



Homeland
Security

Small Passenger Vessel Guide



U.S. Coast Guard Sector New York Prevention Department Vessel Inspection

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Introduction to the Certification of Small Passenger Vessels

Introduction	The Vessel Inspection Department at the U. S. Coast Guard Sector New York has the responsibility for inspecting all passenger vessels that operate on the navigable waters of the United States in our zone.
Federal Regulations	Title 46 of the Code of Federal Regulations, Subchapter T, Parts 175 to 187, govern the inspection and operation of small passenger vessels. These regulations will be used to inspect your vessel.
Small Passenger Vessel	A <i>small passenger vessel</i> is any vessel that is less than 100 gross tons, carrying more than 6 passengers including at least one of which is a passenger for hire, but less than 150 passengers or less than 49 passengers overnight, these vessels are inspected using Subchapter T, the vessel is often referred to as a "T-Boat". Vessels that are less than 100 gross tons, carrying more than 150 passengers or more than 49 overnight are inspected using Subchapter K, these are referred to as "K-Boats".
Passenger for Hire	<i>Passenger for hire</i> means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or any other persons having an interest in the vessel.

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Un-inspected Passenger Vessel	<p>A passenger vessel less than 100 gross tons, that carries 6 or less passengers is <u>not</u> required to be inspected by the U. S. Coast Guard. This is sometimes referred to as a "6-pack", and is required to be operated in accordance with <i>46 CFR Subchapter "C"</i>. 46 CFR 24-26, Vessels more than 100 gross tons may carry 12 or less passengers for hire.</p> <p>The person in charge of this vessel must hold as a minimum a valid U.S. Coast Guard license as operator of an uninspected passenger vessel.</p>
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About the Coast Guard Sector New York

Introduction	<p>Coast Guard Sector New York is located in Staten Island on Fort Wadsworth. The Sector Commander is a Coast Guard Captain who is responsible for both the Operational and Marine Safety Office missions for the greater New York city area. The legacy Marine Safety Office responsibilities of the <i>Officer in Charge, Marine Inspection (OCMI) (vessel inspection and investigation divisions)</i> are supervised by the Prevention Department Head. The <i>Captain of the Port (COTP)</i> responsibilities are split between the Prevention Department and the Response Department.</p> <p>The <i>Prevention Department</i> address is: <i>Commander</i> <i>U.S. Coast Guard Sector New York</i> <i>Prevention Department</i> <i>212 Coast Guard Drive</i> <i>Staten Island, NY 10305</i></p> <p><i>Prevention Department Phone Number for questions and to set up a vessel inspection:</i> <i>(718) 354-4008</i></p> <p><i>Fax: (718) 354-4249</i></p>
About the Office	<p>The Prevention Department office is divided into three division in the Sector New York office;</p> <ul style="list-style-type: none">• Inspection Division - Responsible for the inspection of all U.S. and foreign flag vessels that operate in or enter our zone. This includes small passenger vessels, tankers, freight carriers, barges, cruise ships, and the commercial fishing vessel program.• Waterways Division - Responsible for the inspection of port facilities, small boat operations, unit and port security, and Aids to Navigation.

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	<ul style="list-style-type: none">• Investigation Division - Responses to investigate of incidents or casualties involving, vessels or merchant mariners in our zone.
Authority	Authority for ensuring compliance with the regulations is the responsibility of the Commandant of the Coast Guard, and locally with the Officer in Charge Marine Inspection (OCMI) / Captain of the Port (COTP).

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Appeals – 46 CFR 1.03 & 2.01-70

Introduction	The owner of a vessel has the right to appeal any decision or a requirement issued by a Marine Inspector (46 CFR 175.160)
Procedure	<p>First, write a letter explaining why you disagree with the requirement issued to the vessel by the Marine Inspector, and submit it to the Prevention Department Head. Based on information provided by the owner and input from the Marine Inspector, the PDH will make a decision based on the Regulations, and will write a letter in response to the appeal.</p> <p>If still not satisfied with the answer received from the PDH, the owner has the right to continue to appeal "up the chain command" in the order as follows:</p> <p>The next level of appeal is through the Officer in Charge, Marine Inspection - (OCMI) at Sector New York.</p> <p>The owner may next appeal to the Commander, First Coast Guard District Office, Prevention Division, Boston, MA.</p> <p>Finally, the owner has the right to appeal to the Commandant of the Coast Guard, Office of Prevention, Washington, D.C.</p>

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Certification Process

Introduction	The process of certification of a vessel takes approximately 6 months. Some take less time, some take more, depending on the complexity of the vessel, quality and quantity of the information submitted in the plans, whether it is a new construction project or a conversion, and how ready the vessel is for inspection.
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Annual Inspection Requirements Once a Vessel Is Certified. (46 CFR 185.726)

Note: Regulations require a 30-day written application to the OCMI for the 5 year Certificate of Inspection and local OCMI Policy requires a 30-day telephone notification to this office per regulations to schedule the other four annual vessel inspections and dry-docks.

Annual Inspections	<p>Once certified, all vessels are required to be inspected annually to ensure the vessel is being maintained in compliance with the regulations.</p> <p>A Coast Guard Marine Inspector will visit the vessel afloat, and inspect all life saving, fire fighting, machinery, crew training, navigation and radio equipment, inspect the vessel internally and externally and check all vessel documents.</p> <p>Vessels are issued a Certificate of Inspection (COI) valid for a period of 5 years, and receive four annual inspections prior to the expiration of the COI. <u>No extension of the expiration date of the COI is allowed.</u> The annual inspection must be conducted within 90 days before or after the COI anniversary issue date. The annual inspection may or may not be as detailed as a COI inspection, dependent on the condition of the vessel. The may be required to get underway during the annual inspection and the required operating crew is required during the annual and COI.</p>
Deficiencies	<p>Any items found by the inspector to be deficient will be required to be corrected.</p> <p>The inspector will provide the owner/operator with a list of items found deficient and needing correction. These items are listed on a Coast Guard Form CG-835, and known in the marine industry as "issuing an 835".</p> <p>The Marine Inspector may allow the vessel to continue to operate provided the deficiencies are corrected prior to the 835's established deadline date. Some items such as those involving life saving or fire fighting equipment may be required to be fixed prior to the vessel carrying passengers.</p>

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Dry-docking and Internal Structural Exam Inspection Requirements Once Vessel is Certificated (46 CFR 176.600)

Interval	All vessels are required to dry-dock at intervals as follows: 2 Years - vessels that are exposed to salt water more than 3 months in any 12 month period. 5 Years - vessels that are exposed to salt water not more than 3 months in any 12 month period.
Dry-docking or Hauling Out	The vessel is to be hauled out at the owner's expense. The owner should accomplish the following prior to the arrival of the Coast Guard Marine Inspector: <ul style="list-style-type: none">• Clean the hull (do not paint the vessel prior to the inspector's arrival)• Remove all sea strainers• Open all sea valves (within 6" of the waterline and below). The inspector will need to inspect valve surfaces and valve seats. Ball valves do not have to be opened, but may require the hose to be removed.• Open and air out all internal spaces• Clean all water and oily water from the bilges• Remove all deck plates for easy excess to bilges.• Remove any ceiling that prevents inspection of the interior hull. The Marine Inspector will inspect all items as listed above and inspect the vessel's shaft(s), shaft bearing(s), propeller(s) and rudders. If necessary the inspector may require that the propeller(s) or shaft(s) be pulled for inspection.

Scheduling an Inspection (46 CFR 176.500 & 502)

Dispatcher	The Dispatcher is responsible for scheduling all marine inspections. It is the owner's responsibility to schedule a time and date to have a marine inspector visit the vessel. You will be contacting the Dispatcher to schedule inspections for the COI, Annual Inspections, Dry-dock exams, and return visits to the vessel to inspect items found deficient during a previous inspection. The Dispatcher can be contacted by calling (718) 354-4008. The Dispatcher will attempt to schedule an inspector to visit your vessel on the date and time you request.
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New-to-Zone	A vessel with a current COI and is new-to-zone is required by this office to be examined prior to operating. Contact the dispatcher to schedule a marine inspector.
Length of Inspections	The length of time it takes to complete an inspection varies from boat to boat. On the average a COI will take 2 to 4 hours, an annual inspection usually takes less time to conduct. It is required to have your marine crew standing-by to assist the inspector and for drills. A dry dock inspection takes approximately 2 hours. Be prepared to get a wooden vessel underway at annual inspections and following a dry dock examination.

Vessel Routes

Introduction	<p>The Certificate of Inspection specifies the route the vessel will be allowed to operate on while carrying passengers.</p> <p>As you will notice in this package, depending on the vessel's route, different construction and equipment requirements may apply.</p> <p>The following are general routes authorized for this zone. Although not all inclusive, it is meant to give you a description of the different types of routes authorized. Route descriptions are vessel specific and may be more restrictive than those listed below. Sector New York inspection zone is entirely a warm water route, for the purpose of lifesaving equipment determination in 46 CFR 180.200.</p>
Oceans	Not to exceed one-hundred (100) miles from land, under reasonable operating conditions.
Coastwise	Not more than Twenty (20) miles from a harbor of safe refuge, under reasonable operating conditions.
Limited Coastwise Not more than 3 miles	Not more than Three (3) miles from land and not more than twenty (20) miles from a harbor of safe refuge, under reasonable operating conditions.
Lakes, Bays and Sounds	At no time may the vessel operate beyond the COLREGS demarcation line as defined in 33 CFR Part 80, Under reasonable operating conditions.

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Reasonable Operating Conditions	Reasonable operating conditions, among other criteria, do not include situations in which a small craft advisory is in effect for the vessels operating area, wind gusts over 30 knots (35 mph) exist, sustained winds over 18 knots (21 mph) exist. Note: A specific sea state limitation will be placed on smaller vessels, i.e., or seas more than two (2) feet.
Pontoon Vessels	Pontoon vessel will generally be restricted to not more than 1,000' from shore regardless if the FCC radio regulations are complied with.
Note	<p>The regulations refer to the following descriptions of waters based on the stability the vessel has passed:</p> <ul style="list-style-type: none"> • Exposed Waters - These normally include vessels on an Oceans or Coastwise Route. • Partially Protected Waters - Includes vessels on a Limited Coastwise route, not more than 20 miles from a harbor of safe refuge. • Protected Waters - Includes vessels on certain lakes, bays, sounds and ICW.

Required Manning

Introduction	<p>The OCMI evaluates each vessel and determines a safe manning level.</p> <p>The vessel must have the required number of crew members on board while carrying passengers.</p>
Master	All vessels are required to have a licensed master qualified for the type and tonnage of the vessel being operated.
Licensed Mate	<p>A licensed mate (another fully licensed master) is normally only required on a vessel engaged in voyages exceeding 12 hours in duration.</p> <p>More than 12 Hours Operation</p> <p>If the vessel operates more than 12 hours in a 24 hour period of work an alternate crew shall be provided and the number of passengers reduced accordingly. Work includes any activity that is performed on behalf of the vessel, its crew or passengers, or for the owner or operator. This includes standing watches, performing maintenance on the vessel or its appliances, loading stores, or performing administrative tasks, whether underway or at the dock.</p>

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Senior Deckhand	<p>On vessels carrying more than 150 passengers, in lieu of a required licensed mate, one of the required crewmembers who have been specially trained may be designated as a senior deckhand or as specified by the OCMI for safe operations or high speed crafts.</p> <p>This person must be designated in writing by the master of the vessel. The senior deckhand must be familiar with the operation of the vessel and be capable of operating the vessel in the event of an emergency.</p> <p>The Inspection Department has additional information concerning the training of a senior deckhand and can provide you with this information during the vessel's certification process.</p>
Crew members	<p>The following is provided as a reference. The OCMI will determine actual required manning levels.</p> <p>Most "T"- Boats are required to have as a minimum 1 crewmember in addition to the Master. In addition a crewmember is normally required for each deck that is available to passengers.</p> <p>The vessel will also be required to increase manning based on the amount of passengers the vessel is carrying. "T"-Boats are usually not required any additional manning than noted above.</p> <p>Additional manning is required on vessels regulated by Subchapter K, since they can carry more than 150 passengers.</p>

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Determining Maximum Passengers- 46 CFR 176.113 & 177.820

Introduction	<p>The maximum number of passengers permitted is determined by using one of the following criteria.</p> <ul style="list-style-type: none">• Length of rail• Deck area• Fixed Seating <p>Stability test results</p> <p>The method that provides for the greatest number of passengers may be used.</p> <p>It is important to note that the maximum passengers may be further limited by stability considerations, vessel construction, or lifesaving equipment.</p> <p>*As of Dec 1, 2011 an assumed weight of 185 lbs. per person (passengers and crew) will be used for stability calculations. All tests conducted prior will need to be calculated using the new standard.</p>
Calculating	<p>Different passenger capacity criteria may be used on each deck of a vessel and added together to determine the total passenger capacity of the vessel.</p> <p>Where seats are provided on a part of a deck and not on another, the number of passengers permitted may be the sum of the number permitted by the seating criterion for the space having seats and the number permitted by the deck area criterion for the space having no seats.</p> <p>The length of rail criterion may not be combined with either the deck area criterion or the fixed seating criterion when determining the maximum passengers permitted on an individual deck.</p>
Length of Rail Criteria	<p>One passenger is allowed for each 30 inches of rail.</p> <p>Rail space in congested areas, on stairways, or in a location that would block the vision of operator of the vessel cannot be included.</p>

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<p>Deck Area Criteria</p>	<p>One passenger is allowed for each 10 square feet available for passenger use.</p> <p>Areas occupied by the following shall be excluded:</p> <ul style="list-style-type: none"> • Concession stands • Toilet and washrooms • Companionways, stairway, etc. • Spaces occupied by and necessary for handling lifesaving equipment • Spaces below deck not suitable for or not normally used by passengers • Interior passage ways less than 30 inches wide and passage ways on the open deck less than 18 inches wide.
<p>Fixed Seating</p>	<p>One person per 18 inches of seat width.</p> <p>Each sleeping berth in overnight accommodation spaces shall be counted as only one seat.</p>
<p>Fixed Seating Installations</p>	<p>Seating installations for passengers are required only when the number of passengers is determined by using the fixed seating criteria.</p> <p>Seating must be arranged to allow for ready escape in case of fire or other casualty as noted below.</p> <p>Aisles not over 15 feet long shall be 24 inches wide. Aisles over 15 feet long shall be 30 inches wide.</p> <p>If seats are in rows the distance from seat front to seat back shall be not less than 30 inches.</p>

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Section B – Plan Submittal and Construction – 46 CFR 177:

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- **12 or less passengers 46 CFR 177.315**
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- **Crew Accommodations**
- **Passenger Accommodations**
- **Fixed Seating Construction and Placement**
- **Deck Safety Railing 46 CFR 177.900**
- **Machinery Guards**
- **Hot Surface Protection**
- **Windows**

Note: A passenger vessel carrying 6 or fewer passengers is an Uninspected Passenger Vessel (UPV)(6 pack) and does not require Coast Guard inspection and certification. The regulations pertaining to these vessels can be found in 46 CFR Part 24-26. Chemical drug testing program is still required for operation of a UPV. A UPV checklist has been provided on this web site.

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<p>12 or less passengers 46 CFR 177.315</p>	<p>The regulations provide alternative construction and equipment standards for inspected passenger vessels carrying 12 and fewer passengers. Keep an eye out for these alternative options.</p>
<p>General Purpose Resin Fiberglass Hulls</p>	<p>The regulations (46 CFR 177.410) requires fiberglass vessels to be constructed of fire retardant resin.</p> <p>Use of general purpose resin: The regulations provide for the use of GP resin if additional requirements are met:</p> <ul style="list-style-type: none"> a. Cooking and heating appliance bulkhead fire boundaries. b. Sources of ignition – protection and location. c. Fire detection and extinguishing systems meeting 46 CFR 182.400-.420 and if there is an accommodation space, service space and if isolated voids and storage lockers have an ignition source a CG approved fire detection system will be required. d. Machinery space boundaries separating an accommodation space (this includes the main deck) must be lined with a non-combustible material meeting 46 CFR 164.009. e. Furnishings – must comply with 46 CFR 116.423. f. Overnight passengers limited to 12. g. Use of Gasoline propulsion is limited to outboards engines with portable fuel tanks stored in an open area aft, limited to 6 gallon gasoline fuel tanks meeting ABYC H-25 (46 CFR 182.458).
<p>Means of Escape</p>	<p>All vessels require at least two means of escape from a space located at opposite ends meeting 46 CFR 177.500 unless the space is less than 322 square feet. See the other minimum requirements for only one escape found in 46 CFR 177.500(o).</p>
<p>Side Curtains</p>	<p>Local OCMI policy regarding side curtains is they must be provided with a means of emergency escape through the side curtain. This may be accomplished by several methods that must be proposed to the OCMI during plan review or when the initial request to install the side curtains is made. One example is to provide Velcro push out panels of approximately 32-36” square at each of the 4 quarters of the vessel. The panel must be marked “Emergency Exit – Push Here”. Contact this office for additional guidance.</p>
<p>Crew Accommodations</p>	<p>If the vessel will be used for more than 12 hrs in a 24 hour period and an alternate crew is required, they must be provided with berthing to adequately rest when not on watch. (46 CFR 177.710)</p>
<p>Passenger Accommodations</p>	<p>Passenger accommodations are not required per 46 CFR 177.800.</p>

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<p>Fixed Seating Construction and Placement</p>	<p>If seating is going to be the method used to determine the number of passengers on a deck, it must be fixed in place as required by 46 CFR 177.820</p>
<p>Deck Safety Railing 46 CFR 177.900</p>	<p>All vessels required to have 39.5" safety rail height – except: Excursion vessels – 39.5" rail height, capable of handling a 200 lb point load in any direction. The top rail or lifeline must be capable of withstanding a 50 lb per foot load. Rail courings must not exceed 12 inches. No opening must not be greater than 4". Big Game Angling Fishing Vessels – may request to install 30" high rails in way of the area where the fighting chair is mounted. Dive Boats – may request lower railing height in way of passenger or cargo discharge area only. Sailing Vessels and Open Boats – must have railings of at least 39.5" unless specifically approved for lower railing by the OCMI. Vessels in any other service not discussed in the regulation must provide railing plans to the OCMI.</p>
<p>Machinery Guards</p>	<p>A guard is required over any rotating machinery (46 CFR 177.960).</p>
<p>Hot Surface Protection</p>	<p>Guards or insulation is required for any surface where crew or passengers have access to hot surfaces per 46 CFR 177.970).</p>
<p>Windows</p>	<p>Glass must be of construction so it will not break into dangerous fragments. Must be constructed to withstand the maximum load of a wave and wind for its operating location. Operating station windows must of sufficient size for the vessels operation and navigation watch lookout. Glass in the operating station must have a light transmission of at least 70% per 46 CFR 177.1010-.1030. Glass will typically be laminated .250" thick.</p>

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Section C - Lifesaving:

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Life Preservers - 46 CFR 180.71 - 180.78

Type Required	Only Type I life preservers with Coast Guard Approval Numbers 160.002, 160.005 and 160.055 are approved for all passenger-carrying vessels.
Quantity Required	<p>One adult type life preserver is required for each person aboard the vessel.</p> <p>Unless the service is such that children are never carried, there shall be provided an additional number of approved life preservers suitable for children equal to at least <i>10% of the number of adult life preservers</i> required to be carried. If the number of children carried exceeds the 10% number, then additional child size life jackets must be carried so that each child has an appropriate size life preserver.</p> <p>A child is any person weighing less than 90 lbs.</p> <p>In addition to those required above, all vessels on an international voyage while carrying more than 12 passengers shall be provided with approved type life preservers for 5% of the persons carried.</p>
Markings	Each life preserver must be marked with the vessel's name.
Reflective Material	<p>Retro-reflective tape applied after March 11, 1996, must be as specified by IMO Resolution A.658(16).</p> <p>Each life preserver must have at least 31 square inches of reflective material attached on its front side, and 31 square inches on its back side, and the same corresponding material on each of its reversible sides.</p>
Lights	Vessels with oceans or coastwise routes (more than 20 miles from a

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	<p>harbor of safe refuge) are required to have a light attached to each life preserver. The light must meet CG approval number 161.012.</p> <p>If the light is battery powered the battery must be changed when the battery date has expired or if not marked shall be changed annually at each COI or annual inspection.</p>
Whistles	<p>Vessels with international routes are also required to carry a whistle. The whistle must be SOLAS approved. A vessel on an international voyage is a vessel that makes trips to another country, such as Canada.</p>
Stowage	<p>Life preservers shall be distributed throughout the accommodation spaces in protected places convenient to the persons on board.</p> <p>Each stowage container must not be capable of being locked. If practicable the container must be designed to allow the life jackets to float free.</p> <p>If life jackets are stowed more than 7 feet above the deck, a means for quick release of operation by a person standing on the deck must be provided.</p> <p>If life preservers are not readily visible to the passengers, the containers in which they are stowed shall be marked "Life Preservers" with the number contained therein.</p> <p>Children's life jackets must be labeled and stowed separate from adult life preservers, so that child life jackets are not mistaken for adult life jackets.</p>

Survival Craft [46 CFR 180.200 - 180.208](#)

Type Required	<p>A sufficient number of life floats or inflatable buoyant apparatus must be carried as required by the chart below.</p> <p>Inflatable Buoyant Apparatus and Life Floats are required to be marked with CG Approval numbers. Inflatable life rafts of 6 person or greater can be substituted for either.</p>
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Quantity Required

Route	Water Temp	Vessel Constructed of	With or Without Subdivision	Float free 406 EPIRB	Survival Craft Required
Oceans	cold water	-----	without	-----	100% Inflatable Buoyant Apparatus
			with	-----	100% Life Floats
	warm water	-----	-----	-----	67% Inflatable Buoyant Apparatus
Coastwise	cold water	wood	without	-----	67% Inflatable Buoyant Apparatus
			with	-----	100% Life Floats
		other than wood	-----	-----	100% Life Floats
	warm water	-----	-----	-----	100% Life Floats
Coastwise Not more than 3 miles from shore	-----	-----	without	without	100% Life Floats
				with	50% Life Floats
			with	-----	50% Life Floats
Limited Coastwise	cold water	wood	without		67% Inflatable Buoyant Apparatus
			with		100% Life Floats
		other than wood	-----		100% Life Floats
	warm water	-----	-----		50% Life Floats
Limited Coastwise Not more than 3 miles from shore	cold water	-----	without	without	100% Life Floats
				with	50% Life Floats
		with		50% Life Floats	
	warm water	-----	without		50% Life Floats
			with		None
Lakes, Bays, and Sounds	cold water	wood	without	-----	100% Life Floats
			with	-----	50% Life Floats
		other than wood	----	-----	50% Life Floats
	warm water	-----	-----	-----	None
Not more than 1 mile from shore	-----	-----	-----	-----	None
Rivers	cold water	-----	without	-----	50% Life Floats
			with	-----	None
	warm water	-----	-----	-----	None

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Survival Craft Equipment and Identification

Vessels on International Routes	Vessels on international routes are required to have life rafts or inflatable buoyant apparatus of sufficient total capacity to carry 100% of the persons on board.
Wooden Vessel	Wooden vessel, for the purposes of subdivision and lifesaving equipment requirements in this section, a traditionally built, plank-on-frame vessel, where mechanical fasteners (screws, nails, trunnels) are used to maintain hull integrity.
Markings	Each life float or inflatable buoyant apparatus must be marked with the vessel's name and number of persons allowed on each. They shall be conspicuously marked or painted in letters and numbers at least 1-1/2 inches high.
Paddles	Each life float must be provided with two paddles not less than 4 feet long and must be lashed to the life float to which they belong.
Water Light	Each life float must be fitted with a water light, CG approval 161.010. It must be attached with a 12 thread manila or equivalent synthetic lanyard, at least 18 feet long.
Painter	Each life float or inflatable buoyant apparatus must be fitted with a painter 100 feet long. <ul style="list-style-type: none"> • The painter must have a breaking strength of at least 1500 lbs. If the capacity of the life float or inflatable buoyant apparatus is 50 persons or more, the breaking strength must be at least 3,000 lbs. • If synthetic, the painter must be of a dark color and certified to be resistant to deterioration from ultraviolet light. • The painter must be stowed in such a way that it runs out freely when the life float or inflatable buoyant apparatus floats freely away from the sinking vessel. <p>Note that if the vessel carries more than one life float, they may be grouped together to a single painter provided the combined weight of each group does not exceed 400 lbs. Each life float must be attached to the painter with line of equivalent strength as that required for the painter and of sufficient length so that each can float without contacting another life float.</p>
Weak Link	The painter must be attached to the vessel with a weak link of the proper strength for the size of the life float(s) or inflatable buoyant apparatus.
Annual Servicing	Inflatable Buoyant Apparatus are required to be serviced by an authorized servicing facility annually.

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Ring Life Buoys 46 CFR 180.70

Type Required	<p>Ring life buoys must meet CG approval 160.050. Those ring life buoys used on an oceans or coastwise route must be orange.</p> <p>All ring life buoys must be a minimum of 24 inches in diameter, except that vessels less than 26 feet long may use one ring life buoy of not less than 20 inches in diameter.</p>
Quantity	<p>A vessel of not more than 65 feet in length is required to carry one ring life buoy. The ring life buoy must have attached a buoyant line.</p> <p>A vessel greater than 65 feet in length is required to carry 3 ring life buoys; one shall be fitted with a buoyant line.</p>
Markings	<p>Each ring life buoy must be marked with the name of the vessel.</p> <p>Each ring life buoy must be marked with retro-reflective material.</p>
Water Lights	<p>Each vessel must carry one water light, which meets CG approval 160.010, unless the vessel is restricted to daylight operations.</p> <p>Each water light must have a lanyard attaching it around the body of the ring life buoy of at least 3 feet and no longer than 6 feet.</p> <p>On a vessel carrying only one ring life buoy, the water light must be attached to the lanyard with a corrosion resistant clip. The clip must have a strength of at least 50 pounds, to allow the water light to be quickly disconnected from the ring buoy.</p>
Buoyant Line	<p>The buoyant line attached to the ring buoy must be:</p> <ul style="list-style-type: none"> • At least 60 feet in length • Buoyant • Non-kinking • A diameter of at least 5/16" • A breaking strength of at least 1,124 pounds • A dark color if synthetic, or of a type certified to be resistant to deterioration from ultraviolet light.
Stowage	<p>Ring life buoys must be stowed so as to:</p> <ul style="list-style-type: none"> • Be readily accessible • Be stowed in a way that is can be rapidly cast loose • Not be permanently secured in any way.

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Pyrotechnic Distress Signals 46 CFR 180.68

General Requirements	<p>Pyrotechnic distress signals are required on all small passenger vessels, except those on short runs of less than 30 minutes.</p> <p>Pyrotechnic signals are marked with an expiration date and must be replaced at the first COI or annual inspection after the date the flare has expired.</p>
Number Required	<p>Vessels on Lakes, Bays and Sounds, or Rivers routes are required, 3 hand red flare distress signals, and 3 orange smoke distress signals.</p> <p>Vessels on Oceans or Coastwise routes are required to carry, 6 hand red flare distress signals, and 6 orange smoke distress signals.</p>
Stowage Requirements	<p>The flares are required to be stored in a portable watertight container of bright color, marked in legible contrasting color in at least 1/2" letters "DISTRESS SIGNALS".</p> <p>As an alternative the signals may be stored in a pyrotechnic locker located above the freeboard deck, away from heat, in the vicinity of the operating station.</p>

Emergency Position Indicating Radio Beacon (EPIRB) 46 CFR 180.64

General Requirements	<p>Vessels that operate on the high seas, or that operate beyond three mile from the coastline must have on board a Category I, 406 EPIRB.</p> <p>If the vessel is operated on warm water and operating on a limited coastwise route (beyond the COLREGS demarcation line) out to 3 miles from land and EPIRB may be substituted for primary lifesaving or watertight subdivision requirements as permitted by 46 CFR Part 180.</p> <p>The battery installed in the EPIRB must be replaced on or before its expiration date.</p>
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<p>Stowage Requirements</p>	<p>The EPIRB must be stowed in a location:</p> <ul style="list-style-type: none"> • in the armed position, • readily accessible for testing and use, • installed so it will automatically float free and activate. <p>If a hydrostatic release is provided as the float free device it must be changed when expired (typically at 2 yr intervals).</p>
<p>Markings</p>	<p>The EPIRB must be clearly marked with the vessels name.</p> <p>A NOAA registration sticker must be affixed to the EPIRB.</p>

Rescue Boat 46 CFR 180.210

<p>General Requirements</p>	<p>Vessels greater than 65 feet in length are required to have a rescue boat unless it is determined that:</p> <ul style="list-style-type: none"> • The vessel is sufficiently equipped to allow the crew to recover a helpless person from the water. • Recovery of a helpless person can be observed from the operating station. • The vessel does not regularly engage in operations that restrict its maneuverability. <p>Vessels of not more than 65 feet are not required to carry a rescue boat unless:</p> <ul style="list-style-type: none"> • The vessel carries passengers on an open or partially enclosed deck; and • The OCMI determines that the vessel is designed, arranged, or involved in operations so that the vessel itself cannot serve as an adequate rescue craft.
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Section D – Fire Fighting:

- **Power Driven Pumps**
- **Fire Main System**
- **Fixed Gas Fire Extinguishing Systems**
- **Portable Fire Extinguishers**
- **Fire Axe**
- **Fire and Smoke Detection System**

Power Driven Fire Pumps - 46 CFR 181.300

<p>General Requirements</p>	<p>A self priming power driven fire pump is required on the following mechanically propelled small passenger vessels:</p> <ul style="list-style-type: none"> • Vessel \leq 65 feet that is a ferry • Vessel \leq 65 feet carrying more than 49 passengers • All vessels $>$ 65 feet <p>Vessels not required to have a power driven fire pump must have at least 3 (2 1/2 gallon) buckets. Each bucket must have:</p> <ul style="list-style-type: none"> • A lanyard attached • Stenciled in a contrasting color "FIRE BUCKET".
<p>Fire Pump Requirements</p>	<p>The pump may be driven off of a propulsion engine or other source of power and must be permanently connected to the fire main. This pump may also be connected to the bilge system so that it can serve as a fire pump and a bilge pump.</p> <ul style="list-style-type: none"> • Vessel \leq 65 feet carrying more than 49 passengers and • All vessels $>$ 65 feet: <ul style="list-style-type: none"> - Minimum fire pump capacity 50 gallons per minute - Minimum pressure at the pump outlet 60 psi - Pressure gauge fitted at the pump outlet • Vessel \leq 65 feet that is a ferry carrying not more that 49 passengers: <ul style="list-style-type: none"> - Minimum fire pump capacity 10 gallons per minute - Pump must be capable of projecting a stream from the highest hydrant through the hose and nozzle a minimum distance of 25 feet.

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Fire Main System - 46 CFR 181.310 - 181.320

General Requirements	<p>All vessels required to have a power driven fire pump are required to have a fire main.</p> <p>Piping used in the fire main system must be constructed with ferrous materials.</p> <p>Fire hydrants for all vessels shall be of sufficient number and so located that any part of the vessel may be reached with an effective stream of water from a single length of hose.</p> <p>A length of fire hose will be attached to each hydrant at all times.</p>
Fire Hoses and Nozzles	<ul style="list-style-type: none">• Vessel \leq 65 feet carrying more than 49 passengers and• All vessels $>$ 65 feet:<ul style="list-style-type: none">- Fire hose must be commercial grade 1-1/2 inch lined fire hose (UL 19 approved), or equivalent:<ul style="list-style-type: none">* Fire hose must be 50 feet in length.* Having fittings of brass or other corrosion resistant material.- The nozzle must be of a type approved in accordance with CG approval 162.027.• Vessel \leq 65 feet that is a ferry carrying not more that 49 passengers:<ul style="list-style-type: none">- Fire hose and nozzle may be as required above, or- Garden hose:<ul style="list-style-type: none">* Good commercial grade, constructed with inner rubber tube, plies of braided fabric and outer rubber or equivalent cover.* Sufficient strength to withstand maximum pressure of the fire pump.* All fittings on the hose must be of a suitable corrosion resistant material.- Nozzle:<ul style="list-style-type: none">* Capable of being changed between solid stream and spray pattern.* Corrosion resistant material.

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Fixed Gas Fire Extinguishing Systems - 46 CFR 181.400 - 181.420

General Requirements	<p>A fixed gas fire extinguishing system must be installed in the following locations on all vessels:</p> <ul style="list-style-type: none"> • A space containing propulsion machinery. • A space containing an internal combustion engine of more than 50 hp (37.3 kw). • A space containing machinery powered by gasoline or other fuels having a flash point of 110°F or lower. • A space containing fuel tanks for gasoline or any other fuel having a flash point of 110°F or lower. • Cargo spaces, which are inaccessible during a voyage and used for combustible cargo. (Only CO2 will be allowed). • A paint locker. • A storeroom containing flammable liquids (<i>including liquor of 80 proof or higher where liquor is packaged in individual containers of 9.5 liter (2.5 Gallons) capacity or greater</i>). 																						
Type System Required	<p>Fixed gas fire extinguishing systems shall be approved by the Commandant and installed to the satisfaction of the OCMI.</p> <p>Depending on the application, acceptable systems include CO2, Halon and pre-engineered automatic discharged systems.</p>																						
Amount of CO2 Gas Required	<p>The number of pounds of CO2 required is calculated by determining the gross volume of the space and dividing by the factor as listed in the chart below.</p> <table border="1" data-bbox="397 1188 1424 1549"> <thead> <tr> <th rowspan="2">Factor</th> <th colspan="2">Gross volume of compartment (cubic feet)</th> </tr> <tr> <th>Over</th> <th>Not Over</th> </tr> </thead> <tbody> <tr> <td>15</td> <td>----</td> <td>500</td> </tr> <tr> <td>16</td> <td>500</td> <td>1,600</td> </tr> <tr> <td>18</td> <td>1,600</td> <td>4,500</td> </tr> <tr> <td>20</td> <td>4,500</td> <td>50,000</td> </tr> <tr> <td>22</td> <td>50,000</td> <td>----</td> </tr> </tbody> </table>			Factor	Gross volume of compartment (cubic feet)		Over	Not Over	15	----	500	16	500	1,600	18	1,600	4,500	20	4,500	50,000	22	50,000	----
Factor	Gross volume of compartment (cubic feet)																						
	Over	Not Over																					
15	----	500																					
16	500	1,600																					
18	1,600	4,500																					
20	4,500	50,000																					
22	50,000	----																					
Additional Requirements	<p>46 CFR 181.410 prescribes the specific system requirements</p> <p>As mentioned; we recommend you obtain a copy of the regulations, if installing a fixed gas fire extinguishing system.</p>																						

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Portable Fire Extinguishers - 46 CFR 181.500

General Requirements	The minimum number of portable fire extinguishers required shall be determined by using the table below				
	Space Protected	Minimum Number Required	Type Extinguisher Permitted		
			CG Class	Medium	Minimum Size
	Operating Station	1	B-1, C-1	Halon, Carbon Dioxide, Dry Chemical	2.5 lbs 4 lbs 2 lbs
	Machinery Space	1 for each	B-II, C-II located just outside exit	Carbon Dioxide	15 lbs
	Open Vehicle Deck	1 for every 10 vehicles	B-II	Foam Halon Carbon Dioxide Dry Chemical	2.5 gals 10 lbs 15 lbs 10 lbs
	Accommodation Space	1 for each 250 sq ft or fraction thereof	A-II	Foam Dry Chemical	2.5 gals 10 lbs
	Galley, Pantry, Concession Stand	1 for each	A-II, B-II	Foam Dry Chemical	2.5 gals 10 lbs
Extinguishers must be UL approved for marine use and must be mounted on the approved marine mounting bracket.					
Location	Extinguisher must be located so as to be convenient to the space protected when not specified.				

Fire Axe - 46 CFR 181.600

General Requirement	Each vessel more than 65 feet in length is required to be equipped with one fire axe.
	The fire axe must be located in or adjacent to the pilothouse.

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Fire and Smoke Detection Systems - 46 CFR 181.40 & 181.450

General Requirement	<p>The following spaces must be fitted with a fire detecting system, except when the space is protected by a fire extinguishing system that is capable of automatic discharge upon heat detection, or if the space is manned:</p> <ul style="list-style-type: none">• A space containing propulsion machinery.• A space containing an internal combustion engine of more than 50 hp (37.3 kw).• A space containing an oil fired boiler.• A space containing machinery powered by gasoline or other fuels having a flash point of 110°F or lower.• A space containing fuel tanks for gasoline or any other fuel having a flash point of 110°F or lower.
Smoke Detecting System	<p>Each overnight accommodation space on a vessel with overnight accommodations for passengers must be fitted with an independent modular smoke detecting and alarm unit (unless vessel is constructed of general purpose resin and a CG approved fire detection system is required per 46 CFR 177.410).</p> <p>The unit must be:</p> <ul style="list-style-type: none">• UL Standard 217 and be listed as a "Single Station Smoke Detector-Also suitable for use in Recreational Vehicles".• Contain an independent power source.• Alarm on low power.

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Section E - Vessel Control:

- **Compass**
- **Radars**
- **Electronic Position Fixing Device**
- **Radios**
- **Sound Signals**
- **Required Charts and Publications**
- **Internal Communication System**
- **Propulsion Engine Control Systems**

Compass - 46 CFR 184.402

General Requirements	<p>All vessels except for those listed below, are required to have installed a suitable magnetic compass designed for marine use, mounted at the primary operating station.</p> <p>A suitable compass is one which is correctly adjusted for deviation, has a deviation table. The deviation table should be updated after each dry dock where welding had occurred, or no more than every 5 years (at COI renewal).</p> <p>Except on a vessel limited to daylight operations, the compass must be illuminated.</p> <p>The following vessels <u>need not</u> be fitted with a compass:</p> <ul style="list-style-type: none">• Vessels in river service• Non-self propelled vessels• Vessels operating in protected waters with short restricted routes
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Radar - 46 CFR 184.404

<p>General Requirements</p>	<p>A vessel must be fitted with a FCC type accepted general marine radar system for surface navigation with a radar screen mounted at the primary operating station if all of the following apply:</p> <ul style="list-style-type: none"> • The vessel is self propelled; • The vessel has an oceans, coastwise, or limited coastwise route and • The vessel carries more than 49 passengers. <p>The radar and its installation must be suitable for the intended speed and route of the vessel.</p> <p>A ferry is required to have a radar, if it carries more than 49 passenger and operates greater than 1 mile from shore.</p>
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Electronic Position Fixing Device - 46 CFR 184.410

<p>General Requirements</p>	<p>All vessels on an oceans route are required to be equipped with an electronic position fixing device such as a Loran or GPS, capable of providing an accurate fix for the area in which the vessel operates.</p>
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Radios - 46 CFR 184.502 and 47 CFR 80

<p>General Requirements 47 CFR 80.901-911</p>	<p>Radiotelephones are required to be installed as listed below:</p>	
	<p style="text-align: center;">If vessel route is:</p>	<p style="text-align: center;">Then vessel is required:</p>
	<p style="text-align: center;">Less than 1,000 feet from shore</p>	<p style="text-align: center;">Nothing</p>
	<p style="text-align: center;">1000' to 20 nautical miles from shore</p>	<p style="text-align: center;">VHF-FM</p>
<p>Licenses 47 CFR 80</p>	<p style="text-align: center;">Greater than 20 nautical miles from shore</p>	<p style="text-align: center;">VHF-FM and Single Side Band</p>
	<p>The installation of all radiotelephones shall be in accordance with Federal Communication Commission (FCC) regulations.</p>	
	<p>The vessel master must hold a FCC Marine Operators Permit (MROP) at a minimum if the vessel has a radiotelephone.</p> <p>MROP valid for 5 years is issue date is prior to March 25, 2008. MROP is valid indefinitely if issued after March 25, 2008.</p> <p>The vessel must be issued an FCC Station License for any of the following if installed on the vessel.</p> <ul style="list-style-type: none"> • Radiotelephones • Radars • EPIRB 	

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	The vessel must also have on board a valid Safety Radio Telephony Certificate which is issued by the FCC to prove proper installation of the radio transmitting equipment.
Emergency Broadcast Placard	A durable placard must be posted next to all radiotelephone installations with emergency broadcast instructions and information specific to the individual vessel. 46 CFR 184.506 Specific instructions for the wording of the Emergency Broadcast Placard can be found in 46 CFR 184.510.

Sound Signals - Navigation Rules (Commandant Instruction M16672.2B) – Rules 32 & 33 & Annex III

General Requirements	Vessels 12 meters (39.4 feet) in length and over shall be provided with a whistle and a bell. Vessels less than 12 meters are not required to have a whistle or bell but if not carried, the vessel shall be provided with some other means of making an efficient sound signal.			
Whistle	The whistle shall be capable of being operated from the vessel's control station and make a sound as listed in the table below.			
	Length of Vessel		Fundamental Frequency Range (Hz)	Audibility Range (Nautical Miles)
	Meters	Feet		
	12 m or more but less than 20 m	39.4' or more but less than 65.6'	250-525	.5
	20 m or more but less than 75 m	65.6' or more but less than 246.1'	250-525	1.0
75 m or more but less than 200 m	246.1' or more	130-350	1.5	

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Bell	The bell shall be made of corrosion resistant material and designed to give a clear tone. Use the chart below to determine the minimum size required.		
	Length of Vessel		Diameter of Bell Mouth Shall be Less Than
	Meters	Feet	
	12 m or more but less than 20 m	39.4' or more but less than 65.6'	200 mm or 7.9"
	20 m or more	65.6' or more	300 mm or 11.8"
Where practicable, a power driven bell striker is recommended to ensure constant force, but manual operation is also acceptable.			
The mass of the striker shall be not less than 3 percent of the mass of the bell.			

Required Charts and Publications - 46 CFR 184.420

General Requirements	<p>Each vessel is required to have on board the following as is appropriate for the vessels route (Local OCMI policy is to provide updates or new pubs & charts every 3 years if only minor changes have occurred to the pub or chart):</p> <ul style="list-style-type: none"> • Charts of large enough scale to make safe navigation possible • U.S Coast pilot or similar publication • Coast Guard light list • Notices to mariners • Tide tables • Current tables or a river current publication issued by the U.S. Army Corps of Engineers or river authority. <p>Extracts from the publications may provided instead of the complete publication.</p>
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Internal Communication Systems - 46 CFR 184.602 - 184.610

<p>Pilot House/ Machinery Space</p>	<p>A vessel equipped with pilothouse control must be equipped with a fixed two-way communication system between the operating station to the location where the means of controlling the propulsion machinery is located. <i>(This is to provide communication to manually control the propulsion machinery should the normal control system fail).</i></p> <p>If the vessel is equipped with an auxiliary means of steering, it must also have a fixed two-way communication system.</p> <p>A fixed two way communication system is not required when:</p> <ul style="list-style-type: none"> • The vessel has two screws (propellers) • The locations listed above are sufficiently close together that direct voice communications is possible to the satisfaction of the OCMI. <p>The OCMI may accept hand held portable radios.</p>
<p>Public Address System</p>	<p>Each of the following vessels is required to have a fixed public address system operable from the operating station capable of being heard in all passenger and crew locations.</p> <ul style="list-style-type: none"> • A vessel greater than 65 feet in length. • A vessel with more than one passenger deck. • A vessel with overnight accommodations. <p>Vessels \leq 65 feet may use a bull horn if audible throughout the accommodation spaces during normal operating conditions to the satisfaction of the OCMI..</p> <p>Vessels carry \leq 49 passengers are not required a public address system if a public announcement made from the operating station without amplification can be heard throughout the accommodation spaces to the satisfaction of the OCMI.</p>

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Propulsion Engine Control Systems - 46 CFR 184.620

General Requirements	<p>A vessel must have two independent means of controlling each propulsion engine. Control must be provided for the engine speed, direction of shaft rotation, and engine shutdown.</p> <p>One means may be the ability to readily disconnect the remote engine control linkage to permit local operation at the engine. Communication must be provided between the engine and the control station as determined by the OCMI.</p> <p>A multiple engine vessel with independent remote propulsion controls need not have a second means of controlling each engine.</p>
Engine Shutdown	<p>In addition as required above, a vessel must have a reliable means of shutting down a propulsion engine from the operating station, which is independent of the engine's speed control.</p>
Loss of Power to the Control System	<p>A propulsion engine control system, including pilot house control, must be designed so that a loss of power to the control system does not result in an increase in shaft speed or propeller pitch.</p>

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Section F: Stability

- **Stability Tests**
- **Collision Bulkheads**
- **Subdivision Bulkheads**
- **Hatches**
- **Watertight Coaming**
- **Hull Penetrations**
- **Drainage of Weather Decks**

Stability Tests - 46 CFR 178.310 & 178.330

<p>Simplified Stability Test</p> <p>46 CFR 178.330 or 178.340</p>	<p>Prior to being certificated, a vessel must have undergone a stability test.</p> <p>The following vessels are allowed to undergo a <i>simplified stability test</i>.</p> <p>Mono-hull vessels and pontoon type vessels on protected water service (Pontoon test guidance from 2004 see Comdt MOC Policy 04-01), if:</p> <ul style="list-style-type: none"> • Vessel ≤ 65 feet; <u>and</u> • Carries less than 150 passengers; <u>or</u> • Carries less than 12 on an international voyage; <u>or</u> • It has not more than one deck above the bulkhead deck. <p>Upon completion of a satisfactory simplified stability test, our office will issue a stability letter.</p>
<p>Inclining Experiment</p> <p>46 CFR 178.320</p>	<p>All other vessels are required to undergo a full <i>inclining experiment</i>. This will normally require the owner to employ the services of a Naval Architect. This test is not covered in this handout as it is beyond the ability of most owners to conduct themselves. The Coast Guard Inspector is only a witness to the experiment and all results must be submitted to the U.S. Coast Guard Marine Safety Center (MSC) for review. The results will be evaluated and, if satisfactory, the stability letter will be issued by the MSC. The MSC website at http://www.uscg.mil/hq/msc/ contains information and downloadable documents relating to vessel stability and other topics.</p>
<p>Posting the Stability Letter</p>	<p>All pages of the stability letter are required to be posted aboard the vessel behind glass or clear plastic in the pilothouse (46 CFR 176.306).</p>

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<p>Conducting the Simplified Stability Test</p>	<p>A simplified stability test can normally be completed in a day, and is one of the last items to be completed prior to issuing a COI. All modifications to the vessel must have been completed and all required equipment and any fixed ballast must be aboard the vessel for this test. It is the vessel owner or builder's responsibility to conduct the test for the CG to witness.</p> <p>This is a pass-fail test. You are encouraged to maximize the number of persons to be carried on the vessel, as well as test for the most stringent and/or flexible routes envisioned for the vessel's operation.</p> <p>The following chart shows the steps of a simplified stability test. The vessel owner is responsible for providing all necessary weights and the manpower to move the weights.</p>
<p>1</p>	<p>Prior to the Coast Guard Inspector's arrival:</p> <ul style="list-style-type: none"> • All fuel and water tanks must be approximately three quarters full. If tanks have cross connection valves, these valves must be open. • The owner must have all weights used to simulate passengers at the vessel (e.g. sand bags, water barrels or other weights). A scale to prove weight must also be present. • Vessel mooring lines must be slacked off so that they do not interfere with the vessels listing during the test.
<p>2</p>	<p>Upon arrival, the Inspector will determine where the weights shall be distributed aboard the vessel so as to obtain the normal operating trim.</p> <ul style="list-style-type: none"> • The total weight placed aboard the vessel will be determined by multiplying the number of persons the vessel will carry times 185 pounds. • All weights must be positioned so that the center of gravity of the weight is approximately 39 inches above the deck. If necessary, the owner will need to provide a means of elevating the weights to the proper height.
<p>3</p>	<p>Once all weights are distributed, the Inspector will take several measurements of the vessel and make a temporary mark on the hull. This mark is the maximum allowable immersion line.</p> <ul style="list-style-type: none"> • The Inspector will then calculate the maximum required healing moment and advise the owner of how much weight must be moved and how far.
<p>4</p>	<p>Once all weights have been moved, the Inspector will examine the mark that was made on the hull. If the mark is not submerged, the vessel has passed the stability test. If the mark is submerged, the Inspector may do additional tests with less weight in an attempt to find where the vessel will pass.</p>
<p>5</p>	<p>After a satisfactory stability test, our office will issue a stability letter specifying the maximum number of persons allowed on board for each operational route.</p> <p>Note: The actual number of persons allowed by the Certificate of Inspection may be less due to the amount of available of deck space, rail area or fixed seating.</p>

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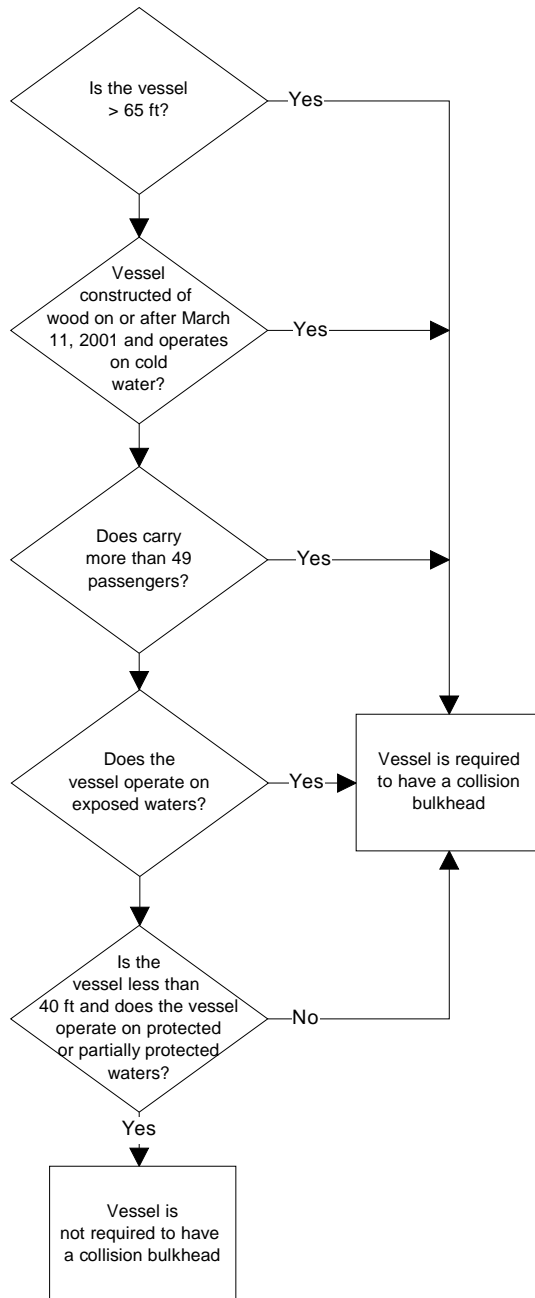
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Collision Bulkheads - 46 CFR 179.210 & 179.310

General Requirements

A collision bulkhead is a watertight bulkhead installed at the forward part of the vessel to protect the vessel from flooding in case of damage to the bow.

To determine if your vessel is required to have a collision bulkhead use the chart below.

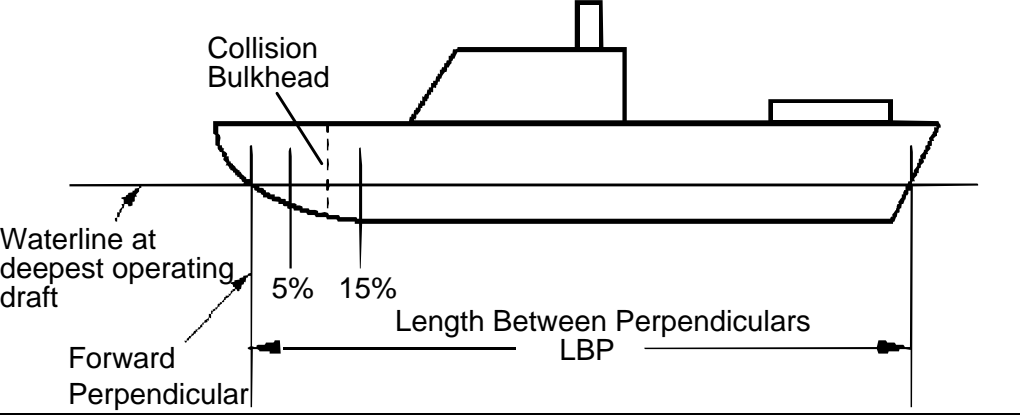


Note: See Section A of this guide for definitions of vessel routes.

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<p>Calculating the Location of the Collision Bulkhead</p> <p>46 CFR 179.310</p>	<p>The location of the collision bulkhead is determined by first determining the Length Between Perpendiculars (LBP). LBP is the horizontal distance measured between perpendiculars taken at the forward most and after most points on the <u>waterline</u> corresponding to the deepest operating draft.</p> <p>The collision bulkhead must be located between 5% and 15% of LBP as measured aft of the forward perpendicular.</p> <p>Example: If LBP = 100 feet then collision bulkhead must be located between 5 and 15 feet aft of the forward perpendicular</p> 
<p>Construction Requirements</p>	<p>The collision bulkhead must</p> <ul style="list-style-type: none"> • Be watertight and extend to the weather deck • May not have a watertight door in it • If not required to comply with one or two compartment standard of flooding, it may have an opening sized such that: <ul style="list-style-type: none"> - The lowest edge of the opening cannot be more than 12" down from the bulkhead deck; and - There must be at least 36 inches of intact collision bulkhead below the lower edge of the opening.

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Securing Devices and Keeper Chains	<p>All hatch covers are required to:</p> <ul style="list-style-type: none"> • Have securing devices • Be attached to the hatch frame or coaming by hinges, captive chains or other devices.
Watertight Definition	<p>The term watertight means to effectively resist the passage of water when subjected to a hose test of 30 psi, with no leakage of water.</p> <p>Weathertight means that in any sea condition, water will not penetrate into the vessel in any appreciable amount.</p> <p>The test for weathertight consists of hose testing for several minutes and allowing no more than a slight seepage of water to pass.</p>

Watertight Coaming - 46 CFR 179.360(d)

General Requirements	<p>Watertight coaming is required at the base of all weathertight doors located in a deckhouse or a companionway that give access into the hull, if it is located in:</p> <ul style="list-style-type: none"> • A cockpit • A well • An exposed location on a flush deck vessel. <p>If the door is a watertight door, the watertight coaming need only be sufficient to accommodate the door.</p>						
Height of the Coaming	<p>The coaming height requirement is based on the vessel's route.</p>						
	<p>Note: See Section A of this guide for definitions of vessel routes.</p>						
	<table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th style="width: 50%;">Route</th> <th style="width: 50%;">Height of Coaming</th> </tr> </thead> <tbody> <tr> <td>Exposed or partially protected waters</td> <td>6 inches</td> </tr> <tr> <td>Protected waters</td> <td>3 inches</td> </tr> </tbody> </table>	Route	Height of Coaming	Exposed or partially protected waters	6 inches	Protected waters	3 inches
Route	Height of Coaming						
Exposed or partially protected waters	6 inches						
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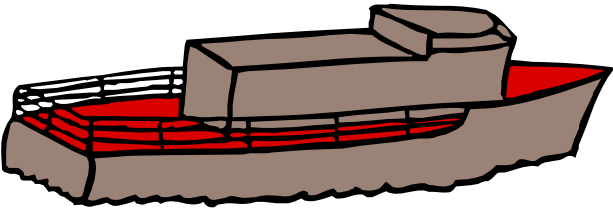
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Hull Penetrations - 46 CFR 179.350

General Requirements for Sea Valves	<p>Except for engine exhausts, each inlet or discharge pipe that penetrates the hull within six inches of the waterline and below at the vessel's deepest operating draft must have a positive action valve or cock that is located as close to the hull as possible.</p> <p>This is required to prevent water from entering the vessel if the pipe fractures or otherwise fails.</p> <p>The valve must be constructed of metal or equivalent material. Cast iron is not allowed because of its brittleness.</p> <p>"Sea cocks" must be equipped with a positive means of locking the cock into the body; cotter pins may not be used to achieve this end.</p> <p>Valves that use resilient seats must meet the requirements above.</p>
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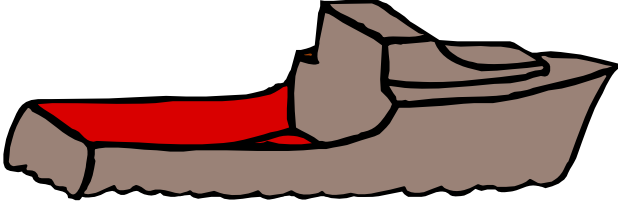
Drainage of Weather Decks - 46 CFR 178.410 - 178.450

General Requirements	<p>The regulations identify 4 types of vessels:</p> <ul style="list-style-type: none">• Flush deck• Open boat• Cockpit deck• Well deck <p>The regulations require that a vessel be provided with a means for rapidly clearing water from the decks. This is accomplished by the natural design of the vessel or the installation of freeing ports or scuppers.</p> <p>The collection of a small quantity of water can drastically affect a vessel's stability.</p>
Drainage of a Flush Deck Boat	<p>"Flush deck" means a continuous weather deck that is watertight and flush with the side shell of the hull.</p>  <p>The weather deck must be watertight.</p> <p>The forward 1/3rd may have solid bulwarks if there is sufficient sheer to ensure drainage of water aft and if bulwarks do not form a well on all sides to trap water.</p>

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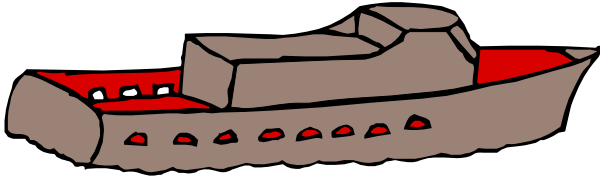

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<p>Drainage of a Cockpit</p> <p>46 CFR 178.420</p>	<p>"Cockpit" means an exposed recess in the weather deck extending no more than 1/2 of the length of the vessel measured over the weather deck.</p>  <p>The cockpit must be watertight, except that:</p> <ul style="list-style-type: none"> • There may be a watertight door with coaming • There may be vent openings; <u>if</u>: <ul style="list-style-type: none"> - The vessel operates on protected or partially protected waters - The openings are located as high as possible in the side of the cockpit - The height of the opening does not exceed 2". <p>The cockpit must be designed to be self-bailing.</p> <p>Scuppers are drains located at the base of a cockpit. Scuppers with a minimum area must be located in a cockpit to allow rapid clearing of water in all probable conditions of list and trim. The minimum scupper area is calculated based on the area of the cockpit, and will be done using the formula listed in 46 CFR 178.450.</p>
<p>Height of a Cockpit Deck</p>	<p>The cockpit deck of a vessel that operates on exposed or partially protected waters must be at least 10" above the deepest subdivision load line, <u>unless</u> the vessel complies with:</p> <ul style="list-style-type: none"> • Intact stability requirements (171.050); • Type II subdivision requirements (171.070, 171.072 & 171.073); <u>and</u> • Damage stability requirements (171.080) <p>For vessels that do not operate on exposed or partially protected waters the cockpit deck must be located as high as practicable above the deepest subdivision load line.</p>

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<p>Drainage of a Well Deck</p> <p>46 CFR 178.430</p>	<p>"Well deck" means a weather deck fitted with solid bulwarks that impede the drainage of water over the sides or an exposed recess in the weather deck extending 1/2 or more of the length of the vessel measure over the weather deck.</p>  <p>Each deck must be watertight.</p> <p>The bulwarks that form a well must be provided with freeing ports and will be determined by using the formula listed in 46 CFR 178.450.</p>
<p>Drainage of an Open Boat Deck</p> <p>46 CFR 178.440</p>	<p>"Open Boat" means open to the weather with little or no deck or superstructure to drain water overboard. The upper edge of an open boat's side is the gunwale and drainage is to the bilge. Vessels with gunwales are intended to have high freeboards to minimize the amount of seawater coming in.</p> 

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Section G – Miscellaneous:

- **Bilge & Bilge Level Alarms Systems**
- **Diesel Fuel Systems**
- **Gasoline Fuel System**
- **Ventilation System**
- **Marine Sanitation Devices**
- **Steering System Requirements**
- **Railing Requirements**
- **Person overboard recover ladder, Side curtain, Beaching, Master only, Reasonable operating conditions, Alternative Service Endorsement**

Bilge & Bilge Level Alarm Systems - 46 CFR 182.500 - 182.540

Introduction	<p>Vessels of at least 26 feet in length must be fitted with individual bilge suction lines and bilge suction pumps for each watertight compartment.</p> <p>The space forward of the collision bulkhead need not be fitted with a bilge suction line, if a hand operated bilge pump or other equipment can be used to remove water and if the equipment is provided aboard the vessel.</p>
Bilge Piping	<p>Bilge piping sizes must be as follows:</p> <ul style="list-style-type: none"> • Vessel \leq 65 feet - not less than 1 inch. • Vessel $>$ 65 feet - not less than 1 1/2 inches. <p>Except when individual bilge pumps are provided for separate spaces, individual bilge suction lines must be led to a central control point or manifold and provided with a stop valve at the control point or manifold and a check valve.</p>

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<p>Bilge Suctions</p>	<p>Bilge suctions shall be fitted with suitable strainers having an area of not less than 3 times the bilge pipe diameter.</p> <p>Any number of passengers on a vessel more than 65 feet are required to have 2 fixed power pumps @ 50 GPM.</p>
<p>Bilge Pump Table 46 CFR 182.520(a)</p>	<p>More than 49 passengers and all ferry vessels, not more than 65 feet are required to have 1 fixed power pump @ 25GPM, and 1 portable hand pump @ 10GPM.</p> <p>Not more than 49 passengers, other than ferry vessels, 26 feet up to 65 feet are required to have 1 fixed power pump and 1 portable hand pump @ 10GPM each or, 1 fixed hand pump @ 10GPM and 1 portable @ 5GPM. Less than 26 feet, 1 portable hand pump @ 5GPM is required.</p> <p>Each fixed power bilge pump:</p> <ul style="list-style-type: none"> • must be self-priming • may be driven off the main engine or other source of power. • must be permanently connected to the bilge manifold and may connect to the fire main. (If of sufficient capacity, a power bilge pump may also serve as a fire pump). <p>Where two fixed power bilge pumps are installed, they must be driven by different sources of power. If one pump is driven by the main engine, the other must be driven by another source of power, such as batteries. In a twin-engine vessel, each pump may be driven off of a different engine.</p>
<p>Independent Electric Bilge Pump 46 CFR 182.520(e)</p>	<p>If the vessel is eligible to use an independent 12 vdc electric bilge pump, it must meet UL standards or another accepted laboratory standards, dewater not more than one compartment, be fitted with a positive closure valve at the vessel skin and be fitted with an overcurrent device that is not more than 150% of the pump rated load and accounting for length of current draw on the wire. See regulation for additional requirements.</p>
<p>Vital Systems</p>	<p>The 12 vdc electric bilge pumps are considered vital systems and two sources of electric power are required (two batteries connected to a 3 position battery switch). (46 CFR 182.710, 183.310).</p>

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Hand Operated Bilge Pumps	<p>The Hand Operated Bilge Pump must be:</p> <ul style="list-style-type: none"> • capable of pumping the minimum quantity of water as listed in the chart. • capable of pumping water from the bilge to overboard, but not necessarily, from all watertight compartments at the same time. • provided with suitable suction and discharge hose capable of reaching the bilges of each watertight compartment and pumping the water over the side. <p>Note: A second power pump is an acceptable alternative to a hand pump, if it is supplied by a source of power independent of the first power bilge pump.</p>
Bilge High Level Alarms	<p>Vessels of 26 feet and over are required to have a Bilge High Level Alarm that indicates a visible and audible alarm at the vessels operating station, in each of the following unmanned spaces.</p> <ul style="list-style-type: none"> • A space with a thru hull fitting below the deepest load waterline. • A machinery space bilge, bilge well or other spaces subject to flooding from sea water piping within the space. • A space with a non-watertight closure, such as a space with a non-watertight hatch on the main deck. <p>Vessels constructed of wood must have bilge high-level alarms in each watertight space in addition to those required above.</p>
Automatic Bilge Pump Indicator	<p>A visual indicator must be provided at the vessel's operating station to indicate when any automatic bilge pump is operating.</p>

Diesel Fuel System Requirements - 46 CFR 182.435 - 182.480 & 182.720(e)

Integral Fuel Tank Construction	<p>Fuel tanks integral with the vessel's hull are allowed if the hull material is</p> <ul style="list-style-type: none"> • Steel • Aluminum • FRP (Sandwiched construction cannot be used, unless the core material used is closed cell polyvinyl chloride.)
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<p>Independent Fuel Tank Construction</p>	<p>Independent fuel tanks can be constructed of</p> <ul style="list-style-type: none"> • Nickel-copper • Copper-nickel • Copper • Copper-silicon • Steel • Iron • Aluminum or • FRP <p>Table 182.440(a)(1) lists thickness and construction requirements based on fuel tank capacity.</p> <p>Metal tanks must have baffles at least every 30 inches, that are welded or brazed to the side of the tank. Baffles must have air holes at the top and limber holes at the bottom.</p>
<p>Piping Materials, Nonmetallic Vital Systems 46CFR182.710 & 720</p>	<p>Vital systems are those systems that are vital to a vessel's survivability and safety. For the purpose of this part the following are vital systems:</p> <ol style="list-style-type: none"> 1. Fuel System 2. Fire Main 3. CO2 and Halon systems 4. Bilge System 5. Steering System 6. Propulsion system and its necessary auxiliaries and controls 7. Ship's service and emergency electrical generation system and its necessary auxiliaries; and 8. A marine engineering system.

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<p>Fuel Tank Fill Piping</p>	<p>Non metallic flexible hose that meets SAE J1942, may be used without length limitations and may not penetrate a watertight bulkhead. Fuel tank fill and sounding piping must be a minimum of 1.5 inches in diameter.</p> <p>There must be a means of determining the amount of fuel either by sounding through a separate sounding tube, fill pipe or by a marine type fuel gage.</p> <p>They must run as directly as possible, preferably in a straight line from the deck connection to the top of the tank. And so arranged that overflow of fuel will not run into the vessel.</p> <p>If flexible hose is used it must:</p> <ul style="list-style-type: none"> • be suitable for the intended service • overlap the metallic pipe ends at the least 1.5 times the pipe diameter and must be secured at each end by double hose clamps. • if a non conductor, be provided with a method to make the fuel tank electrically continuous with the fill pipe.
<p>Fuel Supply Piping</p>	<p>Fuel supply piping shall be of copper, nickel copper, or copper nickel having a minimum wall thickness of 0.035 inch except that piping of other materials such as seamless steel pipe or tubing which provides an equivalent level of safety may be used. Aluminum pipe must be a minimum of schedule 80 and is acceptable for use on aluminum vessels only.</p> <p>Fuel lines shall be accessible, protected from mechanical damage, and secured against excessive movement and vibration by the use of metal straps with no sharp edges.</p> <p>Where fuel lines pass through watertight bulkheads, they shall be protected by close fitting ferrules or stuffing boxes.</p>

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<p>Fuel Supply Hose as Supply Line</p>	<p>Flexible hose may be used as supply line provided it is fitted with suitable connection fittings and has high resistance to saltwater, petroleum oils and vibrations.</p> <p>Flexible hose runs shall be visible, easily accessible, protected from mechanical damage, and shall not penetrate watertight bulkheads.</p> <p>Flexible non-metallic may be used for fuel supply, the hose shall meet SAE standard J-1942 "Hose and Hose Assemblies for Marine Applications", or be specifically approved by the Commandant. The hose must either be factory assembled requiring no further adjustment of the fittings of the hose or fittings meeting SAE J-1475 or equivalent shall be used. If special equipment is required such as crimping machines, it must be of the type and design specified by the manufacturer.</p>
<p>Flexible Hose at the Engine</p>	<p>A flexible hose or loop of tubing shall be installed in the fuel supply line at or near the engine to protect the line from vibration.</p> <p>Flexible hose used for this purpose shall not be longer than 30" in length. The hose must meet the requirements as listed above or hose USCG approved type A1, A2, B1 or B2 is acceptable. The line must be attached using double hose clamps on each end, unless an approved fitting is used.</p>
<p>Fuel Shutoff Valves</p>	<p>Fuel shutoff valves shall be installed on the fuel supply piping at the fuel tank and at the engine.</p> <p>The fuel shut off valve at the tank must be accessible from outside the fuel tank space, preferably on the weather deck. The location is required to be labeled in 1" high letters, indicating the purpose of the valve and direction of operation.. If reach rods are installed in the weather deck, some form of flame impingement protection shall be provided for the handle.</p>
<p>Fuel Strainers</p>	<p>Suitable marine type strainers shall be fitted in the fuel supply line in the engine compartment.</p> <p>Drip pans fitted with flame screens may be required under each fuel strainers other than those mounted on the engine.</p>

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Fuel Tank Vents	<p>Fuel tanks shall be fitted with a vent pipe at its highest point under normal operating conditions.</p> <p>The minimum net cross-sectional area of the vent pipe shall be as follows:</p> <ul style="list-style-type: none">• Not less than 5/8" O.D. tubing (.035" wall thickness-20 gage), if the fill pipe terminates at the top of the tank.• Not less than 3/4" O.D. tubing (.035" wall thickness-20 gage), if the fill pipe extends into the tank. <p>• The discharge end must be fitted with a removable flame screen of corrosion resistant wire of 30 X 30 mesh and be located:</p> <ul style="list-style-type: none">• On the hull exterior, as high as practicable above the waterline and away from any hull opening, or• Terminate in U-bends as high above the weather deck as practicable and away from any living quarters or below deck spaces.• So installed as to prevent water contamination during normal operating conditions.
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Gasoline Fuel System Requirements - 46 CFR 182.435 - 182.480 & 182.720(e)

Note	<p>Gasoline propelled general purpose resin fiberglass vessels can be certified for carrying passengers. Although somewhat similar to diesel fuel system requirements, the increased flammability hazard will require additional requirements.</p> <p>Included among these requirements is the installation a fixed fire extinguishing system in the machinery space, a vapor detection system, forced ventilation for the engine space, as well as those requirements for the gasoline the fuel system.</p> <p>If certifying a gasoline-propelled vessel, the inspector assigned to you will assist with the additional requirements, these requirements can be found by reading the Code of Federal Regulations 46 CFR Parts 177.410 and 182.</p>
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Ventilation System Requirements - 46 CFR 182.465 & .470

Compartment- ments Containing Machinery	<p>Spaces containing machinery shall be fitted with at least two ducts to furnish natural or mechanical supply and exhaust ventilation.</p> <p>One duct shall extend to a point near the bottom of the compartment, so installed that the ordinary collection of water in the bilge will not trap the duct.</p> <p>Where forced ventilation is installed, the duct extending near the bottom shall be the exhaust.</p> <p>The total inlet and outlet area of each duct shall be not less than one square inch for each foot of beam of the vessel. This minimum shall be increased if ducts are also used to provide air for the engine intakes.</p>
Ducting Material	<p>All duct material shall be of rigid permanent construction and made of the same material as the hull or of a non-combustible material and must be reasonably gastight.</p> <p>The ducts must lead as direct as possible and be securely fastened and supported.</p>
Duct Cowls	<p>All supply ducts for ventilation shall be provided with cowls or scoops having a free area not less than twice the required duct area. If the mouth of the duct is screened the area must be increased to compensate for the area of the screen.</p>

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<p>Compartments Containing Diesel Fuel Tanks</p>	<p>Unless provided with ventilation as stated above, enclosed compartments containing diesel fuel tanks and no machinery shall be provided with a gooseneck vent of not less than 2 1/2 inches in diameter. Openings shall not be located adjacent to possible sources of vapor ignition.</p> <p>In small compartments, a vent of not less than 1 1/2 inches may be used. Compartments that are adequately ventilated are not required to have gooseneck vents installed.</p>
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Marine Sanitation Devices - 46 CFR 184.704 & 33 CFR 159.7

<p>General Requirements</p>	<p>Vessels are not required by regulation to have a toilet or Marine Sanitation Device (MSD). If installed the installation must be as follows:</p> <p>MSD's are classified as a Type I, II, or III. Type I and II treat the sewage so that it can be pumped overboard. Type III MSD's are holding tanks and can only be pumped ashore or in the territorial seas, beyond 3 miles from shore.</p> <p>Vessels less than 65 feet are allowed to use a Type I, II or III MSD, all other vessels are required to use a Type II or III.</p> <p>MSDs must have a Coast Guard certified label and be certified for inspected vessels.</p>
<p>MSD Piping</p>	<p>Type I and II MSD's can be piped for discharge of sewage overboard. Note that state and local laws may have "No Discharge Zones" in which <u>no</u> sewage may be pumped overboard. Operators should check with state and local authorities as to the laws in your area of operation.</p> <p>Federal Regulations do not allow the pumping of untreated sewage overboard within 3 or 9 miles of the mainland shore (East Coast of the U.S. / 9 miles from shore on the West Coast of Florida and Gulf).</p> <p>Vessels with Type III MSD's with routes restricted inside the 3 or 9 mile limit cannot be plumbed overboard but must be plumbed to a pump out connection on the deck.</p> <p>Vessels with Type III MSD's with routes outside the three miles may install a Y-valve to allow pumping overboard when beyond three miles from shore. But whenever the vessel is inside the 3 or 9 mile limit, the valve must be locked in the closed position, preventing discharge over the side.</p>

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Placard Required	Operators on routes greater than 3 miles from shore shall install a placard at the Y-valve that states; "This valve to remain locked in the closed position when within 3 miles of the mainland shore."
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Steering System Requirements - 46 CFR 182.600 - .620

Main Steering	<p>A self propelled vessel must be provided with a main steering gear that is:</p> <ul style="list-style-type: none"> • of adequate strength and capable of steering the vessel at all speeds. • designed to operate at maximum astern speed without being damaged or jammed and, • capable of moving the rudder from 35 degrees on one side to 30 degrees on the other side in not more than 28 seconds with the vessel moving ahead at maximum service speed.
Auxiliary Steering	<p>The steering must be designed so that transfer from the main steering gear or control to the auxiliary steering be achieved rapidly. Any tools or equipment necessary to make the transfer must be readily available.</p> <p>The following vessels are not required to have auxiliary steering:</p> <ul style="list-style-type: none"> • main steering gear and controls are provided in duplicate. • multiple screw propulsion with pilot house control for each screw. • no regular rudder is fitted and steering action is obtained by a change of setting of the propelling unit. • normal means of steering is a hand tiller and rudder.

Railing Requirements - 46 CFR 177.900

General Requirements	<p>Rails or equivalent protection are required near the periphery of all weather decks accessible to passengers or crew. Equivalent protection may include lifelines, wire rope, chains and bulwarks, which provide strength and support equivalent to fixed rails.</p> <p>Deck rails must withstand a 200-pound load in any direction and a 50-pound per foot load applied to the top rail in any direction.</p>
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<p>Ferry or Excursion Type Operations</p>	<p>Vessels engaged in ferry or excursion type operations including but not limited to sightseeing trips, dinner and party cruises, and overnight cruises, shall have rails a minimum of 39 1/2 inches high.</p> <p>On this type of vessel the space below the upper rail is required to be fitted with:</p> <ul style="list-style-type: none"> • bulwarks, • chain link fencing or wire mesh that has openings of not more than 4 inches in diameter, or • bars, slats, rail courses, or and equivalent spaced at intervals of not more than 4 inches.
<p>Sport Fishing Vessels</p>	<p>On sport fishing vessels where it can be shown that higher rails would interfere with normal operations, rails of at least 30 inches may be permitted.</p> <p>Courses must not be more than 12 inches.</p> <p>When the vessel is not being used in this capacity, the vessel must comply with the applicable railing requirement.</p>
<p>Water Taxies, Pilot Boats, Dive Boats</p>	<p>Where the principle business of a vessel requires the discharge of personnel in a seaway, the OCMI may accept alternatives for those areas of a deck where passengers or cargo are discharged and for which removable rails, lifelines or chain would hinder discharge operations.</p>
<p>Vessels Subject to 1966 International Loadline Rules</p>	<p>Rail height shall not be less than 39-1/2 inches.</p> <p>Courses must not be more than 15 inches.</p>
<p>All Other Vessels</p>	<p>All other vessels not mentioned above shall have a minimum rail height of 36 inches.</p> <p>Courses must not be more than 15 inches.</p> <p>Sailing vessels, small vessels of the open launch type and other vessels not specifically covered elsewhere, shall have rails or equivalent protection as considered necessary by the OCMI.</p>

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Person overboard recover ladder, Side curtain, Beaching, Master only, Reasonable operating conditions, Alternative Service Endorsement

<p>Person Overboard Rescue Ladder</p>	<p>For vessels that can demonstrate adequate maneuverability to recover an unconscious person from the water a method for recovering the person from the water or providing for the vessels deckhand or master to attend to the person in the water until assistance arrives is required. This method may be demonstrated utilizing a portable or permanently installed ladder of substantial construction with a stable platform of at least 36" x 36" to support the deckhand and the person overboard is required. A drawing of the proposed ladder and platform construction is required.</p>
<p>Side Curtains on Deck Boats</p>	<p>Since the use of vinyl side curtains is advantageous during inclement weather and winter months they pose an emergency escape problem should the vessel capsize or sink. See Side Curtain Policy in Section B of this information package.</p>
<p>Master Only</p>	<p>Generally, the Coast Guard minimum manning policy is a master and deckhand. On certain small vessels with a low freeboard and restricted route from an adequate dock where emergency assistance or services available to passengers is located may be considered for master only operation. The master must be able to demonstrate all duties of the master and deckhand while maintaining control of the vessel and passengers during emergencies. The master must demonstrate to the marine inspector the ability of recovering an unconscious person from the water. If your vessel meets this criterion, the written policy detailing the submission of an acceptable written plan to this office may be found on this web site under our local policy section. If you have any questions, contact the inspection office.</p>

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<p>Reasonable Operating Conditions</p>	<p>Each Certificate of Inspection includes the wording “Under Reasonable Operating Conditions”. Following several marine casualties over the past several years the Coast Guard has established a general guidance to be used for limiting operation. The following limits will generally apply to “small craft” and will follow warnings and cautions issued by the National Weather Service Officer for your operating area. The wave height restriction may vary by vessel design. “REASONABLE OPERATING CONDITIONS, AMONG OTHER CRITERIA, DO NOT INCLUDE SITUATIONS IN WHICH A SMALL CRAFT ADVISORY IS IN EFFECT FOR THE VESSELS OPERATING AREA, WIND GUSTS OVER 30 KNOTS (35 MPH) EXIST, SUSTAINED WINDS OVER 18 KNOTS (21 MPH) EXIST, OR SEAS MORE THAN TWO (2) FEET. If you have any questions, contact the inspection office.</p>
<p>Alternative Service Endorsement 6 Pack and Recreational Use of an Inspected Passenger Vessel</p>	<p>Some operators may wish to use their inspected passenger vessel in 6-pack or recreational service as permitted by 46 CFR 176.114. A letter request is required detailing your vessels passenger limit and stability, construction limitations for this endorsement in either or both service. Since the inspected vessel cannot be altered without permission and none of the inspected equipment may be removed or it will void the Certificate of Inspection your letter must detail these limitations and be addressed to the vessel master/operator and maintained on board the vessel with the Certificate of Inspection. If you wish to request this alternative operation endorsement, contact the inspection office.</p>

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Section H - DRUG TESTING:

- **Required Elements of Drug Testing**
- **Tests Required by Regulations**
- **Ensuring Your Program is in Compliance**

As of December 21, 1990 Federal Regulations require that you have a drug-testing program in force. This guide is provided to assist with the development of a program that meets federal requirements.

As of June 21, 2006 Federal Regulations require that you provide a means of conducting an alcohol breath test within 2 hours of a Serious Marine Incident or Marine Casualty or directed by a law enforcement agent.

Required Elements of a Drug Testing Program

Element Required	<p>Every drug test program must consist of the following elements.</p> <ul style="list-style-type: none"> • Use of a Federally Certified Testing Laboratory • Use of an approved Collection Site • Have a Medical Review Officer • Provide Training & Education
Certified Lab	<p>Ref: 49 CFR 40</p> <p>The <i>Lab</i> performs the tests on specimen collected for the following drugs:</p> <ul style="list-style-type: none"> • Marijuana • Cocaine • Opiates • Phencyclidine (PCP) • Amphetamines <p>The lab you select must be certified by the Department of Health and Human Services (DHHS). The current list of laboratories which meet minimum standards to engage in urine drug testing for federal agencies may be found on the U.S. Department of Health and Human Services, Substance Abuse and Mental Health Services Administration (SAMHSA) website at http://workplace.samhsa.gov.</p>

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<p>Collection Site</p>	<p>Ref: 46 CFR 4.06-20, 46 CFR 16.301-330, 49 CFR 40</p> <p>The <i>Collection Site</i> is the place where the specimen is collected. Note some certified labs have designated which sites and persons they will allow to collect and maintain the required security and chain of custody.</p> <p>The regulations are very specific in how specimens are collected, and how specimen containers are sealed and transported. A chain of custody must be maintained from the time of acceptance of the specimen to its testing.</p> <p>We recommend that you contact several different labs listed to determine which has collection sites nearest you and which provide the service you desire.</p>
<p>Medical Review Officer</p>	<p>Ref: 46 CFR 16.370, 49 CFR 40</p> <p>A <i>Medical Review Officer (MRO)</i> must review drug test results, relay findings to the employer, and is authorized to notify the Coast Guard of positive test results.</p> <p>The MRO must be a licensed physician who has knowledge of substance abuse disorders and has appropriate medical training to interpret and evaluate an individual's positive test results together with his or her medical history and any other relevant biomedical information.</p> <p>Before an individual who has failed a required test may return to work, the Medical Review Officer shall determine that the individual is drug free and the risk of subsequent use of dangerous drugs by the person is sufficiently low to justify his or her returning to work. In addition the individual shall agree to be subjected to increased unannounced testing for a period as determined by the Medical Review Officer for a period of up to 60 months.</p>
<p>Education and Training</p>	<p>Ref: 46 CFR 16.401</p> <p>Education Education is accomplished by the posting and distribution of the following:</p> <ul style="list-style-type: none"> • Informational materials concerning substance abuse • Community service hotline for crewmember assistance • Employers policy regarding drug and alcohol use in the workplace

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	<p>Training <i>(for employers, crewmembers and supervisory personnel)</i></p> <ul style="list-style-type: none"> • Training should include operation and requirements of the drug testing program and effects and consequences of drug use. • Minimum of 60 minutes for employers and supervisory personnel, which includes behavioral cues for detection of drug use.
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Tests Required by the Regulations

<p>Introduction</p>	<p>You must ensure that your drug-testing program provides for the following tests and have proof that the tests were accomplished.</p> <ul style="list-style-type: none"> • Pre-employment Testing • Random Testing • Periodic Testing • Post Casualty Testing • Testing for Reasonable Cause
<p>Who Must Be Tested</p>	<p>Any employee who is required aboard the vessel as prescribed by the Certificate of Inspection (COI) is required to be tested.</p> <p>Examples of employees required to be tested.</p> <ul style="list-style-type: none"> • Master, Operator • Navigator • Lookout • Deckhand who handles lines <p>Examples of employees that may <u>not</u> require testing.</p> <ul style="list-style-type: none"> • Cook * • Waiter, waitress * • Dishwasher * • Fish handler or cleaner * <p><i>* If any of the above also fills a position required by the COI or if they perform duties of deckhand, patrolman, watchman, or are specifically assigned the duties of warning, mustering, assembling, assisting or controlling movement of passengers during emergencies, they are required to be tested.</i></p>

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<p>Records</p>	<p>Records must be maintained and made available to the Coast Guard for inspection. Records shall list the date each of the following were accomplished:</p> <ul style="list-style-type: none"> • Drug and Alcohol Testing History Request completed • Pre-employment tests • Periodic tests • Random tests • Post Casualty test • Testing for reasonable cause • When training was accomplished/who attended <p><u>Negative</u> test results must be kept for <u>1 year</u>.</p> <p><u>Positive</u> test results must be kept on file for <u>5 years</u>.</p>
<p>Pre-employment Test</p>	<p>Ref: 46 CFR 16.210</p> <p>You must provide proof that employees hired after December 21st 1990 have passed a pre-employment drug-screening test.</p> <p>You may also use a drug-screening test that was accomplished for another company, if done within 6 months of your hiring of the individual. You may also use a periodic test if completed within six months of your hiring the individual.</p>
<p>Random Testing</p>	<p>Ref: 46 CFR 16.230</p> <p>Random testing was required as of 1 October 1991 for all crewmembers. Random means that every crewmember of a given population has a substantially equal chance of selection. This chance of selection shall be such that an employee's chance of selection continues throughout his or her employment.</p> <p>You must ensure that crewmembers are tested on a random basis at an annual rate of not less than 50 percent.</p> <p>Example:</p> <p><i>An employer with over ten employees could assign each employee with a number 1 thru 10. Then 5 times during the year all 10 numbers would be placed in a hat and 1 number drawn. Those with that number would take the test.</i></p>

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<p>Periodic Test</p>	<p>Ref: 46 CFR 16.220</p> <p>A periodic test is required when an employee holding a Coast Guard license or document applies for renewal.</p> <p>This testing requirement does not apply to employees such as deckhands who do not possess a license or document.</p>
<p>Post Casualty Testing</p>	<p>Ref: 46 CFR 4.06</p> <p>The employer must be prepared to test all crewmembers engaged or employed aboard a vessel involved in a serious marine incident within 32 hours of the incident.</p> <p>Testing for both drugs and alcohol is required and must include a urine specimen and a blood or breath specimen.</p> <p>If the vessel has a route that would keep it from returning to its collection site within 32 hours, required equipment and specimen containers must be kept aboard the vessel.</p> <p>If the vessel route prevents the vessel crew from being able to conduct an alcohol test within 2 hours of a serious marine incident then an approved alcohol test swab for each crewmember must be carried.</p>
<p>Reasonable Cause Test</p>	<p>Ref: 46 CFR 16.250</p> <p>The employer shall require any crewmember engaged or employed aboard his vessel to submit to drug testing. The decision must be based on a reasonable and articulated belief based on direct observation of behavioral, physical, or performance indicators.</p>
<p>Serious Marine Incident</p>	<p>A serious marine incident is defined as an incident that results in:</p> <ul style="list-style-type: none"> • death. • injury beyond first aid or not fit for duty. • \$100,000 or more in damage. • loss of an inspected vessel. • discharge of more than 10,000 gallons of oil. • discharge of a reportable quantity of hazardous material.

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Ensuring Your Program is in Compliance

Introduction	During your annual inspection a Coast Guard Marine Inspector will ask you about your drug-testing program. The following checklist can be used to ensure that your program meets federal requirements and prepare you to answer the Inspectors questions regarding your program.		
Inspection Item	Applicable Regs.	YES	NO
Contract with C/TPA if C/TPA services are being utilized	46 CFR 16		
Appointment of a Designated Employer Representative (DER)	49 CFR 40.3		
Policy or Policy Statement readily available for employees	46 CFR 16.401		
Advice on where employees can go for assistance with a substance abuse program.	46 CFR 16.401		
Supervisory and employee awareness training has been conducted.	46 CFR 16.401		
Documentation of the previous year drug tests that were conducted.	46 CFR 16.500		
Proof that 50% random testing was conducted, either as an individual marine employer or as part of a consortia	46 CFR 16.230 & 16.500		
Proof of enrollment of all active crew members in a random drug test program.	46 CFR 16.230		
Proof that all active crew members have taken and passed a pre-employment drug test or were exempt prior to being placed in a safety-sensitive position.	46 CFR 16.210/ 49 CFR 40.25		
Testing Devices kept on board (Serious Marine Incident)	46 CFR 16.240; 46 CFR 4.06		
Knowledge of where to go or how to get drug and alcohol tests done in the event of a SMI (2hr testing for alcohol; 32 hr testing for drugs)	46 CFR 4.06		
Checklist	The above checklist is similar to the one carried by Coast Guard Marine Inspectors to check operators for compliance with federal regulations.		
Failure to Comply	Failure to comply with the Drug Testing Requirements can be cause for loss of your COI. If you have any questions contact the Investigations Department.		

Note: It is the marine employer’s responsibility for complying with 46 CFR Part 16 and operate a proper chemical drug and alcohol program. A drug consortium may be utilized for certain portions of the program, but the marine employer remains responsible for the services provided by the drug consortium. This is a case of “buyer beware” to ensure the marine employer is aware of the services being purchased from the consortium.

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Section I – Documentation and User Fees:

- Vessel user fee by type of vessel and general information can be found in 46 CFR Part 2 at the following web site:
http://www.access.gpo.gov/nara/cfr/waisidx_05/46cfr2_05.html
- User Fee Table – 46 CFR 2.10-101:
http://edocket.access.gpo.gov/cfr_2005/octqtr/46cfr2.10-101.htm
- USCG User Fee Web Site: <http://www.fincen.uscg.mil/VIF.htm>

Documentation and User Fees

Established	The Omnibus Budget Reconciliation Act of 1990, P.L. 101-508, required the Coast Guard to establish user fees for Coast Guard vessel inspection services. The regulations regarding commercial vessel inspection user fees became effective on 01MAY95. These regulations require owners to pay the annual vessel inspection fee on or before the vessel's user fee anniversary date.
Entitlements	Payment of the annual vessel inspection fee entitles an owner to a full year of Coast Guard inspections. Hereafter, the annual vessel inspection fee will be due on the same date every year, namely the user fee anniversary date.
Verification	Payment of user fees will be verified by the attending Coast Guard marine inspector <u>prior</u> to the inspection of your vessel. Please retain your proof of payment to speed the resolution of any disparities that may arise. Coast Guard policy is not to renew a COI at the 5 year COI renewal unless verification of payment is made.
User Fee Payment Information	<p>These regulations require owners to pay the annual vessel inspection fee on or before the vessel's user fee anniversary date, which for the above-named vessel was established as _____.</p> <p>The annual vessel inspection fee for this vessel is \$_____. Payment of the annual vessel inspection fee entitles an owner to a full year of Coast Guard inspections. Hereafter, the annual vessel inspection fee will be due on the same date every year, namely the user fee anniversary date.</p>

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Please detach the form below and mail it with your payment (CHECK OR MONEY ORDER ONLY, DO NOT SEND CASH) to US Coast Guard Vessel Inspection, P.O. Box 531030, Atlanta, GA 30353-1030. After receiving confirmation from its collection agent that the annual vessel inspection fee has been paid in full, the Coast Guard will send a letter to the vessel owner acknowledging receipt. Coast Guard records will be updated automatically, so there is no need for this letter to be carried on board the vessel.

Vessel owners need to ensure that the annual vessel inspection fee arrives in Atlanta by the user fee anniversary date. Payment in full is required. Please include the name and vessel identification number on each check or money order. For additional user fee payment information, call 1-800-941-3337.

When the Coast Guard issues the permanent COI, you may receive a duplication of this letter for the first annual inspection fee. If you have already forwarded payment in full, please disregard the duplicated letter.

*** Please visit the USCG User Fee website for credit card payment instructions.**

PLEASE DETACH THIS FORM AND RETURN ALONG WITH
YOUR PAYMENT PLEASE MAKE CHECK OR MONEY ORDER
PAYABLE TO U. S. TREASURY

VESSEL NAME: _____.

USER FEE ANNIVERSARY DATE: _____.

VIN: _____.

ANNUAL INSPECTION FEE: \$ _____.

US Coast Guard Vessel Inspection
P.O. Box 531030
Atlanta, GA 30353-1030

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Documentation Contact Information	COAST GUARD VESSEL CERTIFICATE OF DOCUMENTATION: National Vessel Documentation Center 792 T J Jackson Drive Falling Waters, WV 25419
46 CFR PART 67-69	Telephone Numbers: Toll Free: (800) 799-8362 Main: (304) 271-2400 Hours: 7:30 a.m. to 5:00 p.m (Eastern Standard Time) Fax Numbers: Main: (304) 271-2405
Website	Additional information, forms, instructions and fee schedules are available online at http://www.uscg.mil/hq/cg5/nvdc/

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Section J – Uninspected Passenger Vessels (UPV – 6 Pack) – 46 CFR 24-26:

- Licenses, State Numbers, Drug testing, Notices, and Placards
- Equipment
- Visual Distress Markers and Navigation Lights
- General Notes about Lights
- Pollution Prevention
- References

The following information applies to **uninspected vessels carrying 6 or fewer passengers** and may be dependent upon the size of the vessel.

Abbreviations:

- **CFR** = Code of Federal Regulations
- **NAV RULES** = Navigation Rules

Licenses, State Numbers, Drug testing, Notices, and Placards

Operator's License	<p>If you carry passengers for hire, you must hold a current Operator of Uninspected Passenger Vessels License (OUPV) or Master's License (Reference 46 CFR Part 10).</p> <p>The original license must be onboard each time you sail with passengers (even one). You may not use copies of your license (Reference 46 CFR Part 26.20).</p> <p>Upon expiration of your license, there is <u>NO GRACE PERIOD</u> for you to <u>OPERATE</u> a vessel (Reference 46 CFR Part 10.209(e)).</p> <p>There is a grace period for license renewal only. You have up to 12 months after your license "expires" to renew without having to retake all of the tests. <i>Operating a vessel with an expired license will subject you to civil penalty proceedings and could impact your ability to renew your license.</i></p>
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SMALL PASSENGER VESSEL INFORMATION PACKAGE

<p>Drug Testing</p>	<p>You and any mates/deckhands you employ must maintain a Chemical Testing program meeting the requirements of 46 CFR Part 16.</p> <p>Even a "one person" operation has to have a drug-testing program.</p>
<p>Vessel Numbers</p> <p>46 CFR</p> <p>67-69</p>	<p>If your vessel measures more than 5 NET TONS, and you carry passengers for hire, it must be "documented" by the Coast Guard for use other than pleasure (either coastwise and/or registry). Some vessels in the 26 to 30 ft. range may fall under 5 net tons and if so, they may be "state registered" and display state numbers.</p> <p>Even though you may be documented for coastwise service with the Coast Guard, the state may require you to register and obtain state numbers. If you are documented, you do not have to display the state numbers.</p> <p>When a vessel not requiring Coast Guard documentation is "state registered", the state numbers must be properly displayed on the vessel. The numbers must be 3 inches in height and placed on the hull so there is a space between the letters and numbers. For example, NY 1234 AB is correct; NY1234AB is incorrect. The space is equal to the size of any letter except "I" or any number except "1". Consult with the individual state for information applicable to state registration. The New York DMV website http://www.dmv.ny.gov/recreation.htm#boats contains helpful information.</p> <p>Your vessel cannot be Bare Boat Chartered if it is documented for pleasure use only (Reference the Passenger Vessel Safety Act of '1993).</p> <p>If your vessel is documented, the name of the boat must be affixed to the forward part of the hull (in the bow area) in 4-inch letters. In addition, your vessel's name and hailing port or homeport must be affixed on the stern in 4-inch letters.</p> <p>Official Number: Your vessel's documentation number must be <u>permanently</u> affixed to an "integral interior structural member" of the vessel (e.g. main beam, stringer or some rigid hull material). The numbers must be 3 inches in height.</p>

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SMALL PASSENGER VESSEL INFORMATION PACKAGE

<p>Emergency Instructions and Safety Orientation</p>	<p>You must post a copy of your vessel's emergency instructions required by 46 CFR 26.03-2 and conduct a passenger safety orientation at the beginning of each trip as required by 46 CFR 26.03-1.</p>
<p>Garbage Placard</p>	<p>While a garbage placard is not required on vessels under 26 feet in length, we recommend you have one onboard because you are still liable for any discharge of plastics (e.g. fishing line, plastic six pack holders, garbage bags, Styrofoam cups, etc.) from your vessel.</p> <p>Reference 46 CFR 25.50-1 and 33 CFR 151.05 and 67.</p>
<p>FCC License</p>	<p>Generally speaking, no Federal Communication Commission station license is required for the normal 6-passenger vessel carrying the normal types of transmitting equipment such as VHF-FM marine radios, radar, or an EPIRB. A FCC station license would be required if more that 6 passengers are carried OR other equipment such as HF radios are on the vessel. If you have questions about this you should contact the local FCC office and/or visit their website at http://www.fcc.gov/.</p>

Equipment

<p>Life Preserver</p>	<p>Must have at least one Type I Life Preserver, or approved commercial hybrid PFD, of a suitable size for each person onboard approved under 46 Code of Federal Regulations Subchapter Q. Reference 46 CFR 25.25-5</p> <p>Preserver must have 31 square inches or 200 sq. cm. of retro-reflective material on the front and back. Reference 46 CFR 25.25-15</p> <p>Preserver must meet CG approval as specified by 46 CFR 160.001.</p> <p>If your vessel makes ocean or coastwise voyages, each PFD you carry must have a personal marker light bearing CG approval number 161.012 or 161.112. If you use lights with batteries, the batteries must have a current date. If you use the chemical lights they must have CG approval # 161.012 or # 161.112 and have a current manufacturer's date. No other chemical light will be accepted.</p> <p>Reference 46 CFR 25.25-13.</p>
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<p>Life Rings</p>	<p>Life Rings are required on vessels 26 feet or more in length. You must have one 24" in diameter life ring with CG approval #160.050. The life ring must be readily available to be thrown to a person in the water. It may be white or international orange.</p> <p>Reference 46 CFR 25.25-5(d).</p>
<p>Sound Producing Device</p>	<p>A device is required to be onboard that can be heard for 1/2 nautical mile.</p> <p>Reference 72 COLREGS and Rules of the Road.</p>
<p>Fire Extinguisher</p>	<p>All fire extinguishers must have CG approval #162.028 or have an Underwriters Laboratory Marine listing.</p> <p>Portable fire extinguishers without gauges must have inspection cards attached and must be inspected every 6 months. All pressure filled fire extinguishers must be hydrostatically pressure tested every 5 years. Reference 46 CFR Parts 25 – 28</p> <p>Types of B-I fire extinguishers</p> <ul style="list-style-type: none"> • Dry chemical has 2 lbs. of dry chemical powder • Co2 has 4lbs of Carbon dioxide • FOAM has 1 3/4 Gals of foam <p>For boats 16 FT to LESS THAN 26FT in length, at least <u>ONE</u> B-1 Extinguisher must be onboard. Over 26' see the table listed in 46 CFR 25.30-20(a)(1).</p>

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SMALL PASSENGER VESSEL INFORMATION PACKAGE

Visual Distress Markers and Navigation Lights

<p>Visual Distress Markers</p>	<p>You may have 1 daytime non-pyrotechnic <u>and</u> 1 nighttime non-pyrotechnic; <u>or</u></p> <p>3 daytime flares CG approval number 160.022 (Orange smoke) or 160.036 <u>and</u> 1 nighttime flare CG Approval number 160.021 (red hand held) <u>or</u> 160.024 (pistol red parachute).</p> <p>You may also use the 3 combination day/night pyrotechnic flares. This type has day on one end and night on the other.</p> <p>There are other combinations approved for day/night you can find these Pyrotechnic Signal Device 33 CFR part 175.130.</p>
<p>Navigation and Anchor Lights</p>	<p>Required to be burning from sunset to sunrise or during periods of reduced visibility.</p> <p>Reference 72 COLREGS and NAV RULES.</p>

General Notes about Lights

<p>Rule 21, both International and Inland, of the NAV RULES states the following:</p>	
<p>Masthead Light</p>	<p>"Masthead light" means a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of vessel.</p>
<p>Sidelight</p>	<p>"Sidelight" means a green light on the starboard side and a red light on the port side each showing 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. On a vessel of less than 20 meters or (65 FT) in length, the sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel.</p>
<p>Sternlight</p>	<p>"Sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of horizon of 135 degrees and so fixed as to show the light 67.5 degrees from the right aft on each side of the vessel.</p>

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<p>All-Round Light</p>	<p>“All-round light” means a light showing an unbroken light over an arc of the horizon of 360 degrees.</p>
<p>Questions and Answers</p>	<p>360 degree white lights:</p> <p>Q: Some captains have asked if the 32 point (360 Deg) white light that is used for anchoring can also be used as a navigation light in lieu of the red/green light when they are chasing fish at night.</p> <p>A: This is referenced in Rule 23 of the NAV RULES. Rule 23 states a power-driven vessel of less than 7 meters (23ft) in length whose maximum speed does not exceed 7 knots, may in lieu of the prescribed light, show the 32 point white light. The maximum speed referred to, is the speed the boat is <u>capable of</u>, not the speed at the time. Most flats boats can make better speed than 7 knots or 8.5 MPH.</p> <p>Placement of the 32-point white stern light that many flats boat install on their outboard engine covers.</p> <p>Q: The 32-point (360 degree) white light is often installed on outboard engine covers of a flats boat.</p> <p>A: Rule 23 of the NAV RULES states for vessels less than 12 meters (36 ft) in length, they may in lieu of the lights prescribed in paragraph (a) of Rule 21 display a 32 pt (360 degree) white light along with the sidelights.</p> <p>Note: Some local boaters are purchasing 32 point (360 deg) white lights and mounting them to the backside of the engine cowling. When mounting the 32-point light on the engine cover, it must be seen in 360 degrees. If the person(s) on board or the boats structure blocks the light, then you will be required to either raise the light higher or purchase and display both the proper 12 point (135 deg) stern and 20 point (225 deg) masthead lights.</p>

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Pollution Prevention

Oil Pollution	<p>Your vessel must have a portable means to remove oily waste from the bilge. A bucket and sponge are acceptable.</p> <p>No person may intentionally drain oil into the bilge of a vessel.</p> <p>Reference 33 CFR 151.09, 155.330, and 155.770 and Annex 1,2, and 5 of MARPOL 73/78.</p>
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References

CFR	<p>A copy of any CFR mentioned in the above information can be viewed online at http://www.gpoaccess.gov/cfr/retrieve.html</p>
TWIC Transportation Workers Identification Card	<p>All persons that have any type of Coast Guard License or Merchant Mariners Document and anyone who needs unescorted access to a secure area at a vessel or maritime facility must have a TWIC card by April 2009. The TWIC card is valid for 5 years and must be valid to renew your Coast Guard License or Merchant Mariners Document.</p> <p>Visit the following internet web sites for further information about who the TWIC card applies to, how and where to get one and how much it will cost.</p> <p>www.tsa.gov/twic</p> <p>http://homeport.uscg.mil/mycg/portal/ep/browse.do?channelId=-24886&channelPage=/ep/channel/default.jsp&pageTypeld=13489</p>

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Section K – Uninspected Commercial Vessels (< 26') – 46 CFR 24 thru 26:

- Licenses, State Numbers, Drug testing, Notices, and Placards
- Equipment
- Visual Distress Markers and Navigation Lights
- General Notes about Lights
- Pollution Prevention
- Marine Casualties
- References

The following information applies to **uninspected commercial vessels < 26'** may be dependent upon the size of the vessel.

Abbreviations:

- **CFR** = Code of Federal Regulations
- **NAV RULES** = Navigation Rules

Licenses, State Numbers, Drug testing, Notices, and Placards

<p>Operator Uninspected Passenger Vessel (OUPV) License</p>	<p>Commercial vessel less than 26' in length;</p> <p>No operator license is required if you do not carry any passengers for hire or you are not doing assist towing</p> <p>Towing Assist endorsement.....</p> <p>If you do carry passengers for hire, you must hold a current Operator of Uninspected Passenger Vessels License (OUPV) or Master's License (Reference 46 CFR Part 10).</p> <p>The original license must be onboard each time you sail with passengers (even one). You may not use copies of your license (Reference 46 CFR Part 26.20).</p> <p>Upon expiration of your license, there is <u>NO GRACE PERIOD</u> for you to <u>OPERATE</u> a vessel (Reference 46 CFR Part 10.209(e)).</p>
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	<p>There is a grace period for license renewal only. You have up to 12 months after your license "expires" to renew without having to retake all of the tests. <i>Operating a vessel with an expired license will subject you to civil penalty proceedings and could impact your ability to renew your license.</i></p>
<p>Drug Testing</p>	<p>Not required on a commercial vessel less than 26' in length, unless a Coast Guard licensed operator is required, then drug and alcohol testing applies.</p> <p>You and any mates/deckhands you employ must maintain a Chemical Testing program meeting the requirements of 46 CFR Part 16.</p> <p>Even a "one person" operation has to have a drug-testing program.</p>
<p>Vessel Numbers</p> <p>46 CFR 67-69</p> <p>33 CFR 174.23</p> <p>46 CFR 67-69</p>	<p>If your vessel measures more than 5 NET TONS, and you carry passengers for hire, it must be "documented" by the Coast Guard for use other than pleasure (either coastwise and/or registry). Some vessels in the 26 to 30 ft. range may be below 5 net tons. If so, they may be "state registered" and display state numbers, but must show commercial registration (not recreational with the state).</p> <p>Even though you may be documented for coastwise service with the Coast Guard, the state may require you to register and obtain state numbers. If you are documented, you do not have to display the state numbers.</p> <p>When a vessel not requiring Coast Guard documentation is "state registered", the state numbers must be properly displayed on the vessel. The numbers must be 3 inches in height and placed on the hull so there is a space between the letters and numbers. For example, NY 1234 AB is correct; NY1234AB is incorrect. The space is equal to the size of any letter except "l" or any number except "1". Consult with the individual state for information applicable to state registration. The New York DMV website http://www.dmv.ny.gov/recreation.htm#boats contains helpful information.</p> <p>Your vessel cannot be Bare Boat Chartered if it is documented for pleasure use only (Reference the Passenger Vessel Safety Act of '1993).</p> <p>If your vessel is documented, the name of the boat must be affixed to the forward part of the hull (in the bow area) in 4-inch letters. In</p>

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	<p>addition, your vessel's name and hailing port or homeport must be affixed on the stern in 4-inch letters.</p> <p>Official Number: Your vessel's documentation number must be <u>permanently</u> affixed to an "integral interior structural member" of the vessel (e.g. main beam, stringer or some rigid hull material). The numbers must be 3 inches in height.</p>
Emergency Instructions and Safety Orientation	<p>If you carry one passenger for hire;</p> <p>You must post a copy of your vessel's emergency instructions required by 46 CFR 26.03-2 and conduct a passenger safety orientation at the beginning of each trip as required by 46 CFR 26.03-1.</p>
Garbage Placard	<p>While a garbage placard is not required on vessels under 26 feet in length, we recommend you have one onboard because you are still liable for any discharge of plastics (e.g. fishing line, plastic six pack holders, garbage bags, Styrofoam cups, etc.) from your vessel.</p> <p>Reference 46 CFR 25.50-1 and 33 CFR 151.05 and 67.</p>
FCC License	<p>Generally speaking, no Federal Communication Commission station license is required. If you have questions about this you should contact the FCC or visit their website at http://www.fcc.gov/.</p>

Equipment

Life Preserver	<p>USCG Approved Type I, II, III or V (Work vest) is required on board.</p> <p>If at least one passenger for hire is carried the vessel;</p> <p>Must have at least one Type I Life Preserver, or approved commercial hybrid PFD, of a suitable size for each person onboard approved under 46 Code of Federal Regulations Subchapter Q. Reference 46 CFR 25.25-5</p> <p>Preserver must have 31 square inches or 200 sq. cm. of retro-reflective material on the front and back. Reference 46 CFR 25.25-15</p>
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	<p>Preserver must meet CG approval as specified by 46 CFR 160.001.</p> <p>If your vessel makes ocean or coastwise voyages, each PFD you carry must have a personal marker light bearing CG approval number 161.012 or 161.112. If you use lights with batteries, the batteries must have a current date. If you use the chemical lights they must have CG approval # 161.012 or # 161.112 and have a current manufacturer's date. No other chemical light will be accepted.</p> <p>Reference 46 CFR 25.25-13.</p>
<p>Life Rings</p>	<p>Life Rings are required on vessels 26 feet or more in length. You must have one 24" in diameter life ring with CG approval #160.050. The life ring must be readily available to be thrown to a person in the water. It may be white or international orange.</p> <p>Reference 46 CFR 25.25-5(d).</p>
<p>Sound Producing Device</p>	<p>A device is required to be onboard that can be heard for 1/2 nautical mile.</p> <p>Reference 72 COLREGS and Rules of the Road.</p>
<p>Fire Extinguisher</p>	<p>All fire extinguishers must have CG approval #162.028 or have an Underwriters Laboratory Marine listing.</p> <p>Portable fire extinguishers without gauges must have inspection cards attached and must be inspected every 6 months. All pressure filled fire extinguishers must be hydrostatically pressure tested every 5 years. Reference 46 CFR Parts 25 – 28</p> <p>Types of B-I fire extinguishers</p> <ul style="list-style-type: none"> • Dry chemical has 2 lbs. of dry chemical powder • Co2 has 4lbs of Carbon dioxide • FOAM has 1 3/4 Gals of foam <p>For boats 16 FT to LESS THAN 26FT in length, at least <u>ONE</u> B-1 Extinguisher must be onboard.</p>

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Visual Distress Markers and Navigation Lights

Visual Distress Markers	<p>You may have 1 daytime non-pyrotechnic <u>and</u> 1 nighttime non-pyrotechnic; <u>or</u></p> <p>3 daytime flares CG approval number 160.022 or 160.036 (Orange smoke) <u>and</u> 1 nighttime flare CG Approval number 160.021 (red hand held) <u>or</u> 160.024 (red parachute).</p> <p>You may also use the 3 combination day/night pyrotechnic flares. This type has day on one end and night on the other.</p> <p>There are other combinations approved for day/night you can find these Pyrotechnic Signal Device 33 CFR part 175.130.</p>
Navigation and Anchor Lights	<p>Required to be burning from sunset to sunrise or during periods of reduced visibility.</p> <p>Less than 12m – Flare up light</p> <p>More than 12m - Combination bow light and stern light.</p> <p>Reference 72 COLREGS and NAV RULES.</p>

General Notes about Lights

<p>Rule 21, both International and Inland, of the NAV RULES states the following:</p>	
Masthead Light	<p>"Masthead light" means a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of vessel.</p>
Sidelight	<p>"Sidelight" means a green light on the starboard side and a red light on the port side each showing 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. On a vessel of less than 20 meters or (65 FT) in length, the sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel.</p>

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Sternlight	"Sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of horizon of 135 degrees and so fixed as to show the light 67.5 degrees from the right aft on each side of the vessel.
All-Round Light	"All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.

Pollution Prevention

Oil Pollution	<p>Your vessel must have a portable means to remove oily waste from the bilge. A bucket and sponge are acceptable.</p> <p>No person may intentionally drain oil into the bilge of a vessel.</p> <p>Reference 33 CFR 151.09, 155.330, and 155.770 and Annex 1,2, and 5 of MARPOL 73/78.</p>
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References

CFR	A copy of any CFR mentioned in the above information can be viewed online at http://www.gpoaccess.gov/cfr/retrieve.html
TWIC Transportation Workers Identification Card	<p>All persons that have any type of Coast Guard License or Merchant Mariners Document and anyone who needs unescorted access to a secure area at or on a vessel or maritime facility must have a TWIC card by April 2009. The TWIC card is valid for 5 years and must be valid to renew your Coast Guard License or Merchant Mariners Document.</p> <p>Visit the following internet web sites for further information about who the TWIC card applies to, how and where to get one and how much it will cost.</p> <p>www.tsa.gov/twic</p> <p>http://homeport.uscg.mil/mycg/portal/ep/browse.do?channelId=-24886&channelPage=/ep/channel/default.jsp&pageTypeId=13489</p> <p>http://www.tsa.gov/press/releases/2008/0502.shtm</p>

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