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

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Atlantic Area

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LANTAREAINST 16710.1

NOV 25 2008

ATLANTIC AREA INSTRUCTION 16710.1

Subj: COMMERCIAL UNINSPECTED TOWING VESSEL EXAMINATION PROGRAM

Ref: (a) 46 CFR Part 10
(b) 46 CFR Part 15
(c) 46 CFR Part 27
(d) 33 CFR Part 104
(e) 33 CFR Part 164

1. PURPOSE. This instruction establishes Coast Guard Atlantic Area (LANTAREA) policy for consistent implementation of the Commercial Uninspected Towing Vessel (UTV) Examination Program.

   a. While virtually all commercial towing vessels are currently uninspected vessels, one provision of the Coast Guard and Maritime Transportation Safety Act of 2004 added towing vessels to the list of vessels subject to inspection. The applicability, scope and effective date of the implementing regulations are in development. While the scope of applicability of the future regulations is anticipated to cover the majority of towing vessels, the inspection regulations will not be all-inclusive and some portion of the towing fleet will remain uninspected. Any vessels reclassified as inspected will normally be visited by qualified Marine Inspectors and will not be eligible for this program. The UTV examination program presented will cover existing uninspected towing vessel safety and security requirements as they will apply to those vessels that do not fall into the new inspected vessel regulatory regime.

2. ACTION.

   a. Coordination for the execution and measurement of this plan will be the responsibility of the Uninspected Vessel Activities Section in the Prevention Division of Atlantic Area (Api). Api shall promote voluntary dockside examinations at all levels, and issue updates and guidance as

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needed. Functional oversight will be shifted to the appropriate Operations Command entity when stood up in June 2009.

b. District and Sector Commanders shall ensure compliance with the requirements of this instruction.

3. DIRECTIVES AFFECTED. None.

4. DISCUSSION. The goal for LANTAREA's Commercial UTV examination program is to improve commercial towing vessel safety and reduce the loss of life and property. This will be accomplished primarily through the *voluntary* dockside examination of UTVs, wherein safety, firefighting, engineering, electronic gear, and compliance with vessel security requirements will be inspected. Recognition and correction of exam discrepancies, coupled with education of the UTV fleet on good marine practice theoretically should improve the UTV fleet's safety record. Specific marketing efforts will focus on attracting owners/operators to the voluntary dockside examination. Underway boardings will be used to verify the regulatory compliance of UTVs that do not participate in the dockside examination program. This program closely resembles the Commercial Fishing Vessel Safety (CFVS) examination program and conducted as resources permits.

5. PROCEDURE.

a. Voluntary Dockside Examinations.

(1) Voluntary dockside examinations are the critical element of the UTV examination program. UTVs will be examined by a qualified Coast Guard UTV examiner and, if the vessel passes the examination, it will receive a decal valid for one year. Receiving a decal indicates the UTV achieved a high level of compliance with the regulations.

(2) These examinations will be conducted with the express understanding between the examiner and vessel representative that a civil penalty will not be levied against any responsible party for equipment discovered to be missing or not operating properly during the examination. However, the vessel representative should be advised that a UTV is subject to civil penalties for any safety violations observed when the UTV is underway.

(3) All active duty and reserve UTV examiners should use the Personal Qualification Standard (UTV PQS) available at http://cgweb.comdt.uscg.mil/g-mr/mr-p/mrp-3.shtml as a standard to guide their training and qualifications; see enclosure (1). Only qualified individuals holding a letter of designation from the Sector Commander or delegated authority, or trainees operating under the supervision of a qualified examiner, may conduct UTV dockside examinations. The Training Management Tool (TMT) shall be used to document active duty and reserve qualified UTV examiners.

(4) Due to active duty resource constraints, units are encouraged to maximize the use of the Coast Guard Auxiliary to conduct UTV dockside examinations. The Auxiliary is a force

multiplier for critical understaffed, yet important safety initiatives. The Auxiliary examiners shall use enclosure (3) as a standard to guide their training. Once Auxiliary personnel complete all required training, it will be credited toward the fulfillment of the Trident Pin requirements. All training shall be documented in the Auxiliary data base (AUXDATA).

(5) To ensure LANTAREA-wide consistency, examiners shall use enclosure (2) to assist in interpreting policy and regulations, and as a guide to conducting voluntary dockside examinations.

(6) If an Examiner discovers an extremely hazardous condition posing a threat to the vessel, its crew or the environment, the examiner shall immediately contact the Captain of the Port (COTP) to request vessel movement controls and/or assistance from qualified Marine Inspectors (MI).

(7) All UTV examinations shall be recorded in MISLE. For Auxiliary members conducting examinations, but do not have access to MISLE, a person with MISLE access shall be designated to enter the information. The designated individual should ensure the Auxiliary member receive credit in MISLE for the examinations conducted.

b. Outreach and Education.

(1) LANTAREA, assisted by District UTV coordinators, shall be responsible for promoting the UTV examination program. LANTAREA will strengthen its partnerships with various industry groups (e.g., American Waterway Operators (AWO), Gulf Intracoastal Canal Association (GICA), etc…) to promote the program to industry, and ensure Coast Guard personnel are adequately trained to conduct voluntary dockside examinations

(2) Education of the program will be via a LANTAREA newsletter similar to the one established for the commercial fishing vessel industry. Industry days shall be another forum the Coast Guard will take advantage of to communicate UTV safety information to the industry.

c. Underway Boardings.

(1) The effectiveness of voluntary dockside examinations will drive the policy decisions affecting the focus and tempo of underway boardings with underway boarding policy adjusted to support Program goals with minimal intrusion to UTV operations. Underway boardings are vital in that they bring the "encouragement" of the civil penalty process into play and Boarding Officers should use the CG-4100 form. See enclosure (4).

(2) Abbreviated boardings are encouraged aboard UTVs that display current decals. Boarding teams should check the "Big 5" items for compliance: crewmembers' licenses and merchant mariners' documents; vessel's certificate of documentation; visual inspection of personal flotation devices (PFDs), firefighting gear, and Emergency Position Indicating Radio Beacon (EPIRB) [substitute EPIRBs with steering gear in D8]. This limited intrusion is based on the

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presumption that the UTV remains in compliance with all regulations in effect at the time the decal was issued.

(3) The same approach applies to UTVs with Safety Management Systems (SMS). Units are encouraged to inquire, prior to the u/w boarding or dockside examination as to whether the UTV has an SMS. There are two primary systems units are likely to encounter; International Ship Management (ISM) and, American Waterways Operators Responsible Carrier Program (AWORCP). Should discrepancies or non-conformities be noted, the vessel's SMS documentation should be examined to make sure they are recorded. Also, boarding officers/examiners should review the SMS' manning requirements.

(4) UTVs with no decal or an expired decal should be required to undergo a detailed examination of the items on the CG-4100T. In addition to establishing the extent of regulatory compliance, this extended contact is designed to encourage participation in the voluntary dockside examination program.

(5) The following enforcement policy applies for underway boardings:

(a) If the boarding officer identifies an extremely hazardous condition that poses a threat to the vessel, its crew or the environment, the boarding officer shall request termination of vessel operations from the District Commander and, if needed, immediate COTP assistance through the chain of command.

(b) In addition to providing expertise in regulatory interpretation, the COTP has the authority under 33 CFR Part 160, to direct the movement of vessels within the COTP zone and can issue an order to limit vessel operation until the extremely hazardous condition is corrected. Terminating or limiting the operation of a commercial vessel can have a significant financial impact on the vessel owner/operator, therefore, the boarding officers should be prepared to provide a detailed description of the extremely hazardous condition(s) observed in support of their recommendation.

(c) Boarding officers have the authority to initiate violation cases as a result of violations discovered during underway boardings. D5, D8, and D9 Boarding Officers shall enter boarding activity into MISLE, and transfer both control and ownership to the LANTAREA 4100 Processing Center. D1 and D7 shall continue to follow current processing guidance established in their AOR.

R. J. PAPP, JR.

Encl: (1) Sample of Auxiliary Uninspected Towing Vessel Examiner Personal Qualification Standard
(2) Guidelines for Conducting Voluntary Dockside Examinations
(3) Uninspected Towing Vessel Checklist

(4) Sample of CG-4100T

Dist: CG-54, CG LANTAREA Districts, Sector Commands and subordinate units.

Requirements For

Uninspected Towing

Vessels

LANTAREAINST 16710.1
Enclosure (1)
Jan 2007

If you:

- **Have questions about the information in this handout,**
- **Want additional copies of the handout, or**
- **Want a courtesy Safety Examination of your boat;**

Please contact the Atlantic Area:
Prevention Division (Api-2) (757) 398 7787

Or the local Coast Guard District Sector (Prevention Department) /

District One (dpi)	Boston MA	(617) 223 8596
District Five (dpi)	Portsmouth VA	(757) 398 6554
District Seven (dpi)	Miami FL	(305) 415 6868
District Eight (dpi)	New Orleans LA	(504) 671 2154
District Nine (dpi)	Cleveland OH	(216) 902 6343

To suggest additions or corrections to this handout, contact:

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REQUIREMENTS FOR UNINSPECTED TOWING VESSELS:

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INTRODUCTION

Overview This document applies to U.S. uninspected towing vessels (UTV) that do not carry passengers or freight for hire. It has been developed to assist UTV owners, UTV operators, Coast Guard marine inspectors, examiners, and boarding officers during dockside or at-sea examinations of UTVs. **It is not meant to replace the federal regulations.** For precise language and exemptions to various regulations, it is recommended that Title 33, Code of Federal Regulations (CFR), Title 46, Code of Federal Regulations Subchapter C and other CFRs, which set forth minimum requirements for UTVs, be consulted. UTV operators must meet Coast Guard licensing requirements as well.

Each section corresponds to the checklist, enclosure (3) of LANTAREAINST 16710.1, which is designed to be used with this booklet when conducting self-examination.

Abbreviations Listed are frequently used abbreviations found in this document:

CFR:	Code of Federal Regulations
CG:	U. S. Coast Guard
COTP	USCG, Captain of the Port
GT:	Gross Tons
MSD:	Marine Sanitation Device
OCMI:	USCG, Officer-in-Charge Marine Inspection
PFD:	Personal Flotation Device
UTVs:	Uninspected Towing Vessels
USC:	United States Code

Copy of Regulations For more detailed information, contact the local USCG Sector Office, Attn: Prevention - Inspections Department, where you will be operating. You may purchase a copy of these regulations by calling the Government Printing Office at (202) 512-1800 or order by facsimile and credit card at (202) 512-2233. Request 46 CFR Parts 1 to 40 AND 33 CFR Parts 125 to 199.

Penalties In accordance with **46 USC 4106**, if an UTV 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 UTV is liable in rem for the penalty.

PERSONNEL LICENSING/WATCHSTANDING

Applies To All UTVs at least 26 feet in length.

DEFINITIONS

Assistance towing - Is considered “towing a disabled vessel for consideration”. A vessel that engages in Assistance Towing, only and does not engage in other types of Towing is not an Uninspected Towing Vessel and is not covered by the licensing and other requirements of this guide. *46 CFR 10.103*

Disabled vessel - Means a vessel that needs assistance, whether docked, moored, anchored, aground, adrift, or having been under way with a loss of propulsion; but does not mean barge or any other vessel not regularly operated under its own power. *46 CFR 10.103*

First Class Pilot license or license endorsement - This is issued to an individual who qualifies to serve as pilot over the routes(s) specified on the license / endorsement. Designation as a First Class Pilot is subject to any limitations commensurate with the experience of the applicant, with respect to class or type of vessel, tonnage, route, and waters.

Great Lakes - Means the Great Lakes and their connecting tributary waters including the Calumet River as far as the Thomas J. O'Brien Lock and Controlling Waters (between mile 326 and 327), the Chicago River as far as the east side of the Ashland Avenue Bridge (between mile 321 and 322), and the Saint Lawrence River as far east as the lower exit of Saint Lambert Lock *46 CFR 10.103*

Inland Waters - Means the navigable waters of the United States shoreward of the navigational Boundary Lines described in 46 CFR parts 7, excluding the Great Lakes and, for towing vessels, excluding the Western Rivers. *46 CFR 10.103*

License for mate (pilot) of towing vessels - Pertains to a qualified officer subordinate to a master of towing vessels. A mate (pilot) of towing vessels may stand a watch, but a master of towing vessels must also be on the vessel. *46 CFR 10.103*

License for apprentice mate (steersman) - Pertains to a mariner in training to become master or mate (pilot) of towing vessels, who has passed all required examinations for the applicable towing license. Nonetheless, he or she may only serve under the direct supervision of an officer qualified for towing vessels. They may not stand a watch without direct supervision. *46 CFR 10.103*

PERSONNEL LICENSING/WATCHSTANDING (CONTINUED)

Near Coastal - Means ocean waters not more than 200 miles offshore. *46 CFR 10.103*

Pilot of Towing Vessels - Means a qualified officer of towing vessels operating on inland routes. (This is an alternative term for mate of towing vessels mostly used on Western Rivers). *46 CFR 10.103*

Rivers - Means any river, canal, or other similar body of water designated by the Officer in Charge, Marine Inspection. *46 CFR 10.103*

Route - Means the general geographic body or bodies of water endorsed on the face of a license (specifically, Oceans, near-coastal, Great Lakes – inland, Western Rivers or limited Local Area).

Western Rivers - Means the Mississippi River, its tributaries, South Pass, and Southwest Pass, to the navigational demarcation lines dividing the high seas from harbors, rivers and other inland waters of the United States, and the Port Allen-Morgan City Alternate Route, and that part of the Atchafalaya River above its junction with the Port Allen-Morgan City Alternate Route including the Old River and the Red River; and those waters specified in 33 CFR 89.25 and *46 CFR 10.103*

Towing Officer's Assessment Record (TOAR) - A TOAR is a record used to document the training and assessment of a mariner in the towing industry. More specifics on the content and format of a TOAR is available in Navigation Vessel Inspection Circular (NVIC) 4-01, this is available online at; www.uscg.mil/hq/g-m/nvic.

PERSONNEL LICENSING/WATCHSTANDING (CONTINUED)

Personnel

Every documented UTV must be under the direction and control of an individual licensed by the Coast Guard. *46 CFR 15.610*

Each holder of a license shall display the original license in a conspicuous place on the vessel. *46 USC 7110*

A license is valid for a term of 5 years form the date of issuance. *46 CFR 10.202*

Towing vessels must be under the direction and control of an officer holding a license as "Master of Towing Vessel" or "Master of Inspected Vessels greater than 200GTR" with completed Towing Officer Assessment Record (TOAR).

A license as "Mate (Pilot) of Towing Vessels (Limited)" (with the Limited Local Area as defined by the license endorsement) pertains to a qualified officer subordinate to a master of towing vessels. A mate (pilot) of towing vessels may stand a watch, but a master of towing vessels must also be on the vessel.

There is no actual difference between "mate" and "pilot" of towing vessels. On Western Rivers, the term "mate" has historically referred to the senior deckhand on a vessel while the term "pilot" has historically referred to the individual operating a riverboat. The license is endorsed "mate (pilot) of towing vessels" unless the applicant specifically requests one or the other. Pilot used in this context is not the same as "First Class pilot". Contact Mr. John Cassaday, REC Baltimore, for further clarification.

A license for apprentice mate (steersman) pertains to a mariner in training to become master or mate (pilot) of towing vessels, who has passed all required examinations for the applicable towing license. Nonetheless, he or she may only serve under the direct supervision of an officer qualified for towing vessels.

The appropriate Routes must be endorsed on the face of the license, or a completed TOAR must support the additional Routes. License route endorsements and authority:

- Oceans
- Near-coastal waters
- Great Lakes-inland waters
- Western Rivers

PERSONNEL LICENSING/WATCHSTANDING (CONTINUED)

- Limited Local Area
- Harbor Assist
- A license as master or mate of towing vessels endorsed for oceans authorizes service on oceans and on the subordinate routes of near-coastal and Great lakes-inland waters (except Western Rivers), without further endorsement.
- A license as master or mate of towing vessels endorsed for near-coastal waters authorizes service on near-coastal routes, Great Lakes-inland waters (except Western Rivers), without further endorsement.
- A license as master or mate (pilot) of towing vessels endorsed for Great lakes-inland routes, authorizes service on Great Lakes-inland routes (except Western Rivers), without further endorsement.

Towing vessels operating more than 12 hours in any 24-hour period require a second officer holding a license listed above or a license as “Mate (pilot) of Towing Vessel” or “Mate (Pilot) of Towing Vessels, Limited”. The appropriate Routes must be endorsed on the face of the license or a TOAR for that route must accompany the license.

Note: Towing vessels less than 200 GT in the mineral and oil exploitation industry are not subject to the provisions relating to licensed operators.

Each licensed individual serving on a radar-equipped UTV of 26 feet or more in length shall hold a valid endorsement as radar observer. *46 CFR 15.815*

An individual may not serve in a position in which the individual is required to hold a license unless the individual holds a valid license authorizing service in the capacity in which the individual is employed and the individual serves within any restrictions placed on the license. *46 CFR 15.401*

Pilotage *46 CFR 15.812*

Federal First Class Pilots: Federal First Class Pilot's licenses are issued with endorsements which describe the geographic limits of the waters upon which the holder is authorized to serve.

"Acting As" Pilots”: These individuals must complete a specified number of round trips over the route to be traversed in accordance with 46 CFR 15.812(b)(2). These individuals self-certify their qualifications for a route. They are not issued a pilot's license or endorsement that describes the specific waters upon which they are authorized to serve as pilot. For "acting as" pilots, the

PERSONNEL LICENSING/WATCHSTANDING (CONTINUED)

requirements concerning routes should parallel the route requirements for licensed first class pilots. A description of the route requirements for a licensed first class pilot and an "acting as" pilot may be obtained from the OCMI concerned. It is incumbent upon the mariner who will "act as" a pilot to determine in advance whether he/she meets the local pilotage requirements.

"Acting As" Pilot Of Tank Barges Not More Than 10,000 GT: An individual holding a license as master, mate or operator may serve as pilot of a **coastwise seagoing tank barge or tank barge operating on the Great Lakes** of not more than 10,000 GT subject to inspection under 46 U.S.C. Chapter 37 after making twelve round trips over the route to be traversed while in the wheelhouse as an observer or watchstander. If the route is to be traversed during darkness, at least three of the trips must be made during this time. In addition, they must:

- Be at least 21 years old;
- Have an annual physical exam;
- Have at least six months service in the deck department on towing vessels engaged in towing operations.

Any UTV operating on the **pilotage water of the Lower Mississippi River** must be under the control of an officer who holds a “first-class pilot’s” license or endorsement for that route, or meets the requirement of either of the following:

- To operate a towing vessel with tank barges, or a tow of barges carrying hazardous material regulated under part N or O of 46 CFR an officer in charge of the towing vessel must have completed 12 round trips over this route as an observer, with at least 3 of those trips during hours of darkness, and at least 1 round trip of the 12 within the last 5 years.
- To operate a towing vessel without barges, or a tow of uninspected barges, an officer in charge of the towing vessel must have completed at least four round trips over this route as an observer, with at least one of those trips during hours of darkness, and at least on round trip within the last 5 years. *46 CFR 15.610*

Federal pilotage requirement for a coastwise seagoing vessel in the area of **Prince William Sound, Alaska,** a coastwise seagoing vessel may qualify for certain exemptions, under certain circumstances. *46 CFR 15.812(f)*

PERSONNEL LICENSING/WATCHSTANDING (CONTINUED)

Merchant Mariners Documents

On UTVs over 100 GT, except vessels employed exclusively in trade on the navigable rivers of the United States, all licensed personnel and crewmembers shall hold valid Merchant Mariners Documents. *46 CFR 12.02*

STCW

International Convention on Standards of Training, Certification, and Watchkeeping (STCW)

- All officers and crew on seagoing towing vessels must satisfy STCW. The U.S. exempts mariners from STCW requirements who serve on vessels of less than 200 Gross tons sailing on near coastal, domestic voyages. A near coastal, domestic voyage is one that begins and ends in a U.S. port, does not touch at a foreign port or enter foreign waters, and is not more than 200 miles from shore *46 CFR 15.103(f)(2*).

- Specific information on STCW is available on the Coast Guard Web Site at http://www.uscg.mil./stcw/stcw%2Daffect.htm

- The master of a vessel subject to STCW requirements must ensure that crewmembers have obtained STCW certification. See *46 CFR 15.103(g).* In addition, Title 46 Code of Federal Regulations Part 15 requires that the master:

  a. Ensures observance of the principles concerning watchkeeping set out in STCW regulation Section A- Chapters II, III and VIII of the STCW Code;

  b. Ensures observance of appropriate rest periods and work hours and post watch schedules where they are easily accessible; and

  c. Ensures watch schedules take into account rest requirements as well as port rotations and changes in the vessel's itinerary.

Personnel Watch-standing

An owner, charterer, managing operator, master, person in charge, or other person having authority may permit an officer to take charge of the deck watch on the vessel when leaving or immediately after leaving port only if the officer has been off duty for at least 6 hours within the 12 hours immediately before the time of leaving. *46 USC 8104(a)*

Licensed individuals on UTVs may be divided into two watches, regardless of the length of the voyage, and no licensed operator shall work more than 12 hours in a 24-hour period, except in an emergency. *46 CFR 15.705(d)*

On UTVs of more than 100 GT (except a vessel only operating on rivers, harbors, lakes [except the Great Lakes], bays, sounds, bayous, and canals), crewmembers when at sea shall be divided into at least 3 watches, and shall be kept on duty successively to perform ordinary work incident to the operations and management of the vessel. Crewmembers may not be required to work more than 8 hours in

one day. On voyages of less than 600 miles, crewmembers may be divided, when at sea, into at least 2 watches. *46 USC 8104(d)*

Each holder of a license shall display the original license in a conspicuous place on the vessel. *46 USC 7110*

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SECURITY PLAN FOR MTSA/ISPS CODE

Applies To All UTVs greater than 8 meters in registered length that are engaged in towing a barge or barges subject to 33 CFR 104, except a towing vessel that:

- temporarily assists another vessel engaged in towing a barge or barges subject to this part;
- shifts a barge or barges subject to this part at a facility within a fleeting facility;
- assists sections of a tow through a lock; or
- provides emergency assistance. *33 CFR 104*

Overview The Maritime Transportation Security Act of 2002 (MTSA) and the corresponding regulations do not mandate specific equipment or procedures, but call for performance base criteria to ensure the security of the vessel.

Some UTVs sail on international routes and will also be required to meet the International Ship & Port Facility Security (ISPS) Code. Because MTSA encompasses the requirements of ISPS, compliance with MTSA satisfies ISPS requirements for U.S. flag vessels on an international route. Vessels greater than 500 gross tons will be required to obtain an International Ship Security Certificate.

MTSA and ISPS place the responsibility to complete an accurate security assessment, and to address the vulnerabilities in the Vessel Security Plan (VSP), or Alternative Security Program (ASP) on the owner or operator of a vessel. The Coast Guard has the responsibility to verify that the vessel is complying with its approved plan.

Policy Every barge **inspected** under 46 CFR subchapters D, I, or O that carries Certain Dangerous Cargo (CDC) in bulk, as defined in 33 CFR 160.204, is subject to 33 CFR Part 104 and required to have a VSP or ASP. Every towing vessel engaged in towing these barges is subject to Part 104 and must have a VSP or ASP. If a vessel is subject to Part 104, they are always subject to Part 104, no matter what they are carrying. When a vessel security plan is submitted and approved the vessel is expected to operate in accordance with the VSP or ASP at all times. A VSP or ASP may not be turned off when carrying non-regulated cargoes and back on before carrying regulated cargoes. The VSP or ASP may contain variable security measures to cover the multiple operating conditions but the security plan must always be implemented.

SECURITY PLAN FOR MTSA/ISPS CODE (CONTINUED)

VSP or ASP Verification

This guide does not provide the detail for a VSP or ASP Verification Exam.

Consult NVIC 04-03, "Guidance for verification of vessel security plans on domestic vessels in accordance with the Maritime Transportation Security Act (MTSA) regulations and International Ship & Port Facility Security (ISPS) code", or its current edition for those details. A VSP or ASP Verification Exam will cover the following general topics:

- Does the vessel have an approved VSP or ASP?
- Is the VSP or ASP on board?
- Is the master aware of responsibility and authority with regards to MTSA?
- Who is the Company Security Officer, is his training/experience and knowledge appropriate?
- Who is the Vessel Security Officer (VSO), is his training/experience and knowledge of the VSP or ASP appropriate?
- Company or vessel personnel with security duties - are they knowledgeable and trained for their duties?
- Security training for all other vessel personnel?
- Security drill and exercise requirements being accomplished?
- Security record keeping requirements complete and up to date?
- Maritime Security (MARSEC) level coordination and implementation?
- Communications - can the vessel demonstrate communications operations consistent with its VSP or ASP?

SECURITY PLAN FOR MTSA/ISPS CODE (CONTINUED)

- Security systems and equipment maintenance - testing IAW manufacture?
- Working and functions within the VSP or ASP. Ship Security Alert System?
- Security measures for access control IAW VSP or ASP?
- Security measures for restricted areas IAW VSP or ASP?
- Security measures for delivery of vessel stores and bunkers IAW VSP or ASP?
- Security measures for monitoring IAW VSP or ASP?
- Lighting and alarms in working order?

33 CFR 104 and NVIC 04-03

VESSEL DOCUMENTATION

Applies To All UTVs.

Certificate of Documentation A UTV of at least 5 net tons that engages in domestic, coastwise or Great Lakes trade must have a Certificate of Documentation (COD). All UTV's with a COD, must have it on board and it must be bearing a valid endorsement for the activity in which it is engaged. *46 CFR 67.313*

UTVs Over 5 Net Tons UTVs whose route is from point "A" in the U.S. to point "B" in the U.S. or returning to point "A" without leaving U.S. territorial waters must hold a COD documented for ***coastwise trade***. *46 CFR 67.19 (a)*

A ***Great Lakes*** endorsement entitles a vessel to employment in the Great Lakes trade, towing in the Great Lakes, and any other employment for which a registry, fishery, or coastwise endorsement is not required. *46 CFR 67.19 (b)*

COD endorsements are valid for 1 year.

To renew, an original Notice of Expiration (CG-1280) or Final Notice of Expiration (CG-1280-B) form must be completed;

The renewal forms can be obtained through the Coast Guard's National Vessel Documentation Center at (800) 799-8362;

Display of official number:

- BLOCK-type Arabic numerals not less than 3 INCHES in height;
- Proceeded by the abbreviation "NO.";
- Must be marked on some clearly visible interior structural part of the hull;
- Must be permanently affixed so that alteration, removal, or replacement would be obvious. *46 CFR 67.121*

Vessel markings:

- UTV name must be marked on some CLEARLY visible exterior part of the port and starboard bow and the stern. The hailing port must be marked on some clearly visible exterior part of the stern;

VESSEL DOCUMENTATION (CONTINUED)

- For UTVs with a square bow, the name must be marked on some clearly visible exterior part of the bow in a manner to avoid obliterating. The name and hailing port must be marked on some clearly visible exterior part of the stern;

- These markings, which may be made by the use of any means and materials which result in durable markings, must be made in clearly legible letters of the Latin alphabet or Arabic or Roman numerals not less than four inches high.

46 CFR 67.123

UTVs Under 5 Net Tons

UTVs under 5 net tons shall have a certificate of number or temporary certificate issued by the authority in the State in which the vessel is principally used. A State Numbered, (aka - State Registered), undocumented vessel must have a valid state certificate aboard whenever the vessel is underway. *33 CFR 173.15/21*

Vessel markings (State Numbered):

- Numbers must be 3 INCH BLOCK characters and reading from left to right;

- Numbers must be painted or permanently attached to each side of the forward half of the vessel;

- Numbers color must be contrasting with the background;

- Spaces the width of a letter must be placed between the letters and numbers. *33 CFR 173.27*

UTV's Less than 5 Net Tons:

- Most states require the vessel to have a "Commercial" Endorsement on the State Registration certificate.

DRUG AND ALCOHOL TESTING

Applies To

Coast Guard (CG) licensed UTV operators and/or masters.

UTV crewmembers holding a CG Merchant Mariners Document (MMD).

Any individual who is on board a vessel acting under the authority of a license or MMD.

UTV crewmembers who do not hold a MMD but whose duties directly affect the safe operation of the vessel. *46 CFR 16.105*

Verify type of Drug Testing program

Consortium: Vessel Owners or Operators must use an approved consortium that has received a Letter of Regulatory Compliance.

Non-Consortium: The company's in-house Drug and Alcohol program must be properly documented. Confirm the drug-testing laboratory using Federal Registry monthly publication of approved laboratories available via http://www.dwp.samhsa.gov/index.aspx.

Pre-Employment Testing

No marine employer shall engage or employ any individual to serve as a crewmember unless the individual passes a chemical test for dangerous drugs for that employer. This may be waived if the individual can satisfactorily provide evidence that they have:

- Passed a DOT drug test within the previous six (6) months, and has had no positive tests within those 6 months. **-or-**
- Been subject to random drug test program in accordance with Coast Guard regulations for at least 60 of the preceding 185 days, did not have any positive test results, and did not refuse to take a required test. *46 CFR 16.210*

Periodic Testing

Whenever a physical examination is required for an individual by this subchapter, a chemical test for dangerous drugs must be included as a part of the physical examination. *46 CFR 16.220*

DRUG AND ALCOHOL TESTING (CONTINUED)

Random Testing

Marine employers shall establish programs for the chemical testing for dangerous drugs on a random basis of their crewmembers. Crewmembers shall be tested on a random basis at an annual rate of not less than 50%. Random selection means that all crewmembers have an equal chance of selection. If the marine employer is a member of a consortium, the employer shall ensure the list of current employees is up-to-date with the consortium and shall demonstrate compliance with the 50% testing rate via the contract with the consortium. Another method of providing proof is obtaining a copy of the annual Management Information System (MIS) report most consortiums and marine employers are required to submit. Note: The marine employer's membership in a consortium adds to the pool of employees the consortium has to choose from. Therefore it is possible for an individual marine employer to see a fluctuation in testing rates with their employees. *46 CFR 16.230*

Reasonable Cause Testing

Employers shall require any crewmember of the UTV who is reasonably suspected of using a dangerous drug to be chemically tested for dangerous drugs. The employer's decision must be based on a reasonable and articulable belief that the individual has used a dangerous drug based on direct observation. Where practicable, this belief should be based on observations by two persons in supervisory positions. *46 CFR 16.250*

Serious Marine Incident Testing

The marine employer shall ensure that all persons directly involved in the incident are chemically tested for dangerous drugs and alcohol IAW the requirements for mandatory chemical testing.

A serious marine incident includes the following events:

- A marine casualty or accident required to be reported to the CG that results in:

  a. one or more deaths,

  b. injury requiring professional medical treatment and, for a crewmember, that renders the person unfit to perform his or her routine duties,

  c. damage to property in excess of $100,000,

  d. actual or constructive total loss of any vessel subject to inspection, or

DRUG AND ALCOHOL TESTING (CONTINUED)

e. actual or constructive total loss of any self-propelled vessel, not subject to inspection, of 100 gross tons or more.

- A discharge of oil of 10,000 gallons or more into U.S. navigable waters;

- A discharge of a reportable quantity of a hazardous substance into U.S. Navigable waters or a release of a reportable quantity of a hazardous substance into the environment of the United States. *46 CFR 16.240*

Alcohol Testing

Alcohol testing must be conducted on each individual engaged or employed on board the vessel who is directly involved in the SMI. The alcohol testing on each individual must be conducted with **2 hours** of when the SMI occurred, unless precluded by safety oncerns directly related to the incident. The marine employer determines which individuals are directly involved in an SMI.

The alcohol testing must be done with a Department of Transportation approved device (see the National Highway Traffic Safety Administration's Highway Safety Program Conforming Product List of Screening Devices to Measure Alcohol in Bodily Fluids). Alcohol-testing devices must be used according to the procedures specified by the manufacturer of the testing device.

The marine employer must have a sufficient number of alcohol testing devices readily accessible on board the vessel of each individual who was directly involved in the SMI.

Individuals subject to alcohol testing after an SMI are prohibited from consuming alcoholic beverages for 8 hours following the occurrence of the SMI or until after the alcohol testing is completed.

If the alcohol testing required is not conducted, the marine employer must document on form CG-2692B the reason why the testing was not conducted. *46 CFR 4.06*

DRUG AND ALCOHOL TESTING (CONTINUED)

Drug Testing

Drug testing must be conducted on each individual engaged or employed on board the vessel who is directly involved in the SMI. The marine employer determines which individuals are directly involved in an SMI.

The collection of drug-test specimens of each individual must be conducted with **32 hours** of when the SMI occurred.

If the drug testing required is not conducted, the marine employer must document on form CG-2692B the reason why the testing was not conducted. *46 CFR 4.06*

Failure of a Drug Test

If an individual holding a license, certificate of registry, or merchant mariner's document fails a chemical test for dangerous drugs, the individual's employer or prospective employer shall report the test results in writing to the nearest Coast Guard Officer in Charge, Marine Inspection (OCMI). The individual shall be denied employment as a crewmember or removed from duties which directly affect the safe operation of the vessel as soon as practicable and shall be subject to suspension and revocation proceedings against his or her license, certificate of registry, or merchant mariner's document. If an individual who does not hold a license, merchant mariner's document, or certificate of registry fails a chemical test for dangerous drugs, the individual shall be denied employment as a crewmember or removed from duties which directly affect the safe operation of the vessel as soon as possible. *46 CFR 16.201*

Drug Testing Records

Employers shall maintain records of chemical tests which the Medical Review Officer reports as ***positive*** for a period of five years. Records of tests reported as ***negative*** shall be retained for one year. *46 CFR 16.260*

Operating While Intoxi-cated

A person is prohibited from operating UTVs while intoxicated (BAC of 0.04 or greater). A person is considered operating the UTV when that person is a crewmember (including a licensed person) of the vessel. *33 CFR 95.015 & .020*

MARINE CASUALTY REPORTING

Applies To All CG documented UTVs.

For undocumented UTVs (state numbered), a casualty or accident report must be submitted to the reporting authority of the state who issued the state numbers or to the state where the accident occurred. *33 CFR 173.51 & .59, 46 CFR 4.01-3*

Verbal Notice of Marine Casualty

The following applies to CG documented UTVs:

Immediately after addressing safety concerns, the owner, master, operator, or person in charge shall notify the nearest CG Sector/Marine Safety Unit (MSU) whenever a vessel is involved in a marine casualty, such as:

- An unintended grounding, or an unintended strike of a bridge or bridge fendering system;
- An intended grounding or an intended strike of a bridge that creates a hazard to navigation, the environment, or safety of a vessel;
- Loss of main propulsion, primary steering, etc. that reduces the maneuverability of the vessel;
- An occurrence adversely affecting the seaworthiness or fitness including fire, flooding, or failure of/damage to fire fighting, lifesaving, & auxiliary power equipment, or bilge-pumping systems;
- A loss of life;
- Injury requiring professional medical treatment and, for a crewmember, that renders the individual unfit to perform his or her routine duties; or
- Occurrence causing property damage above $25,000 including cost of labor and material but not cost of salvage, gas-freeing, dry-docking, or demurrage. *46 CFR 4.05-1*

Written Notice of Marine Casualty

In addition to the verbal report, the owner, master, operator, or person in charge shall, within 5 days, file a written report with the nearest Sector/MSU on form CG-2692: Report of Marine Accident, Injury or Death and, as necessary be supplemented by form CG-2692B: Report of Required Chemical Drug & Alcohol Testing following a Serious Marine Incident. *46 CFR 4.03-2, 46 CFR 4.05-10*

NAVIGATION SAFETY EQUIPMENT

Applies to

UTVs of 12 meters (39.4 feet) or over in length when operating the navigable waters of the U.S. except the Saint Lawrence Seaway.

The following UTVs are exempt from these requirements:

- UTVs used solely within a limited geographical area, such as a fleeting-area for barges or a commercial facility, and used solely for restricted service, such as making up or breaking up larger tows;
- UTVs used solely for assistance towing (towing disabled vessels for consideration);
- UTVs used solely for pollution response;
- UTVs exempted by the COTP. The COTP, upon written request, may exempt in writing a UTV from Navigation Safety Equipment Regulations (33 CFR 164.72) for a specified route if he or she decides that exempting the UTV would not allow its unsafe navigation under anticipated conditions. *33 CFR 164.01(b) & 164.72*

Marine Radar

UTVs must have a marine radar that meets the following requirements.

UTVs less than 300 GT towing on navigable waters of the U.S.*, the radar must meet the requirements of:

- The FCC specified in 47 CFR Part 80; and
- Radio Technical Commission for Marine Services (RTCM) Paper 71-95/SC112-STD, Version 1.1, display Category II and stabilization Category Bravo.

UTVs less than 300 GT towing seaward of navigable waters of the U.S.*, the radar must meet the requirements of:

- The FCC specified in 47 CFR Part 80; and
- RTCM Paper 71-95/SC112-STD, Version 1.1, display Category I and stabilization Category Alpha.

NAVIGATION SAFETY EQUIPMENT (CONTINUED)

Marine Radar (cont.)

UTVs of 300 GT or more engaged in towing, the radar must meet the standards of RTCM Paper 191-93/SC112-X, Version 1.2. *33 CFR 164*

* **NOTE: Navigable Waters of the U.S. means waters that include internal waters of the U.S. subject to tidal influence, and other internal waters of the U.S. used for highways of interstate and foreign commerce.**
33 CFR 2.05-25(a)

AIS System

UTVs of 65 feet or more in length, on an international voyage must have a properly installed, operational, type Automatic Identification System (AIS).

UTVs of 26 feet or more in length, and more than 600 horsepower, operating in an area with VTS must have a properly installed, operational, type AIS.

Effective operating condition includes accurate input and upkeep of AIS data fields.
33 CFR 164.46

Searchlight

UTVs must have a searchlight, directable from the vessel's main steering station and capable of illuminating objects at a distance of at least 2 times the length of the tow. *33 CFR 164.72(a)(2)*

Magnetic Compass Compass

UTVs must have an illuminated card-type magnetic compass readable from the vessel's main steering station. Or if the vessel engages in towing exclusively on Western Rivers an illuminated swing-meter or an illuminated card-type magnetic compass readable from the vessel's main steering station.
33 CFR 164.72(a)(4)

Echo Depth-Sounding Device

UTVs must have an echo depth-sounding device readable from the vessel's main steering station unless the vessel engages in towing exclusively on Western Rivers. *33 CFR 164.72 (a) (5)*

NAVIGATION SAFETY EQUIPMENT (CONTINUED)

Electronic Position Fixing Device

UTVs engaged in towing seaward of the navigable waters of the U.S. must have one of the following:

- **LORAN-C Receiver**. This must be either a Type I or II Loran-C receiver as defined by Section 1.2(e), RTCM Paper 12-78/DO-100 dated December 20, 1977.

  Note: each Loran-C receiver must have a label showing the name and address of the manufacturer, and the statement ***"This receiver was designed and manufactured to meet Part 2 (Minimum Performance Standards) of RTCM MPS for Marine Loran-C Receiving Equipment."***

- **Satellite navigation system** receiver such as the Global Positioning System (**GPS**). This receiver shall be capable of:

  a. automatic acquisition of satellite signals after initial operator settings have been entered, and

  b. position updates derived from satellite information during each usable satellite pass. *33 CFR 164.72(a)(6), 33 CFR 164.41*

Charts or Maps

UTVs must carry on board and maintain marine charts or maps of areas to be transited, published by the National Ocean Service (NOS) or Army Corps of Engineers (ACOE).

Charts or maps must have a large enough scale and enough detail to make safe navigation of the area possible.

Charts or maps:

- On navigable waters, must be current edition or currently corrected;

- Seaward of U.S. navigable waters must be currently corrected. The charts or maps may be current marine charts or maps or applicable extract published by foreign governments that meets the above requirements. *33 CFR 164.72(b)(1)*

NAVIGATION SAFETY EQUIPMENT (CONTINUED)

General Publications

UTVs must have the currently corrected edition, or an applicable currently corrected extract from each of the following publications for the area to be transited:

- Coast Guard Light Lists;
- Notice to Mariners, published by the Defense Mapping Agency, or Local Notice to Mariners published by the Coast Guard;
- Tidal-Current Tables published by National Oceanographic Survey;
- Tide Tables published by National Oceanographic Survey;
- U.S. Coast Pilot. *33 CFR 164.72(b)(3)*

Any or all of the publications may be electronic format; however all electronic publications must have an independent backup.

Maintenance Failure & Reporting

Maintenance. The owner, master, or operator shall maintain operative the navigational-safety equipment.

Failure. If any navigational-safety equipment required by 33 CFR 164.72 fails during a voyage, the owner, master, or operator shall exercise due diligence to repair it at the earliest practicable time and shall record its failure in the log or other record carried aboard the UTV. The state of the equipment along with such factors as weather, visibility, traffic, and dictates of good seamanship shall be considered in deciding whether it is safe to proceed with the voyage.

Reporting. While operating within a Vessel Traffic Service (VTS) area and the UTV suffers a navigational safety equipment failure, the failure shall be reported to the VTS as soon as practicable per *33 CFR 161.124* advising:

- Any condition on board the UTV likely to impair navigation, such as:
  a. shortage of personnel,
  b. lack of current nautical charts or maps,
  c. lack of current publications.

NAVIGATION SAFETY EQUIPMENT (CONTINUED)

Maintenance Failure & Reporting (cont.)

- Any absence or malfunction of vessel-operating equipment for navigational safety, such as:

  a. propulsion machinery,

  b. steering gear,

  c. radar,

  d. gyrocompass,

  e. echo depth-sounding device,

  f. automatic dependent surveillance equipment,

  g. navigational lighting.

- Any absence any characteristic of the UTV that affects or restricts the maneuverability of the UTV, such as:

  a. arrangement of cargo,

  b. trim,

  c. loaded condition,

  d. under-keel clearance,

  e. speed.

33 CFR 164.82

NAVIGATION SAFETY EQUIPMENT (CONTINUED)

Deviation. And Authorization

UTVs unable to repair inoperative marine radar required by CFR164.72 (a) within 96 hours shall so notify the COTP and seek from the COTP both a deviation from the requirements and an authorization for continued operation in the area to be transited. Failure of redundant navigational-safety equipment including but not limited to failure to one of two installed radars does not require either a deviation or an authorization.

The initial notice and request may be spoken, but the request must also be written. Written request must explain why immediate repair is impracticable, and state when and who will make the repair;

The COTP, upon receiving even a spoken request, may grant a deviation and an authorization from any of the provisions of 33 CFR 164.70 through 164.82 for a specified time if the COTP decides that they would not impair the safe navigation of the vessel under anticipated conditions. *33 CFR 164.82*

COMMUNICATIONS

Applies To

All UTVs of 26 feet and over in length. *33 CFR 26.03(a)(3), 33 CFR 164.01(b) and*

On the Great Lakes a Radiotelephone Station is required for every vessel engaged in towing another vessel or floating object except:

- Where the maximum length of the towing vessel, measured from end to end over the deck exclusive of sheer, is less than 8 meters and the length of the tow, exclusive of the towing line, is less the 20 meters;
- Where the vessel towed complies with this part;
- Where the towing vessel and tow are located within a booming ground (an area in which logs are confined);
- Where the tow has been undertaken in an emergency and neither the towing vessel nor the tow can comply with this part. *47 CFR 80.951*

Radio Telephone

Radio station licenses are required for UTVs with radiotelephones and radio transmitting devices (radio, radar and EPIRB) and are valid for 10 years. This license is to be posted in the navigation area or bridge. If the license has just recently been applied for, a UTV should have a copy of FCC Form 506 and the accompanying Schedule B for use as a temporary permit. *33 CFR 164.72(a)(3), 47 CFR 80.25*

The radiotelephone licensee and radio operator in charge of a station shall maintain a radio log. *47 CFR 80.409*

Each UTV, required to have a radiotelephone, must have a radio operator who holds a restricted radiotelephone operator permit or higher class license. *33 CFR 164.72(a)(3), 47 CFR 80.163*

VHF-FM Radio

UTVs must have one or more VHF-FM radios installed as prescribed by 33 CFR 26 and 47 CFR 80, to maintain a continuous listening watch on the designated call channel, VHF-FM Channel 13, and to separately monitor the International Distress and Calling Channel, VHF-FM Channel 16, except when transmitting or receiving traffic on other VHF-FM channels or when participating in a Vessel Traffic Service (VTS) or monitoring a channel of a VTS. *33 CFR 164.72(a)(3)*

NAVIGATION UNDERWAY

Applies to UTVs of 12 meters (39.4 feet) or over in length when operating the navigable waters of the U.S. except the Saint Lawrence Seaway. *33 CFR 164.01(b)*

Navigation Standards The Master, Owner, or Operator shall ensure that each person directing or controlling the movement of the UTV:

- Understands the arrangement of the tow and the effects of maneuvering of the UTV and its tow;
- Can fix the position of the UTV using installed navigational equipment, aids to navigation, geographic reference points, and hydrographic contours;
- Does not fix the UTVs position by using buoys alone;
- Evaluates the danger of each closing visual or radar contact;
- Knows and applies the variation and deviation, where a magnetic compass is fitted and where charts or maps have enough detail to enable this type of correction.**
- Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited.
- Proceed at a speed prudent for the weather, visibility, traffic density, tow draft, possibility of wake damage, speed of current, and local speed limits. *33 CFR 164.78(a)*

** *Note: Due to an oversight, the regulatory requirement for a magnetic compass deviation table, found in 33 CFR 164.35, was not amended to include towing vessels less than 1600 GT. Preparation and posting of a compass deviation table is highly recommended but not required.*

NAVIGATION UNDERWAY (CONTINUED)

Tests and Inspections

The master, owner, or operator of UTVs shall ensure that the following tests and inspections of gear occur before the UTV embarks on a voyage of more than 24 hours, or when a new master or operator assumes command, AND the results are entered in a log kept aboard the UTV: *33 CFR 164.78(b), 33 CFR 164.80*

- Tests of the steering systems include
  a. steering-gear-control system,
  b. main steering gear from an alternative power supply, if installed,
  c. verification of rudder-angle indicator relative to actual rudder position,
  d. visual inspection of steering gear and its linkages;
- Test all installed navigational equipment;
- Test all internal UTV controls, communications and vessel control alarms, if installed;
- Test all navigational lights and searchlights;
- Visually inspect all terminal gear, tackle, connections of bridle and towing pendant, chafing gear, and winch brake, if installed;
- Visually inspect spaces for main propulsion machinery, machinery, and devices for monitoring machinery. *33 CFR 164.78(b), 33 CFR 164.80*

NAVIGATION LIGHTS & SOUND SIGNALS

Applies to All UTVs at anchor or underway from sunset to sunrise, or in or near areas of restricted visibility.

Inland Rules The operator of each UTV 12 meters (39.4 feet) long or more shall carry a copy of the Inland Navigation Rules, when on the Inland Waters of the United States and on the Canadian waters of the Great Lakes to the extent that there is no conflict with Canadian law. *COMDTINST M16672.2D and 33 CFR 88.05*

Navigation Lights Each UTV underway, greater than 12 meters (39.4 feet) should display, per Navigation Rule 24, Inland and International:

- UTVs underway towing astern shall display:

  a. red and green sidelights (displayed on port and starboard sides respectively) showing light from right ahead across an unbroken arc of 112.5 degrees across the horizon,

  b. two white masthead lights in a vertical line showing light from right ahead across an unbroken arc of 225 degrees (112.5 degrees on either side of center line) across the horizon, (On the Western Rivers above the Huey P. Long Bridge on the Mississippi River are not required the masthead white lights.)

  c. an additional white masthead light of similar characteristics on the same vertical line if the length of the tow (stern of UTV to stern of tow) is over 200 meters (656 feet),

  d. an additional masthead light abaft of and higher than the other mast head lights if the UTV is 50 meters or greater in length (except that a UTV may show this light forward of and lower than other masthead lights if such lights are displayed on the UTV's aft mast ,***

  e. white stern light placed on UTV's centerline showing light astern across an unbroken arc of 135 degrees across the horizon,

  f. towing light: a yellow light with the same characteristics as a stern light, placed vertically above the stern light.

NAVIGATION LIGHTS & SOUND SIGNALS (CONTINUED)

- UTVs underway towing alongside or pushing ahead (not a composite unit);

    a. red and green sidelights (displayed on port and starboard sides respectively) showing light from right ahead across an unbroken arc of 112.5 degrees across the horizon,

    b. two white masthead lights in a vertical line showing light from right ahead across an unbroken arc of 225 degrees (112.5 degrees on either side of center line) across the horizon,

    c. an additional masthead light abaft of and higher than the other mast head lights if the UTV is 50 meters or greater in length (except that a UTV may show this light forward of and lower than other masthead lights if such lights are displayed on the UTV's aft mast ,***

    d. white stern light placed on UTV's centerline showing light astern across an unbroken arc of 135 degrees across the horizon (International Rules only), **OR**

    e. two yellow towing lights vertically placed on UTV's centerline showing light astern across an unbroken arc of 135 degrees across the horizon (Inland Rules only).

*** *Note: UTVs 20 meters (65.6 feet) or greater in length may not place all of their masthead lights aft of their sidelights. See Navigation Rules Annex I.3 (b) & (d), both Inland and International, for further details on horizontal light placement.*

NAVIGATION LIGHTS & SOUND SIGNALS (CONTINUED)

Navigation Lights (cont.)

UTVs less than 12 meters (39.4 feet) may substitute one all around white light for the white masthead and stern lights.

Note 1: It is recommended that the Inland and International Navigation Rules (COMDTINST M16672.2D Navigation Rules, International - Inland) be reviewed for specific information on various configurations for lights and shapes. *Navigation Rule 24, Inland and International 24.*

Note 2: Navigation light fixtures with bulbs must comply with the horizontal and vertical sectors and meet the range requirements as outlined in Annex I of the Navigation Rules. ***Household bulbs are not permitted***. *Navigation Rules ANNEX I, Inland and International.*

Sidelight Screens

For UTVs 20 meters (65.6 feet) or more in length, sidelights shall be fitted with mat black inboard screens. For UTVs less than 20 meters (65.6 feet), sidelights, if necessary to meet the arc required of the light, shall be fitted with black mat inboard screens.

Vessels less than 20 meters (65.6 feet) can mount a combined lantern using a single vertical filament and a narrow division between the red and green sectors. With combined lanterns, external screens need not be fitted.
33 CFR 84.09

Sound Signals:

Efficient bell and whistle per Navigation Rule 33, Inland and International:

- UTVs less than 12 meters (39.4 feet) in length must have a means of making an efficient sound signal.

- UTVs of 12 meters (39.4 feet) and more in length must have a whistle:

  a. UTVs over 20 meters (65.6 feet) in length must have a whistle and a bell of at least 300 mm (11.8 inches) in diameter. *33 CFR 86.23*

  b. The bell does not have to be mounted. It must be on board the vessel and accessible.

NAVIGATION LIGHTS & SOUND SIGNALS (CONTINUED)

Whistle Audibility Table

The audibility of a whistle must meet the following distances:

Vessel Length		Audibility Range
Over or Equal To	Less Than	
	20M	0.5 NM
20M	75M	1.0 NM
75M	200M	1.5 NM
200M		2.0 NM

NOTE: This table is provided for information purposes only. It provides guidance that can be useful in understanding the whistle audibility requirements.

Whistle Light

Any vessel may supplement the whistle signals by light signals. *Rule 3*4

International Rules: an all-round white light, visible for 5 miles

Inland Rules: one all-round white or yellow light visible for 2 miles and synchronized with the whistle.

GARBAGE POLLUTION PREVENTION

Applies to All UTVs.

General Requirements. No person may discharge garbage into U.S. navigable waters. *33 CFR 151.66*

Garbage Placards Applies to UTVs over 26 feet in length.

Each placard must be at least nine inches wide by four inches high, made of durable material, and with letters at least 1/8" high. The placard must notify the reader of the following IAW 33 CFR 151.59 (d):

- Discharge of plastic or garbage mixed with plastic into any waters is prohibited;
- Discharge of garbage is prohibited in U.S. navigable waters and in all other waters within three nautical miles (NM) of the nearest land;
- Discharge of dunnage, lining, and packing material that float is prohibited within 25 NM of the nearest land;
- Other unground garbage may be discharged beyond 12 NM from the nearest land;
- Other garbage ground to less than one inch may be discharged beyond three NM of the nearest land;
- Violators are liable for civil penalties up to $25,000, fines up to $500,000, and imprisonment for up to six years per violation;

Garbage placards must be displayed in prominent locations so that crew and passengers can read them. *33 CFR 151.59*

For ships operating on the Great Lakes or their connecting or tributary waters, the placard must read:

“The discharge of all garbage into the Great Lakes or their connecting or tributary waters is prohibited.” *33 CFR 151.59 (e)*

GARBAGE POLLUTION PREVENTION (CONTINUED)

Waste Management Plan

Applies to oceangoing UTVs 40 feet or more in length that are equipped with a galley and berthing.

UTVs must have a waste management plan detailing who is responsible for the garbage, how it shall be collected, how it is to be stowed, and how it is disposed. *33 CFR 151.57*

Oceangoing UTVs of 400 GT or over must maintain written records of garbage discharge or disposal operations. *33 CFR 151.55*

SAMPLE WASTE MANAGEMENT PLAN:

Waste Management Plan for (Vessel Name):_____

Person in Charge: _____

Solid Waste Management Procedures:

Crew Education:

At the beginning of each season all crewmembers are reminded of the refuse discharge laws and shown the MARPOL V placard posted in the galley. Crew is told that it is vessel policy to stow all garbage materials on board except for food and paper when the vessel is outside of 12 miles. The captain orients all new crew and passengers to the rules governing the vessel including refuse laws and refuse handling.

If the vessel is within 12 miles of shore or returning to shore:

All refuse materials are put in garbage bags and stored on board until the end of the trip when the deckhand disposes of the bags in the dockside trash receptacles.

If the vessel is outside of 12 miles from shore:

All the garbage with the exception of food materials and paper is put in a garbage bag to be hauled to the dockside trash receptacle at trip's end. Food materials and paper generated in the galley are collected in a bucket (or in a paper bag or cardboard box) and the bucket emptied over the side (or the food filled bag or box is thrown overboard) by a crewmember.

OR

All vessel refuse is put in garbage bags and stored on board until they can be disposed of in dumpsters on shore.

_____

LIFESAVING EQUIPMENT

Applies to: All UTVs.

Personal Flotation Devices, i.e., Life Preservers

UTVs less than 40 feet long must have at least one CG approved TYPE I PFD, TYPE II buoyant vest, or TYPE III buoyant device of a suitable size for each person.

UTVs 40 feet long or more must have at least one CG approved TYPE I PFD of a suitable size for each person.

Immersion Suit. UTVs may substitute an immersion suit for a life preserver, buoyant vest, or marine buoyant devise. Each immersion suit must be an USCG approved type. *46 CFR 25-5(e).*

Kapok and fibrous glass life preservers without plastic covered pad inserts are unacceptable. *46 CFR 25.25-5(b), & (c)*

Approved commercial hybrid PFDs may be substituted for life preservers if:

- It is worn when the UTV is underway and the intended wearer is not within an enclosed space;
- It is used in accordance with the marked conditions on the PFD and in the owner's manual; and
- Labeled for use on uninspected commercial vessels;

Each life preserver, buoyant device, and buoyant vest intended to be worn must have approved Type I retro-reflective material with at least 200 sq. cm. (31 sq. in.) of material on the front, at least 200 sq. cm. on the back, and, if reversible, at least 200 sq. cm. on each reversible side. The material attached on each side must be divided equally between the upper quadrants of the side and as close as possible to the shoulder area. *46 CFR 25.25-15*

LIFESAVING EQUIPMENT (CONTINUED)

On Ocean, Coastwise or Great Lakes voyages each life preserver and buoyant device or vest must have a CG approved PFD light attached to the front shoulder area. *46 CFR 25.25-13*

- If a PFD light has a non-replaceable power source, it must be replaced on or before expiration date.

- If the light has a replaceable power source, the power source must be replaced before its expiration date.

Work Vest Approved unicellular plastic foam work vest. A buoyant work vest carried shall be an approved type.

Marking. Each work vest must have the following information clearly printed in waterproof lettering that can be read at a distance of 2 feet:

Type V--Personal flotation device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Name of buoyant material) buoyant material provides a minimum buoyant force of 17\1/2\ lbs.
Approved for use on Merchant Vessels as a work vest.
U.S. Coast Guard Approval No. 160.**053**/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor.)
(Lot No.)
This vest is filled with (name of buoyant material), which will not be harmed by repeated wetting. Hang up and dry thoroughly when vest is wet.

Additional marking required. In addition to the wording included on the marking tag, on a front compartment of each work vest there shall be stenciled in waterproof ink in letters not less than one inch in height, the words, ``**WORK VEST ONLY**."

Waterproofness of marking tags. Marking tags shall be sufficiently waterproof so that after 48 hours submergence in water, they will withstand rubbing by hand with moderate pressure while wet without the printed matter becoming illegible. *46 CFR 160.053*

Use Work vests are item of safety apparel and may be carried aboard vessels to be worn by crew members when working near or over the water under favorable working conditions. *46 CFR 26.30-5*

LIFESAVING EQUIPMENT (CONTINUED)

Not counted as part of required lifesaving equipment.

Stowage. Work vests shall be stowed separately for regular stowage of required lifesaving equipment. *46 CFR 26.30-10*

Ring Life Buoy

UTVs 26 feet or longer in length must have at least one CG approved ring life buoy with a minimum outside diameter of 20 inches. *46 CFR 25.25-5(d)*

Misc. Regs

Lifesaving equipment required to be worn must be readily accessible and equipment designed to be thrown must be immediately available. *46 CFR 25.25*

The lifesaving equipment must be CG approved and in serviceable condition. *46 CFR 25.25-11*

All required, and any additional Lifesaving equipment carried aboard the vessel, shall be CG approved and in serviceable condition. *46 CFR 25.25-11*

LIFESAVING EQUIPMENT (CONTINUED)

Emergency Position Indicating Radio Beacon (EPIRB)

A UTV 36 feet or more in length operating on the high seas* or beyond 3 Nautical Miles (NM) from coast line of the Great Lakes shall have:

- A float-free, automatically activated Category 1 406 MHz EPIRB stowed in manner so that it will float free if the vessel sinks.

A UTV less than 36 feet in length, or 36 ft or more with a builder's certificate saying it is built with sufficient inherently buoyant material to keep it afloat, shall not be operated on the high seas or beyond 3 NM from the coast line of the Great Lakes unless it has in a readily accessible location at or near the principal steering station:

- A manually activated Category 2 406 MHz EPIRB, or
- A float-free, automatically activated Category 1 406 MHz EPIRB.

46 CFR 25.26-20

All 406 MHz EPIRBs must be registered with NOAA. Contact the NOAA at (301) 457-5430 to request a registration form, or register online at http://www.beaconregistration.noaa.gov/

EPIRBS must be tested immediately after installation and at least once each month thereafter per the manufacturer's instructions. If the EPIRB does not operate, it must be either repaired or replaced with another operating EPIRB. *46 CFR 25.26-50(b)*

EPIRB batteries must be replaced immediately after the EPIRB is used for any other purpose other than being tested.

**Note: High seas means the waters beyond a line three nautical miles seaward of the Territorial Sea baseline as defined in 33 CFR 2.05-10*

FIRE PREVENTION AND SUPPRESSION

Applies to All UTVs.

Fire Fighting Equipment

All fire extinguishers and fixed fire extinguishing systems shall be CG approved or UL listed for marine use and marked as such. *46 CFR 25.30-5(b)*

All required hand portable fire extinguishers and semiportable fire extinguishing systems are "B" type (i.e., suitable for extinguishing fires involving flammable liquids, grease, etc.). *46 CFR 25.30-10(b)*

All UTVs of 65 feet in length and smaller shall carry at least the minimum fire extinguishers as set forth in the table below:

Table 46 CFR 25.30-20(a)(1)

Vessel Length			**Minimum number of B-1 hand Portable Fire Extinguishers**
Equal or Over	**Under**	**No Fixed FF in Machinery Space**	**Fixed FF in Machinery Space**
--	**16’**	**1**	**0**
16’	**26’**	**1**	**0**
26’	**40’**	**2**	**1**
40’	**65’**	**3**	**2**

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

All UTVs over 65 feet in length shall carry at least the minimum fire extinguishers as set forth in Table below:

Table 46 CFR 25.30-20(b)(1)

Gross Tonnage		***Minimum Number of B-II hand portable Fire Extinguishers***
Over	***Not Over***	
---	***50***	***1***
50	***100***	***2***
100	***500***	***3***

Fire Fighting Equipment (cont.)

In addition to the hand portable fire extinguishers required by Table 25.30-20(b)(1) above, a B-II portable fire extinguisher is required for each 1000 B.H.P. of the main engines or fractions thereof. However, no more than 6 such extinguishers need to be carried. *46 CFR 25.30-20 (c)(i)*

All hand portable and semiportable fire extinguishers shall have a permanently attached metallic nameplate with name of item, rated capacity, name & address of person or firm for whom approved, and identifying mark of manufacturer. *46 CFR 25.30-10(d)*

Fixed fire extinguishing systems will be a Coast Guard approved carbon dioxide type, designed and installed in compliance with 46 CFR 76.15; a Coast Guard approved manually-operated clean-agent system that satisfies the National Fire Protection Association (NFPA) Standard 2001 (incorporated by reference in Sec. 27.102); or a Coast Guard approved manually-operated water-mist system that satisfies NFPA standard 750 (incorporated by reference in Sec. 27.102). *46 CFR 27.101*

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

Applies To All UTVs when operating on navigable waters of the United States except for those that meet the following conditions:

- UTVs used solely within a limited geographic area, such as a fleeting area for barges or commercial facility, and used solely for restricted service, such as making up or breaking up larger tows;
- UTVs used solely for towing disabled vessels for consideration (assistance towing); UTVs used solely for pollution response;
- A foreign UTV engaged in innocent passage;
- UTVs owned or demise chartered, and operated by the United States Government, or by a government of a foreign country, and that is not engaged in commercial service;
- UTVs exempted by the COTP. The COTP, upon written request, may exempt in writing a UTV from fire protection equipment regulations. *46 CFR 27.100.*

Fire Extinguishing Equipment All towing vessels regardless of service must have either a self-priming, power-driven, fixed or portable fire-pump, a fire main, and hoses and nozzles or a portable pump, and hoses and nozzles.

- The fixed fire-pump must be capable of:
  a. Delivering water simultaneously from the two highest hydrants, or from both branches of the fitting if the highest hydrant has a Siamese fitting, at a pitot-tube pressure of at least 344 kPa (50 psi) and a flow rate of at least 300 lpm (80 gpm); and
  b. Being energized remotely from a safe place outside the engine room and from the pump.
  c. All valves necessary for the operation of the fire main must be kept in the open position or must be capable of operation from the same place where the remote fire pump control is located.
  d. The fire main must have a sufficient number of fire hydrants with attached hose to reach any part of the machinery space using a single length of fire hose.

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

e. The hose must be lined commercial fire-hose, at least 40 mm (1.5 inches) in diameter, 15 meters (50 feet) in length, and fitted with a nozzle

f. The nozzle must be made of corrosion-resistant material capable of providing a solid stream and a spray pattern.

- The portable fire pump must be self-priming and power-driven, with:

  a. A minimum capacity of at least 300 lpm (80 gpm) at a discharge gauge pressure of not less than 414 kPa (60 psi), measured at the pump discharge;

  b. A sufficient amount of lined commercial fire hose at least 40 mm (1.5 inches) in diameter and 15 meters (50 feet) in length, immediately available to attach to it so that a stream of water will reach any part of the vessel; and

  c. A nozzle made of corrosion-resistant material capable of providing a solid stream and a spray pattern.

  d. The pump, hose, and nozzle are to be stowed outside of the machinery space. *46 CFR 27.301*

- Towing vessels in inland service, and on towing vessels in ocean or coast service whose construction, must also carry both:

  a. The minimum number of hand-portable fire extinguishers required by 46 CFR 25.30 ; and **either**-

  b. An approved B-V semi-portable fire-extinguishing system to protect the engine room; **or**

  c. A fixed fire-extinguishing system installed to protect the engine room of the vessel. *46 CFR 27.303*

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

- Towing vessels in ocean or coastal service whose construction was contracted for on or after August 27, 2003, must also carry:

  a. The minimum number of hand-portable fire extinguishers required by 46 CFR 25.30; **and**

  b. An approved B-V semi-portable fire-extinguishing system to protect the engine room; **and**

  c. A fixed fire-extinguishing system installed to protect the engine room of the vessel. 46 CFR 27.305

  d. This section does not apply to any towing vessel pushing a barge ahead, or hauling a barge alongside, when the barge's coastwise route is restricted (as indicated on its certificate of inspection), so that the barge may operate "in fair weather only, within 12 miles of shore," or with words to that effect.

Ventilation Tanks and Engine spaces

Applies to UTVs using fuel (gasoline) having a flash point of 110 degrees F or less.

UTVs shall have at least two ventilation ducts, fitted with cowls or their equivalent, for the removal of explosive or flammable gases from the bilges of all engine and fuel tank compartments.

At least one exhaust duct shall extend from the open atmosphere to the lower portion of the bilge and at least one intake duct shall extend to a point at least midway to the bilge or at least below the level of the carburetor air intake.
46 CFR 25-40

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

General Alarm

All UTVs must be fitted with an audible general alarm. The alarm may be either an audible signal or public address system. In either case the alarm must meet the following conditions:

- It must have a contact maker at the UTV's operating station;
- Alarm must be capable of notifying persons in any accommodation, work space, and in the engine room;
- In the engine room, and any other space where background noise makes a general alarm difficult to hear, a red flashing light must accompany the audible alarm;
- Where a red flashing light is present, there must be a sign which reads, "When Alarm Sounds or Flashes, Go to Your Station;"
- Alarm must be tested at least once per week. *46 CFR 27.201*

Fire Detection

All UTVs must be fitted with the following fire detection **Detection** equipment that meets the following conditions:

- Each detector, each control panel, and each fire alarm must be approved under 46 CFR 161.002, or listed by an independent testing laboratory;
- The system must be installed, tested and maintained, in line with the manufacturer's design manual;
- The system must be arranged and installed so that a fire in the engine room automatically sets off alarms on a control panel at the operating station;
- A power available light, (there must be visual indication that the system has power),
- An audible alarm to notify crew at the operating station of a fire,
- A visible alarm to identify to crew at the operating station the zone(s) of origin of the fire,
- A means to silence audible alarms while maintaining indication by visible alarm,
- Labels for all switches and indicator lights, indicating their functions;

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

- The system must be able to draw power from two separate sources, with either a manual or automatic switchover mechanism between primary and secondary power sources;

- The system must be certified by a registered professional engineer or by a recognized classification society (under 46 CFR 8) to see that the system complies with these conditions;

- The system must serve no other purpose besides fire detection, except that a UTV whose construction was contracted prior to January 18, 2000 may satisfy the fire detection requirement by using an existing engine room monitoring system. Such system, however, must meet all other conditions listed above, and such system must be listed by an independent testing laboratory. *46 CFR 27.203.*

Internal Communi-cation System

All UTVs must be fitted with the following internal communication **s**ystem (ICS) equipment.

ICS equipment, if fitted, must meet the following conditions:

- ICS must be comprised of either fixed or portable equipment, such as sound powered telephone, portable radio, or other reliable method of voice communication;

- ICS must have main or secondary power supply that is independent of the UTV's electrical system;

- ICS must provide two-way voice communication and calling between the operating station and the engine room or to a location immediately adjacent to an exit from the engine room;

- Twin screw UTVs with operating station control for both engines are not required to have an ICS.

- When operating station controls and the engine room are within 10 feet of each other, and allow for unobstructed visual contact between them, direct voice communication is acceptable in lieu of an ICS. *46 CFR 27.205*

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

Fuel Shut-Off Valves

All UTVs must be fitted with remote fuel shut-off valves on any line supplying fuel to any engine or generator. Fuel shut-off valves must meet the following conditions:

- Valves must be located near the source of supply (i.e. tank or distribution manifold);
- Positive shut-off valve must be remotely operable from a safe place outside the space in which the valve is located;
- Each remote valve operating station must be marked in clear, one-inch letters indicating the purpose of the valve, and how to operate it. *46 CFR 27.207*

Fuel Systems

UTVs whose construction was contracted on or after January 18, 2000 must be fitted with fuel systems that meet the following conditions [*Note that regulations in this section do not apply to outboard engines, portable bilge or fire pump engines]*:

- Portable fuel systems may only be used for outboard engines, or when they are permanently attached to portable equipment, such as portable pumps. Otherwise, portable fuel systems or their accessories including portable tanks and fuel lines may not be used or carried aboard UTVs.
- Only bunker C or diesel fuel may be used, unless a specific wavier has been issued by Commandant (G-MSE) to do otherwise.
- Each integral fuel tank must have a vent pipe that meets the following conditions:

  a. each vent pipe must connect to the highest point of the tank and discharge on a weather deck through a bend of 180 degrees,

  b. each vent pipe must be fitted with a 30-by-30 mesh, corrosion resistant flame screen. Vents from two or more tanks may combine in a system that discharges on a weather deck.

  c. for gravity filled tanks, the net cross-sectional area must not be less 312.3 square mm (0.484 square inches),

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

d. for pressure filled tanks, the net cross-sectional area must not be less than that of the tank's fill pipe,

e. fuel lines must be seamless and constructed of steel, annealed copper, nickel-copper, or copper-nickel and must have a wall thickness of at least 0.9 mm.

- Aluminum hull UTVs may install fuel lines outside of the engine room constructed of aluminum piping provided that it is at least schedule 80 in thickness;

- UTVs may use fuel lines constructed of flexible, non-metallic hose consisting of an inner tube made of synthetic rubber, with a cover made of synthetic rubber or some other suitable material that is reinforced with a wire braid. Such fuel lines must meet the following conditions:

    a. hose lengths must not exceed 30 inches,

    b. hose must be visible and easily accessible,

    c. hose must not penetrate any watertight bulkhead.

    d. Non-metallic hose designed for use with compression fittings must be fitted with suitable corrosion resistant compression fittings, or fittings compliant with SAE J1475.

- Non-metallic hose designed for use with clamps must be fitted with two clamps at the end of each hose. Clamps must not rely on spring tension and must be installed beyond the bead or flare, or over the serrations of the mating spud, pipe, or hose fitting. Installations that comply with SAE J1475 are also acceptable.

46 CFR 27.102(b)

- Instead of the regulations listed above, UTVs of less than 79 feet in length whose construction was contracted on or after January 18, 2000 may comply with standards for fuel piping, lines, and fittings as listed below:

    a. American Boat and Yacht Council, Diesel Fuel Systems, 1989 (ABYC H-33),

    b. National Fire Protection Association (NFPA 302) Pleasure and Commercial Watercraft,

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

c. 33 CFR Chapter I, subchapter S (Boating Safety). *46 CFR 27.211*

Training drills and

Masters and persons in charge of UTVs must ensure that every crewmember participates in emergency drills and receives emergency instructions on procedures to take for the following contingencies:

- Fire in the engine room. Every crewmember must demonstrate how to:

  a. operate all fire extinguishing equipment aboard the UTV, and

  b. stop the mechanical ventilation for the UTV's engine room (if so fitted), and effectively seal all natural openings to the engine space;

- Operating the fuel shut-off valve(s) for the engine room;

- Activating UTV's general alarm;

- Reporting inoperative general alarm and/or fire detection systems;

- Putting on a fire-fighting outfit and self-contained breathing apparatus, if UTV is so equipped (at least one person must actually put on such gear during drills).

- General guidelines for conducting emergency drills and emergency instructions:

Emergency drills must be conducted at least monthly:

- Emergency drills must involve every crewmember.

- Emergency drills must be conducted onboard the UTV, where emergency equipment is actually broken out and used (or simulated use as appropriate).

- Emergency drills must involve at least one person putting on protective clothing, if vessel is so equipped.

- Emergency drills must involve the activation or testing of all alarm and detection systems onboard the UTV.

FIRE PREVENTION AND SUPPRESSION (CONTINUED)

Emergency instructions, covering the same contingencies, are to be given in addition to, but may be given at the same time as emergency drills.

Emergency instructions may be conducted on or off the UTV.

In lieu of emergency instructions, the UTV master or person in charge may involve the use of a videotape that covers at least the contingencies listed above, followed by discussion led by someone familiar with such contingencies. *46 CFR 27.209.*

Safety Orientation

Masters and persons in charge of UTVs must ensure that every crewmember that has not participated in emergency drills, or who has **not** received emergency instructions **does** receive a vessel safety orientation within 24 hours of reporting for duty. The safety orientation must cover all the particular contingencies listed under **Drill and Training**. *46 CFR 27.209.*

MARINE SANITATION DEVICES

Applies to: All UTVs with installed toilet facilities operating the navigable waters of the U.S.

No Discharge Zone

Some states have established No Discharge Zones for Vessel Sewage
See the EPA web site for a current listing of these zones.
http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/vsdnozone.html
40 CFR 140.4

General Require-ments

Type I, II or III Marine Sanitation Devices (MSD) are required. They include any equipment for installation on board a vessel which is designed to receive, retain, treat or discharge sewage, and any process to treat such sewage.
33 CFR 159.7(a)

Type I MSD means a device that produces an effluence (discharge) having a fecal coliform bacteria count not greater than 1,000 per 100 milliliters and no visible solids. Can only be used on a UTV of 65 feet or less.

Type II MSD means a device that produces an effluence having a fecal coliform bacteria count not greater than 200 per 100 milliliters and suspended solids not greater than 150 milligrams per liter.

Type III MSD means a device that is designed to prevent the overboard discharge of treated or untreated sewage or waste derived from sewage. *33 CFR 159.3*

Note: If a Type III MSD has a "Y" valve, which allows discharge over the deck to a facility or through the hull over the side, it must be secured in U.S. navigable waters so as to prohibit accidental discharges overboard inside three nautical miles from land. *33 CFR 159.7(c)*

MSD Placard

Each Type I or II MSD must have an identification placard attached.
33 CFR 159.55

Type I and II MSDs' must have placards which provide operating instructions, safety precautions, and warnings pertinent to the MSD. The letters on the placard must be at least one eighth of an inch. *33 CFR 159.59*

MARINE SANITATION DEVICES (CONTINUED)

MSD Systems

After January 30, 1980, new UTVs with installed toilet facilities must be equipped with a Type II or III MSD. *33 CFR 159.7(b)*

A new UTV includes any UTV, the construction of which is initiated on or after January 30, 1975.

- An exception is an operable Type I MSD installed before January 31, 1980 and is properly labeled, and the UTV is less than 65 feet.

After January 30, 1980, existing UTVs (not new UTVs) with installed toilet facilities must be equipped with a Type II or III MSD. *33 CFR 159.7(c).*

- An exception is an operable Type I MSD installed before January 31, 1978 and is properly labeled, and the UTV is less than 65 feet.

Note: Any UTV 65 feet or under in length may utilize a properly labeled and functioning Type I MSD. Portable toilets or "porta-potties" are not considered installed toilets and are not subject to MSD regulations.

OIL POLLUTION PREVENTION

Applies to All UTVs operating on navigable waters of the U.S.

General Requirements

No person may intentionally drain oil or hazardous materials from any source into the bilge. *33 CFR 155.770*

No person may operate a U.S. non-oceangoing UTV in U.S. navigable waters unless it has the capacity to retain on board all oily mixtures and is equipped to discharge the oily mixtures to a reception facility. *33 CFR 155.330*

A U.S. non-oceangoing ship or an oceangoing ship of less than 400 gross tons may retain all oily mixtures on board in the ship's bilges. An oil residue (sludge) tank is not required. 33 CFR 155.330/350

Oil Placard UTVs 26 feet or more in length must have a placard posted in each machinery space and bilge system control station. The placard must be at least 5 by 8 inches, made of durable material, and shall state:

DISCHARGE OF OIL PROHIBITED

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the U.S. or the waters of the contiguous zone if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a substantive civil penalty and/or criminal sanctions including fines & imprisonment. 33 CFR 155.450

Bilge Slops Retention

Oceangoing UTVs shall have the capacity to retain all oily mixtures on board and be equipped to discharge these to a reception facility or be equipped with a CG approved oily-water separator. An oily residue tank is not required on these UTVs. *33 CFR 155.350*

Non-oceangoing UTVs of 100 gross tons and above may not be operated in U.S. navigable waters, unless:

- It has at least one pump to discharge oily mixtures from a fixed piping system to a reception facility.

OIL POLLUTION PREVENTION (CONTINUED)

Bilge Slops Retention

- Piping system has at least one outlet that is accessible from the vessel weather deck.

- In lieu of the fixed or portable connection required by 33 CFR 155.430, each UTV on a domestic voyage may provide a suitable means for connecting a hose to an oily waste reception facility. When using the vessel's fixed piping to discharge oily mixtures, this connection must be hard piped or use quick connect fittings.

- The outlet has a stop valve on the weather deck.

The above requirements do not apply to any UTV that has a CG approved oily-water separator. *33 CFR 155.410*

Oceangoing UTVs over 100 GT may not operate on U.S. navigable waters, unless:

- It has at least one pump to discharge oily mixtures from a fixed piping system to a reception facility.

- The piping system has at least one outlet that is accessible from the vessel weather deck.

- Each outlet has a shore connection that meets the specifications of 33 CFR 155.430 or the UTV has at least one portable adapter that meets the same specifications and fits the required outlets.

- The UTV has a means on the weather deck near the discharge outlet to stop each oily waste pump, and

- The outlet has a stop valve on the weather deck.

The above requirements do not apply to any UTV that has a CG approved oily-water separator. *33 CFR 155.420*

OIL POLLUTION PREVENTION (CONTINUED)

Fuel Oil Discharge Containment

UTVs OF 100 GT or more, fuel oil and lubricating oil discharge containment requirements:

- Have a fixed container or enclosed deck area under or around each fuel oil or lubricating oil tank vent, overflow, and fill pipe that has a capacity of at least one-half barrel capacity, **or**
- Equip each oil tank vent, overflow, and fill pipe during oil transfer operations with a portable container of at least a 5 U.S. gal. Capacity, **or**
- If the UTV has fittings for which containment is impractical, use an automatic back pressure shut off nozzle. *33 CFR 155.320*

Oil Transfer Hoses

UTVs over 100 GT, each oil or hazardous material transfer hose must meet the following requirements:

- The minimum design burst pressure must be at least 600 PSI and at least four times the sum of the pressure of the relief valve setting, plus the static head pressure of the transfer system at the point where the hose is installed.
- The maximum allowable working pressure (MAWP) must be at least 150 PSI and more than the sum of the pressure of the relief valve setting (or maximum pump pressure when no valve is installed) plus the static head pressure of the transfer system at the point where the hose is installed.
- Each nonmetallic hose must be usable for oil and hazardous material service.
- Each hose assembly must either have full threaded connections, flanges that meet standard B.16.5, Steel Pipe Flanges and Flange Fittings, or standard B.16.4, Brass or Bronze Pipe Flanges, of the American National Standards Institute (ANSI), or quick-connect couplings acceptable to the CG.
- Each hose must be marked with:
    a. Name of products for which the hose may be used for oil products, the words "oil service”.
    b. Maximum allowable working pressure (MAWP).
    c. Date of manufacturer, and

OIL POLLUTION PREVENTION (CONTINUED)

d. Date of latest test required by 33 CFR 156.170. Nonmetallic transfer hoses must not have soft spots, unrepaired bulges, or defects that permit the discharge of product through the hose material, no gouges or cuts penetrating the first layer of the hose, no internal deterioration, and not burst, bulge, or leak under static liquid pressure of at least 1 times MAWP.

- Each hose used to transfer fuel to a UTV that has a fill pipe for which containment cannot practically be provided must be equipped with an automatic back pressure shut off nozzle. *33 CFR 154.500*

Oil Transfer Procedures

UTVs of 100 GT or more, the person in charge of an oil transfer must have been instructed by the operator in his/her duties and federal laws and regulations that apply to the vessel. *33 CFR 155.710(e)(2)*

UTVs of any tonnage with a capacity of 250 bbls (10,500 gals) or more of oil or hazardous material, transfer procedures are required for vessels transferring to or from the vessel or from tank to tank. These procedures must be readily available on board. *33 CFR 155.720*

A UTV, with a capacity of 250 or more barrels of oil or hazardous materials, conducting transfer operations between sunset and sunrise must have deck lighting that adequately illuminates all transfer work areas. *33 CFR 155.790*

The UTV operator shall keep a written record available for inspection by the CG:

- The name of each person currently designated as a person in charge of transfer operations.
- Date and result of most recent test and inspection of items as required by 33 CFR 156.170.
- The hose information required by *33 CFR 154.500,* unless that information is marked on the hose, and
- Declaration of inspection as required by 156.150(f). *33 CFR 155.820*

OIL POLLUTION PREVENTION (CONTINUED)

COFR

All UTVs over 300 GT are required to have Certificates of Financial Responsibility (COFR). *33 CFR 138.12*

Vessel Response Plan

UTVs carrying oil as a secondary cargo shall have a Vessel Response Plan divided into sections described in *33 CFR 155.1030*:

- general information and introduction;
- notification procedures;
- shipboard spill mitigation procedures;
- shore response activities;
- list of contacts; training procedures;
- drill procedures;
- plan review and update procedures;
- on board notification checklist and emergency procedures;
- and geographic-specific appendix for each COTP zone operated in. *33 CFR 155.1045*

TOWLINE AND TERMINAL GEAR FOR TOWING ASTERN

Applies to: UTVs of 12 meters (39.4 feet) or over in length when towing astern upon the navigable waters of the U.S. except the Saint Lawrence Seaway. *33 CFR 164.01(b)*

Any towing vessel transiting the Great Lakes/St. Lawrence Seaway locks is reminded to reference the equipment and gear requirements prior to transit, as per the "Procedures Respecting the Transit of Ship on the St. Lawrence Seaway", which can be located in the Seaway Handbook (2006 ed.)' http://www.greatlakes-seaway.com/en/pdf/SeawayHandbook2006.pdf

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Towline The Owner, Master, or Operator of each UTV towing astern shall ensure that the strength of each towline is adequate for its intended service, considering the following factors. *33 CFR 164.74(a)*

Towline Size and Material The towline must be:

- Appropriate for the UTVs horsepower or bollard pull.
- Appropriate for the static loads and dynamic loads expected during the intended service.
- Appropriate for the sea conditions expected during the intended service.
- Appropriate for exposure to the marine environment and to any chemicals used or carried aboard the vessel.
- Appropriate for the temperature of normal stowage and service on board the UTV.
- Compatible with associated navigational-safety equipment.
- Appropriate for the likelihood of mechanical damage. *33 CFR 164.74(a)(1)*

TOWLINE AND TERMINAL GEAR FOR TOWING ASTERN (CONTINUED)

Towline Rigging

Each towline as rigged must be:

- Free of knots.
- Spliced with thimble, or have a poured socket at its ends.
- Free of wire clips, except for temporary repairs, for which the towline must have a thimble and either five wire clips or as many wire clips as the manufacturer specifies for the normal diameter and construction of the towline, whichever is more. *33 CFR 164.74(a)(2)*

Towline Condition Monitoring

The condition of the towline must be monitored through:

- Keeping on board the UTV or in company files a record of the towline's initial minimum breaking strength as determined by:
  a. the manufacturer,
  b. an authorized classification society per *33 CFR 157.04*,
  c. a tensile test that meets:
    i. API Specification 9A, Specification for Wire Rope, Section 3;
    ii. ASTM D4268-93, Standard Test Method For Testing Fiber Ropes; or
    iii. Cordage Institute CIA 3, Standard Test Methods for Fiber Rope Including Standard Terminations.
- For UTVs with towlines purchased from another owner, master, or operator of a vessel, for if it is retested for any reason, keeping on board the UTV or in company files a record of each retest of the towline's initial minimum breaking strength as determined by:
  a. an authorized classification society per *33 CFR 157.04*.

TOWLINE AND TERMINAL GEAR FOR TOWING ASTERN (CONTINUED)

b. a tensile test that meets:

i. API Specification 9A, Specification for Wire Rope, Section 3,

ii. ASTM D4268-93, Standard Test Method For Testing Fiber Ropes, or

iii. Cordage Institute CIA 3, Standard Test Methods for Fiber Rope Including Standard Terminations.

- Conducting visual inspections of the towline IAW the manufacturer's recommendations, or at least monthly, and whenever the towline's serviceability is in doubt;

- Evaluating the serviceability of the whole towline or any part of the towline, and removing the whole or part from service either as recommended by the manufacturer or an authorized class society per 33 CFR 157.04 or IAW a replacement schedule developed by the owner, master, or operator that accounts for at least the:

a. nautical miles on, or time in service of, the towline,

b. operating conditions experienced by the towline,

c. history of loading of the towline,

d. surface condition, including corrosion and discoloration, of the towline,

e. amount of visible damage to the towline,

f. amount of material deterioration indicated by measurements of diameter and, if applicable, measurements of lay extension of the towline, and

g. point at which a tensile test proves the minimum breaking strength of the towline inadequate by the standards of the above (if necessary).

TOWLINE AND TERMINAL GEAR FOR TOWING ASTERN (CONTINUED)

Towline Condition Monitoring (cont.)

Keeping on board the UTV or in company files a record of the material condition of the towline when inspected under the above inspection criteria. Once this record lapses for 3 months or more, except when the UTV is laid up or out service or has not deployed its towline, the Owner, Master, or Operator shall retest the towline or remove it from service. *33 CFR 164.74(a)(3)*

Terminal Gear

The owner, master, or operator of each UTV towing astern shall ensure that the gear used to control, protect, and connect each towline meets the inspection standards listed under the section **TERMINAL GEAR VISUAL INSPECTION** of this manual. *33 CFR 164.74(b)*

TOWLINE & TERMINAL GEAR FOR TOWING ALONGSIDE / PUSHING AHEAD

Applies to: UTVs of 12 meters (39.4 feet) or over in length when towing alongside or pushing ahead upon the navigable waters of the U.S. except the Saint Lawrence Seaway. *33 CFR 164.01(b)*

General Requirements The owner, master, or operator of UTVs towing alongside or pushing ahead shall ensure that the face wires, spring lines, and push gear used:

- Are appropriate for the UTVs horsepower.
- Are appropriate for the arrangement of the tow.
- Are frequently inspected, and
- Remain serviceable. *33 CFR 164.76.*

TERMINAL GEAR VISUAL INSPECTION

Applies to: UTVs of 12 meters (39.4 feet) or over in length when operating the navigable waters of the United States except the Saint Lawrence Seaway.
33 CFR 164.01(b).

Inspection The owner, master or operator of UTVs shall ensure that before the UTV embarks on a voyage of more than 24 hours, or when a new master or operator assumes command, the terminal gear is inspected and noted in a log kept aboard the UTV.
33 CFR 164.80(a)(5).

Inspection Standards The owner, master, or operator of each UTV towing astern shall ensure that the gear used to control, protect, and connect each towline meets the following criteria:

- The material and size are appropriate for the strength and anticipated loading of the towline and for the environment.
- Each connection is secured by at least one nut with at least one cotter pin or other means of preventing failure.
- The lead of the towline is appropriate to prevent sharp bends in the towline from fairleads blocks, chocks, or tackle.
- There is provided a method, whether mechanical or non-mechanical that does not endanger operating personnel but easily releases the towline.
- The towline is protected from abrasion or chafing by chafing gear, lagging, or other means
- Except on board UTVs towing in ice on Western Rivers or one using a towline of synthetic or natural fiber, there is a fitted winch that evenly spools and tightly winds the towline, and
- If a winch is fitted, there is attached to the main drum a brake with the holding power appropriate for the horsepower or bollard pull of the UTV and can be operated without power to the winch. *33 CFR 164.74(b).*

USCG UNINSPECTED TOWING VESSEL SAFETY EXAMINATION

BOOKLET GUIDELINES

This booklet is to be used to record a voluntary examination of an Uninspected Towing Vessel. It provides a summary list of Coast Guard requirements to examiners and owners/operators of an Uninspected Towing Vessel. This booklet should be used in conjunction with the regulations or other aids developed by the Coast Guard to assist in understanding the regulations. This form must be used with the Requirements For Uninspected Towing Vessels (LANTINST 16710.1 Encl (1)).

PRIVACY ACT STATEMENT
VOLUNTARY DOCKSIDE EXAMINATIONS
UNINSPECTED TOWING VESSELS

PRIVACY ACT STATEMENT: Required by Public law 93-579

AUTHORITY: 46 USC 4101, USC 4102, 46 USC 4103, 46 USC 4105, 46 USC 4106, 46 USC 6101, 46 USC 6102, 46 USC 6103, 46 USC 7101, 46 USC 7102, 46 USC and 14 USC 89

PRINCIPAL PURPOSE (S): To document the Voluntary Dockside Examiner's report, enhance Towing Vessel safety and promote public awareness and education. Information may be retained on file indefinitely.

ROUTINE USE (S): This information is to be used for uniform Coast Guard reporting and administration of voluntary Dockside Examination data. It will be used to record the number of vessels and level of compliance with Coast Guard regulations.

MANDATORY OR VOLUNTARY DISCLOSURE: Providing any information during the course of a voluntary dockside examination is voluntary. Failure to provide information necessary to ensure compliance with applicable regulation may prevent issuance of the safety decal.

Providing a vessel document/certificate of number by the operator of a vessel is mandatory. Failure to provide vessel documentation/ registration may prevent issuance of the safety decal.

USCG UNINSPECTED TOWING VESSEL SAFETY EXAMINATION RESULTS

Vessel Name_____ Official No._____ Call Sign_____

Home Port_____ Length_____ Yr Built_____

EPIRB Hexadecimal ID [_____] [_____] [_____] Date Last Registered __/__/____.

Route: Oceans/ Near-coastal/ Great Lakes – Inland/ Western Rivers/ Limited Local Area (circle one)

Hull Construction: S A F W Gross Tons_____ Net Tons_____ Tot. HP_____ No. of Eng_____

Propulsion: DSL DIR_____ DSL RED_____ Last 4100T Boarding Date_____

4100T Deficiencies Issued_____

_____

Owner Address	Operator Address
_____	_____
_____	_____
_____	_____
Phone_____	Phone_____
Fax _____	Fax

As a result of the examination of this vessel, the following deficiencies were noted that prevented the issuance of the Uninspected Towing Vessel Safety Exam decal:

_____

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_____

When these items have been corrected, please call to schedule a follow-up examination to receive the Uninspected Towing Vessel Safety Exam decal. This letter should be kept onboard the vessel.

Congratulations! Your vessel is in full compliance with the U. S. Coast Guard's Uninspected Towing Vessel Safety regulations for the operations described above. As evidence of this, an Uninspected Towing Vessel decal has been affixed to your vessel. This decal expires on __/__/____. You are urged to maintain the high standards required to receive this decal, and have this vessel re-examined annually. If this vessel is subsequently sold, the decal should be removed and the o/o should contact the cognizant COTP.

_____ _____ _____

Examiner *Date* *Vessel Representative*

Examiner's Unit _____

USCG UNINSPECTED TOWING VESSEL SAFETY EXAMINATION RESULTS

Vessel Name_____ Official No._____ Call Sign_____

Home Port_____ Length_____ Yr Built_____

EPIRB Hexadecimal ID [_____] [_____] [_____] Date Last Registered __/__/____.

Route: Oceans/ Near-coastal/ Great Lakes -Inland/ Western Rivers/ Limited Local Area(circle one)

Hull Construction: S A F W Gross Tons_____ Net Tons_____ Tot. HP_____ No. of Eng_____

Propulsion: DSL DIR_____ DSL RED_____ Last 4100T Boarding Date_____

4100T Deficiencies Issued_____

_____

Owner Address	Operator Address
_____	_____
_____	_____
_____	_____
Phone_____	Phone_____
Fax _____	Fax

As a result of the examination of this vessel, the following deficiencies were noted that prevented the issuance of the Uninspected Towing Vessel Safety Exam decal:

_____

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MISLE Activity Number _____

Congratulations! Your vessel is in full compliance with the U. S. Coast Guard's Uninspected Towing Vessel Safety regulations for the operations described above. As evidence of this, an Uninspected Towing Vessel decal has been affixed to your vessel. This decal expires on __/__/____. You are urged to maintain the high standards required to receive this decal, and have this vessel re-examined annually. If this vessel is subsequently sold, the decal should be removed and the o/o should contact the cognizant COTP.

_____ _____ _____

Examiner *Date* *Vessel Representative*

Examiner's Unit _____

REQUIREMENTS FOR UNINSPECTED TOWING VESSELS

REQUIREMENT	FIELD GUIDE PAGE	SOURCE	SAT	UN-SAT	N/A
PERSONNEL LICENSING					
Proper license in operator's possession: Original posted; endorsed for proper route with radar endorsement/certificate, vessels 26' or more	10	46 CFR 15.610 46 USC 7110			
Merchant Marine Documents: vessels 100 gross tons or more, not exclusively on navigable rivers routes	13	46 CFR 12.02.7(a)			
Licensed Operator for second watch on trips longer than 12 hours	15	46 CFR 15.705(d)			
DOCUMENTATION: VSLs AT LEAST 5 NET TONS					
Document with official number: On board and valid	19	46 CFR 67.313/.319			
Document endorsed for coastwise trade, Great Lakes or registry	19	46 CFR 67.15			
Official number: Permanently affixed and visible on interior structure	19	46 CFR 67.121			
Name and hailing port: Displayed in correct locations on vessel	20	46 CFR 67.123(a)			
DOCUMENTATION: VSLs LESS THAN 5 NET TONS					
State numbering certificate: On board (if not documented)	20	33 CFR 173.21			
State numbers: Permanently/correctly displayed on port and stbd bow	20	33 CFR 173.27			
DRUG AND ALCOHOL TESTING					
Vsl or company participating in random testing program	22	46 CFR 16.230			
Alcohol testing devices readily accessible and adequate number	23	46 CFR 4.06-15			
Chemical test records kept on file for 1 or 5 years	24	46 CFR 16.260			
MARINE CASUALTY REPORTING					
Operator aware of reporting requirements (CG-2692)	25	46 CFR 4.01/4.05			
NAVIGATION SAFETY EQUIPMENT: VSLs 12 METERS (39.4 Feet) OR MORE					
Radar: Operational, meets RTCM class requirements	27	33 CFR 164.72(a)(1)			
Searchlight: Operational, illuminate objects 2X length of tow	28	33 CFR 164.72(a)(2)			
Magnetic compass: Readable from steering station, illuminated. On Western Rivers can replace with swing-meter	28	33 CFR 164.72(a)(4)			
Echo depth-sounding device: Operational, readable from steering station. Not required on Western Rivers	28	33 CFR 164.72(a)(5)			
Electronic position fixing device operational: Loran C or GPS if seaward of the navigable waters	29	33 CFR 164.72(a)(6), 33 CFR 164.41			
Charts and publications: Onboard, current and corrected	29	33 CFR 164.72(b)(1)			
Inland Navigation Rules, COMDTINST M16672.2D: Onboard	36	33 CFR 88.05			
COMMUNICATIONS					
VHF-FM radio: With chl 13 & 16 simultaneous, vsls 26' or more. Additional radio capable of chl 67 in Lower Mississippi	33	33 CFR 164.72(a)(3) 33 CFR 26.03			
FCC ship/station license: All transmitting gear listed on license (including Radar and EPIRB)	33	47 CFR 80.25 33 CFR 164.72(a)(3)			
Valid Radio operator's permit	33	33 CFR 164.72(a)(3)			
NAVIGATION LIGHTS AND SOUND SIGNALS					
Proper navigation lights operational: Mast, side, stern, towing	36	COLREGS Rule 24			
Sound producing device operational: ≥ 12 M / Whistle. ≥ 20 M Whistle and Bell (min 300 mm / 11.8" dia.).	37	33 CFR 86.23 COLREGS Rule 33			
GARBAGE POLLUTION PREVENTION					
Garbage pollution placard: 9" x 4" posted in prominent location, vsls 26' or more	40	33 CFR 151.59			
Waste Management Plan: Onboard, vsls ≥ 40' that are Oceangoing	41	33 CFR 151.55			

REQUIREMENTS FOR UNINSPECTED TOWING VESSELS

REQUIREMENT	FIELD GUIDE PAGE	SOURCE	SAT	UN-SAT	N/A
LIFESAVING EQUIPMENT					
Personal flotation devices: Type, retro tape, light as applicable	42	46 CFR 25.25-5(a)			
Ring buoy: Approved, in good condition: Onboard, vsls 26'.	44	46 CFR 25.25-5(d)			
EPIRB: Category I , vsls 36' or more operating beyond 3 NM	45	46 CFR 25.26-20			
EPIRB: Category I or II, vsls less than 36' operating beyond 3 NM	45	46 CFR 25.26-20			
FIRE PREVENTION AND SUPPRESSION					
Fire extinguishing equipment	46	46 CFR 25.30			
Fire pump, fixed or portable	48	46 CFR 27.301			
B-V Fire extinguishing system or fixed fire-extinguishing for engine room	49	46 CFR 27.303/305			
General alarm: Audible with red flashing light in engine room	51	46 CFR 27.201			
Fire detection: Audible alarm with sensors in engine room	51	46 CFR 27.203			
Internal communications: 2-way with separate power source	52	46 CFR 27.205			
Fuel shut off valves: Remote operated, clearly labeled controls	53	46 CFR 27.207			
Fuel system requirements: Ventilation standards met, for new vsls	53	46 CFR 27.211			
Fire Fighting Training and drills: All hands participation, monthly	55	46 CFR 27.209			
Safety Orientation: Any crew member that hasn't done drills/instruction	56	46 CFR 27.209			
MARINE SANITATION DEVICES					
Correct MSD for vsl's length: Type II or III only for vsls over 65'.	57	33 CFR 159.7			
Identification/instruction placards: Type I and II only	57	33 CFR 159.55/.59			
Overboard discharge valve: If fitted, physically secured within 3 NM from shore	57	33 CFR 159.7(b)/(c)			
OIL POLLUTION PREVENTION					
Oil pollution placard: 5" x 8" posted at bilge control, vsls 26' or more	59	33 CFR 155.450			
Pumping, piping and discharge system for oily water mixtures	59	33 CFR 155.350/.410/.420			
Oil containment system: At overflows, vents and fill valves	61	33 CFR 155.320			
Oil transfer hoses: Marked "oil service" and minimum working pressure, proper fittings	61	33 CFR 154.500			
Oil transfer procedures: Posted where easily seen by crew during oil transfers (if vsl has capacity ≥ 250bbl (10,500 gals).	62	33 CFR 155.720			
Vessel response plan: For vsl transferring ≥ 25% of their oil capacity as cargo	63	33 CFR 155.1045			
TOWLINE AND TERMINAL GEAR: VSLs 12 METERS OR MORE					
Towline & gear: Appropriate for vsl's HP, expected work loads, weather, temperature	64	33 CFR 164.74(a) 33 CFR 164.76			
Towline monitoring: Initial breaking strength, tensile tests, records kept on file	65	33 CFR 164.74(a)			
Towline rigging: Spliced w/thimble or poured socket, no knots or wire clips	65	33 CFR 164.74(a)(2)			
Terminal gear: Visual inspections conducted, log kept aboard vsl	67	33 CFR.164.74(b) /.76			

COMMERCIAL TOWING INDUSTRY BOARDING REPORT	BOARDING DATE (MM/DD/YY) / /	BOARDING TIME (24-HOUR)	ACTIVITY NUMBER

VESSEL TYPE: ☐ Towing ☐ Fleeting ☐ Harbor Assist ☐ Assistance | VESSEL TYPE CODE:

VESSEL NUMBER	VESSEL NAME	VESSEL IDENTIFICATION NUMBER

VESSEL MAKE	POBs	PFDs	BOAT TYPE ☐ Open Motor ☐ Cabin Motor ☐ Inflatable ☐ Other (specify)

VESSEL MODEL	YEAR	Adult	Adult	PROP. TYPE ☐ Outboard ☐ Inboard Gas ☐ Manual ☐ Inboard Diesel ☐ Inboard/Outboard ☐ Other (specify)

LENGTH Ft. In.	NET TONS	HP	Child	Child	HULL TYPE ☐ Aluminum ☐ Fiberglass ☐ Steel ☐ Wood ☐ Other (specify)

UTV DECAL # (if issued):	FLAG	ENGINE COMPARTMENT: ☐ Open ☐ Closed (ventilation required)
DATE ISSUED: / /		FUEL COMPARTMENT: ☐ Open ☐ Closed (ventilation required)
		CONSTRUCTION: ☐ Open ☐ Closed (ventilation required)

OWNER'S NAME (Last, First & MI) ☐ Mr. ☐ Ms.	☐ Owner was Operator ☐ Owner on Board, No Operator ☐ Owner Not On Board
STREET ADDRESS	TELEPHONE (with area code) ( )
CITY, STATE & ZIP CODE	
DRIVER'S LICENSE NUMBER & STATE / SOCIAL SECURITY NUMBER - -	BIRTH DATE (MM/DD/YY) / /

OPERATOR'S NAME (Last, First & MI) ☐ Mr. ☐ Ms.	TELEPHONE (with area code) ( )
STREET ADDRESS	OPERATOR LICENSE #
CITY, STATE & ZIP CODE	LICENSE EXPIRES: / /
DRIVER'S LICENSE NUMBER & STATE / SOCIAL SECURITY NUMBER - -	BIRTH DATE (MM/DD/YY) / /

OBSERVED IN USE: ☐ Inside Boundary Line ☐ Outside Boundary Line ☐ Inland Rules Apply ☐ COLREGS Apply	LATITUDE:
BODY OF WATER: / LOCATION: / ACTIVITY:	LONGITUDE:

	Life Preservers & Other PFDs	46 CFR 25.25-5(a)		Ring Life Buoys	46 CFR 25.25-5(d)
	Emergency Position Indicating Radio Beacons (EPIRBs)	46 CFR 26.26-20 47 CFR 80		Lifesaving Equipment Storage, Condition & PFD Lights (where required)	46 CFR 25.25-9, 25.25-11 & 25.25-13
	Operator License (Posted, Route & Radar Endorsements); MMDs (where required)	46 CFR 15.610 46 CFR 12.02-7(a)		Fire Protection & Suppression Equipment B-V and/or fixed fire-extinguishing system	46 CFR 25.30 46 CFR Part 27
	Certificate of Documentation (Endorsement)	46 CFR 67.313, .319, .15		State Certificate of Number	33 CFR 173.21
	Sound Producing Device	33 USC 2033, Rule 33		Backfire Flame Control	46 CFR 25.35
	Ventilation	46 CFR 25.40-1		General Alarm System	46 CFR 27.201
	Fire detection system in engineroom	46 CFR 27.203		Fire pump, fire main & fire hoses	46 CFR 27.301
	Fuel Shutoff Valves	46 CFR 27.207		Internal Communications System	46 CFR 27.205
	Firefighting Training & Drills/Orientation	46 CFR 27.209		Fuel System Requirements	46 CFR 27.211
	Waste Mgmt Plan (oceangoing vessels>40ft)	33 CFR 151.55 & .57		Oil Pollution Placard (vessels ≥ 26 ft)	33 CFR 155.450
	Pumping, Piping & Discharge System for Oily Water Mixtures	33 CFR 155.350, .410, & ,420		Oil Containment Systems for Overflows, Vents & Fill Valves	33 CFR 155.320
	Oil Transfer Hoses	33 CFR 154.500		Oil Transfer Procedures	33 CFR 155.720
	Vessel Response Plan (for oil as cargo)	33 CFR 155.1045		Marine Sanitation Device	33 CFR 159.7
	Copy of Inland Navigation Rules (inland waters only)	33 CFR 88.05		Navigation/Anchor Lights Sunset/Sunrise (24-Hour):	33 USC 2023 & 2024 Rules 23 & 24
	Radar (Operational & meets RTCM reqm'ts)	33 CFR 164.72(a)(1)		Garbage Placard (vessels ≥ 26 ft)	33 CFR 151.59
	FCC SSL (doc. vsls, beyond Boundary Line) Radio Operator's Permit	47 CFR 80.405 33 CFR 164.72(a)(3)		VHF-FM Radios (Ch. 13 & 16 simultaneous) Add'l Radio on Lower Miss. River (Ch.67)	33 CFR 164.72(a)(3)
	Magnetic Compass (or Swing-meter if Operating exclusively on Western Rivers)	33 CFR 164.72(a)(4)		Searchlight (Operational, 2X tow length)	33 CFR 164.72(a)(2)
	Electronic Position-Fixing Device (Loran C or GPS if seaward of navigable waters)	33 CFR 164.72 (a)(6) & .41		Echo Depth-Sounding Device (not required on Western Rivers)	33 CFR 164.72(a)(5)
	Charts & Publications (onboard, current & corrected)	33 CFR 164.72(b)		Vessel/Company Participating in Chemical Testing for Dangerous Drugs (random basis)	46 CFR 16.230
	Alcohol Screening Devices Available	46 CFR 4.06-15		Chemical Testing Records on File	46 CFR 16.260
	Towline & Gear Appropriate for Vessel's HP, Workloads, Weather & Temperature	33 CFR 164.74(a) & .76		Towline Monitoring – Records on File of Initial Breaking Strength & Tensile Tests	33 CFR 164.74(a)
	Towline Rigging – Spliced w/Thimble or Poured Socket, No Knots or Wire Clips	33 CFR 164.74(a)(2)		Terminal Gear – Visual Inspections Conducted, Log Maintained Aboard Vessel	33 CFR 164.74(b) & .76
	Operator Aware of Marine Casualty Reporting Requirements	46 CFR 4.01 & .05		Vessel Marking	33 CFR 173 46 CFR 67.121 & .123
	Non-US Master Violation	46 USC 12110 (d)		Intoxicated Operation	46 USC 2303 (c)
	Negligent/Grossly Negligent Operation	46 USC 2303		No Violation	
	Warning Issued (see reverse of form)			Law Enforcement Action Taken	

DIST	UNIT	PHONE NUMBER	BOARDING OFFICER'S NAME (Print)	RANK/RATE

DEPARTMENT OF TRANSPORTATION UNITED STATES COAST GUARD CG-4100T *(Revised 10/06)*	BOARDING OFFICER'S SIGNATURE

NOTE: See reverse side of this page for instructions on processing violations. **BOATING SAFETY HOTLINE (800) 368-5647**

PREVIOUS EDITION OBSOLETE

OPERATOR COPY