

SECTION B: DOMESTIC INSPECTION PROGRAMS

CHAPTER 4: INSPECTION PROCEDURES APPLICABLE TO VESSEL TYPES, CLASSES, AND CATEGORIES

to granting an extension in all but the most unusual circumstances. Underscantling vessels such as Landing Ships, Tank (LSTs) should not be granted extensions.

- c. Examinations of tailshafts and stern tube bearings. Due to their limited amount of time underway, drilling tenders need not have their tailshafts drawn for examination until the wear down exceeds the maximum permitted by 46 CFR 61.20-15. This should be handled on an individual basis, upon written request by the vessel owner. Extensions should be granted in writing, in a manner similar to an authorization to extend the drydocking interval. The vessel's COI must show the date when the tailshaft was last drawn, with a notation concerning the extension.
- d. Additional requirements. The standards discussed above do not affect the prerogative of the OCMI to require drydocking or other inspection procedures at any time for cause. Copies of all owner requests and letters of authorization must be sent to Commandant (CG-CVC) and the last certificating OCMI.

3. Delivery of Excess Fuel to Drilling Platforms

Under 46 U.S.C. 3702(b), certain Offshore Supply Vessels (OSVs) are permitted to transfer fuel from their own fuel tanks to offshore drilling or production facilities without being inspected and certificated as tank vessels. Specifically, 46 U.S.C. Chapter 37 does not apply to a documented vessel under these circumstances provided that the vessel in question is not more than 500 GT, it is not a tanker, and it is in the service of oil exploration. A requirement for this exemption is that the person in charge of transfer operations must be a certified tankerman.

H. OCEANOGRAPHIC RESEARCH VESSELS (ORVs)**1. Introduction**

Oceanographic Research Vessels (ORVs) must receive inspections for certification and reinspections in accordance with 46 CFR Subchapter U (Oceanographic Research Vessels). Classification as an ORV requires a determination by the Coast Guard. To arrive at such a determination, an analysis of the particulars of service, method of operation, and classes of persons carried should be conducted. For uninspected vessels claiming to be less than 300 GT, tonnage measurement may be a part of this analysis.

2. Accommodations

Accommodations for officers, crew, and scientific personnel must comply with the requirements of 46 CFR 190.20. However, members of deck and engine groups that stand watch at the same time may be quartered together. In addition, special consideration must be given to accommodations for scientific personnel carried on voyages of 14 days or less, provided the general intent of 46 CFR 190.20-5 is met. A space intended as a hospital space under the requirements of 46 CFR 190.20-35(a) may be used for ordinary berthing on voyages of 3 days or less.

3. Scientific Personnel

Scientific personnel are not classed as either "mariners" or as "members of the crew," but as "other persons" engaged on board for the purpose of conducting the business of the vessel. The carriage of scientific personnel must be indicated by separate endorsement on the COI and reflected in the "Total Persons Allowed."

4. Uninspected Vessels Used as ORVs

- a. Letters of designation. Owners/operators of uninspected, seagoing motor vessels of less than 300 GT and any uninspected motor vessels operating on the Great Lakes that are intended to be operated as ORVs may request a Letter of Designation as an ORV under 46 U.S.C. 2101(18).
 - (1) After determining that such a vessel is employed exclusively in oceanographic research, the OCMI must issue a Letter of Designation valid for a period of 2 years (see Figure 10-2 for a sample letter). This letter designates the vessel as an ORV, and advises the owner/operator that the vessel must maintain exclusive employment in oceanographic/limnologic research or instruction and that any deviation from such exclusive use may constitute violations of the inspection statutes.
 - (2) In prior administrative rulings, the study of celestial navigation, seamanship, scuba diving, and other topics, in conjunction with oceanographic research or instruction, has voided a vessel's claim of exclusive employment. Additionally, a vessel documented as a pleasure vessel under 46 U.S.C. 12109 may not secure an ORV designation without surrendering its document, as the vessel would not be used exclusively for pleasure.
 - (3) OCMIs should not normally designate a vessel routinely carrying minor children as an ORV. Due to reduced safety requirements for ORVs, and the unique needs and capabilities of children, ORV designation is most often inconsistent with marine safety objectives for carriage of minor children. If confronted with a legacy vessel designation where the vessel routinely carries minor children, the COMI should consult with CG-CVC and CG-0941 staff prior to renewing the ORV designation.

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- b. Evaluation by the OCMI. It is the Commandant's policy that the vessel should be able to retain its designation under 46 CFR 3.10-5, even though the terms of its charter or specific oceanographic work may vary periodically. However, if a change of employment or operating conditions deviates from exclusive oceanographic research/limnologic activities, the owner/operator or master must advise the OCMI who granted the designation.
- (1) Taking into account the particulars of the case, the OCMI must determine the eligibility of the vessel to retain its ORV designation based on its new employment/operations.
 - (2) If the vessel is not eligible to retain its ORV designation, it may be subject to inspection under (for example) 46 CFR Subchapter T or I. A formerly designated vessel, upon returning to bona fide oceanographic/limnologic activities, may be considered for a new ORV designation.
 - (3) If all operating conditions are as originally accepted, the information given for the initial request need not be resubmitted. The issuing OCMI and Commandant (CG-CVC) must retain copies of the Letter of Designation.
- c. Research operations not under a Letter of Designation. An uninspected seagoing motor vessel of less than 300 GT or an uninspected motor vessel of any size operating on the Great Lakes that does not possess a Letter of Designation may engage in oceanographic research operations, provided that such use does not violate applicable manning and inspection requirements.
- (1) Such a vessel must not be considered an ORV for purposes of 46 CFR Parts 3, 14, 24, and 188-189. Furthermore, scientific personnel who serve in any capacity aboard an undesignated vessel of at least 100 GT require MMCs as members of the crew.
 - (2) Carriage of students would be considered carriage of passengers, which would compel inspection, depending on the size of the vessel and the number of students/passengers carried. The designation procedure is, however, purely voluntary in nature and needed only where equitable relief from otherwise applicable inspection or shipment and discharge requirements is desired.
- d. Appeals of evaluation. An adverse decision of an OCMI regarding any Letter of Designation request may be appealed to the district commander and to Commandant (CG-CVC), according to the procedures outlined in 46 CFR 2.01-70.

FIGURE B4-2

**SAMPLE LETTER OF DESIGNATION FOR AN
OCEANOGRAPHIC RESEARCH VESSEL**

(On Official OCMI's Letterhead)

[Date]

Name of Vessel Owner/Operator]

[Address]

Subj: Letter of Designation as an Oceanographic Research Vessel,

[Name of Vessel and O.N.]

Dear Sir:

In accordance with the provisions of Title 46, United States Code, 2101 (18), the [Vessel Name and O.N.] is hereby designated an oceanographic research vessel. This designation shall remain in effect until [Date 2 Years From Date of Letter], provided the vessel does not change employment or deviate from engaging exclusively in oceanographic research operations. Any such changes or deviations may constitute violations of inspection laws and must be reported to this office by the master, owner, or agent of the vessel. A determination will then be made regarding the vessel's eligibility to retain this designation.

A request for renewal of this designation should be made by [date, 60 days prior to expiration]. This letter shall be maintained on board the vessel.

Sincerely,

[Signature]

[Title]

Copy: Commandant (CG-CVC)
CCGDX(m)

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CHAPTER 4: INSPECTION PROCEDURES APPLICABLE TO VESSEL TYPES, CLASSES, AND CATEGORIES**5. Public Vessels**

Public (e.g., U.S. Navy and National Oceanic and Atmospheric Administration (NOAA)) vessels as defined in 46 U.S.C. 2101(24) operated for oceanographic research are not required to be inspected and certificated by the Coast Guard. However, such vessels may be inspected and certificated upon request by the parent agency and upon an interagency agreement to this effect. When public vessels are alternatively furnished a letter indicating some degree of compliance with the regulations, every effort should be made to obtain one compartment subdivision and damage stability calculations when only 100 percent lifeboatage is provided.

NOTE: Refer to Chapter B5 of this Manual; Inspection of Public Vessels.

I. CRAFT ROUTINELY OPERATED DOCKSIDE (C-ROD)

1. Purpose and Intent

- a. The intent of this part is to give the COTPs/OCMI's guidance in determining if a Craft that is Routinely Operated Dockside (C-ROD) a vessel and subject to Inspection for Certification. Some examples of such C-RODs are showboats, theaters, hotels, gaming sites, restaurants, museums, attraction vessels, and business offices either self propelled or not.
 - b. This policy applies to any craft, including existing craft, that routinely operates dockside and does not usually get underway.
 - c. This policy does not apply to semi-submersible platforms, which are not listed as "vessels subject to inspection" under 46 U.S.C. 3301. Based on their work on the OCS, semi-submersible platforms are inspected under 43 U.S.C. 1333.
 - d. Nothing in this policy alters requirements for attraction vessels outlined in Section B of this Manual. While attraction vessels may be considered to be routinely operated dockside, they are still vessels.
 - e. OCMI's are not required to make any Vessel/PMC determinations unless an application for inspection is submitted to the OCMI by the craft operator and the OCMI has reason to believe the craft is or will not be a vessel.
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8. Disciplinary Actions Against Crewmembers

Necessary disciplinary actions must be taken in accordance with existing agreements, modified as necessary, between the Coast Guard and MSC. See MSM V for more information on this subject.

9. Lifesaving Equipment

- a. Lifeboats. Generally, these must be approved under 46 CFR 160.035 for a 200-percent requirement. If the vessel meets requirements for one-compartment subdivision and stability in accordance with 46 CFR Parts 73-74, only 100-percent lifeboatage is required.
 - b. PFDs. These must be approved under 46 CFR 160.002, 160.005, or 160.055, or USN MIL-L-10845, for a 100-percent requirement.
 - c. Inflatable life rafts. These must be approved under 46 CFR 160.051. 46 CFR 94.10-55 provides for certain substitutions of inflatable life rafts for lifeboats.
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10. Pyrotechnics

USN pyrotechnics are acceptable.

11. Repairs and Alterations

Plan approval for new construction, conversion, and alterations must be carried out in accordance with applicable Coast Guard regulations. Notice of repairs or alterations must be submitted to the Coast Guard in accordance with 46 CFR 91.45-1. Inspections of such alterations or repairs must be accomplished in accordance with 46 CFR 91.45-5.

H. NATIONAL OCEANOGRAPHIC AND ATMOSPHERIC ADMINISTRATION (NOAA) VESSELS

Only 100-percent lifeboatage is required for NOAA vessels that meet one-compartment subdivision and stability requirements.

I. VESSELS CHARTERED BY THE NATIONAL MARINE FISHERIES SERVICE (NMFS)

CHAPTER 5: INSPECTION OF PUBLIC VESSELS**1. Introduction**

An inspection agreement between the Coast Guard and the National Marine Fisheries Service (NMFS) concerns commercial fishing vessels chartered to the agency for regulatory or research purposes. When a commercial fishing vessel is selected by NMFS for a charter, the Coast Guard District Fishing Vessel Safety Coordinator or local MSO examiner will be informed of the vessel's name, official number and location in order to schedule an agreeable time to conduct a dockside examination.

2. Inspection Standards

NMFS chartered vessels must comply with all applicable laws and regulations for fishing vessels. The Fishing Vessel Examiner will conduct a dockside examination of the vessel. The examination record must indicate whether or not the vessel is in compliance with applicable regulations. The Examiner must leave the original inspection booklet aboard the vessel, retain a copy locally, and forward copies to the NMFS and the District Fishing Vessel Safety Coordinator.

3. Standards of Seaworthiness

NMFS will make a careful selection of the vessels it desires to charter to ensure that they are basically seaworthy. The Coast Guard examination is not primarily an inspection for seaworthiness. However, unsafe structural conditions that are observed must be reported to Commandant (CG-CVC), and a Letter of Inspection must not be issued. In such a case, NMFS generally will cancel the charter and hire another vessel.

4. Letters of Inspection

Vessels that comply with the applicable requirements must be issued Letters of Inspection by the OCMI. A sample letter is located in Figure 12-2. The original Letter of Inspection must be posted aboard the vessel, with a copy retained by the OCMI and two copies forwarded to Commandant (CG-CVC).

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FIGURE B5-2: SAMPLE LETTER OF INSPECTION FOR
CHARTERED COMMERCIAL FISHING VESSELS

This letter expires on (expiration date of charter).

The (VESSEL NAME), (O.N.), was inspected by the Coast Guard on (DATE), at (PLACE) and was found to be in compliance with the applicable inspection criteria approved jointly by the National Marine Fisheries Service and the U.S. Coast Guard.

This vessel is considered satisfactory for operation during the period of charter on (ROUTE).

It is understood that a maximum of crew and persons in addition to the crew will be carried. Total persons allowed is (#).

Primary Lifesaving

Portable

Fixed

Equipment Data

Fire Extinguisher Data

Officer in Charge, Marine Inspection
Inspection Zone

CHAPTER 5: INSPECTION OF PUBLIC VESSELS**J. VESSELS CHARTERED BY THE INTERNATIONAL HALIBUT COMMISSION**

Vessels chartered by the International Halibut Commission must be inspected and certificated in the same manner as NMFS chartered vessels.

K. INSPECTION OF BOILERS OR PRESSURE VESSELS ON FLOATING EQUIPMENT**1. Application for Inspection**

Application for inspection of boilers or pressure vessels only, on Federally-owned floating equipment, must be made to the OCMI in whose zone the equipment is located.

2. Inspection Reports

All reports concerning such inspections must normally be made on the form(s) supplied by the agency with custody of the equipment being inspected. Such forms must normally be filed by the OCMI.

Copies of the report must be forwarded to the representative of the agency involved.

L. MARITIME ADMINISTRATION READY RESERVE FORCE (RRF) VESSELS**1. Introduction**

As noted in the introduction to this chapter, public vessels are not generally subject to inspection, except for those owned or operated by the MARAD. Coast Guard policy concerning inspection of MARAD Ready Reserve Force (RRF) vessels is outlined in a Memorandum of Understanding (MOU) between the Coast Guard and MARAD and is contained in the MSM Volume X, Interagency Agreements and Acronyms, COMDTINST M16000.15A (Series). This MOU recognizes the special nature of these vessels and the need for a special inspection policy.