to determine if any immediate hazards exist. Excessive fuel or oil leaks, exhaust leakage, or other especially hazardous conditions should be corrected. Recommended pressure vessel requirements, 46 CFR Subchapter F or ASME standard boiler and pressure vessels. Recommended steering apparatus requirements, 46 CFR Subpart 182.610.

### **ESPECIALLY HAZARDOUS CONDITION**

Authority: 33 CFR 177.01 / 46 USC 4308 / 46 USC 2302

A Coast Guard Boarding Officer may direct the master or individual in charge of a vessel to immediately take reasonable steps necessary for the safety of individuals on board the vessel if the Boarding Officer observes the vessel being operated in an unsafe manner, determines that an especially hazardous condition or other unsafe condition exists. This may include directing the master or individual in charge of the vessel to return the vessel to a mooring and remain there until the situation creating the especially hazardous condition is corrected or other specific action is taken.

Hazardous conditions or unsafe conditions could include but are not limited to, an operation with—

- (1) An insufficient number of lifesaving equipment on board, to include serviceable Personal Flotation Devices (PFDs) or adequate survival craft capacity.
- (2) An inoperable Emergency Position Indicating Radio Beacon (EPIRB) or radio communication equipment when required by regulation. There should be at least one operable means of communicating distress. When both are required, then at least one must be in operable condition to avoid termination of the voyage;
- (3) Inadequate firefighting equipment on board;
- (4) Excessive volatile fuel (gasoline or solvents) or volatile fuel vapors in bilges;
- (5) Instability resulting from overloading, improper loading or lack of freeboard;
- (6) Inoperable bilge system;

***Addendum for UPVs Over 100 GTs but less than 300 GTs***

**ESPECIALLY HAZARDOUS CONDITION (cont.)**

- (7) The operator or individual in charge is under the influence of alcohol or drugs.
- (8) A lack of adequate operable navigation lights during periods of reduced visibility;
- (9) Watertight closures missing or inoperable;
- (10) Flooding or uncontrolled leakage in any space;
- (11) Inappropriate operation in a regulated navigational area;
- (12) Other designated manifestly unsafe condition for a specific voyage on a specific body of water due to inadequate design, construction, material condition, or safety equipment.

***Addendum for UPVs Over 100 GTs but less than 300 GTs***