Uninspected Passenger Vessel Examiner Training

Session Five
Task 4.1 – 4.7

Scope of Training & Major Tasks

The presentation is provided in nine (9) sections which will allow ease for searching selected areas.

This presentation does not alleviate or replace on the job training or additional requirements or training required by each Sector.

Additionally there are tasks, depending upon your AOR, that may not be applicable or present the opportunity for field experience however they are documented in this presentation for your knowledge.

1. Introduction

   Application

   Task 1-1

2. Application

   Task 1.2

   Equivalents

   Task 2.1

   Task 2.2

Scope of Training & Major Tasks

Continued

3. Requirements
   Tasks 3.1 – 3.4
4. Requirements
   Tasks 3.5 – 3.10
5. Operations
   Tasks 4.1 – 4.7
6. Operations
   Tasks 4.8 - 4.12
7. General Housekeeping
   Tasks 5.1 – 5.8
8. Expanded Issues
9. Exercise Opportunities

Additional Onboard Documents

- Mariner's License
- Charts & Publications
  - Nautical Charts
  - Coast Pilot
  - USCG Light List
  - Tide Tables
- Notice to Mariners
- Navigation Rules
- Communications Licenses
- Captain's Safety Orientation
- Emergency Instructions
- Casualty Reporting
- List or Count of Passengers

Task 4.1

46 CFR §26.03-1

Safety orientation properly performed

Note: No requirement to have a written presentation

- (a) Before getting underway on any uninspected passenger vessel, the operator or master must ensure that suitable public announcements, instructive placards, or both, are provided in a manner that affords all passengers the opportunity to become acquainted with:
- (1) Stowage locations of life preservers;
- (2) Proper method of donning and adjusting life preservers of the type(s) carried on the vessel;
- (3) The type and location of all lifesaving devices carried on the vessel; and
- (4) The location and contents of the *Emergency Checkoff List* required by §26.03-2. Must be posted.
- (b) Vessels subject to this subpart engaged in tender service at yacht clubs and marinas, and vessels being demonstrated for a potential purchaser by a yacht broker, are excluded from the requirements of §26.03-1 and §26.03-2$_5$.

SAMPLE CAPTAIN'S SAFETY ORIENTATION

THE CODE OF FEDERAL REGULATIONS (46 CFR §26.03-1 & 2) REQUIRES ME TO PROVIDE ALL PASSENGERS WITH THE OPPORTUNITY TO BECOME ACQUAINTED WITH A FEW SAFETY REGULATIONS.

FIRST, I WOULD LIKE TO WELCOME YOU ABOARD _____

I WILL BE YOUR CAPTAIN TODAY. MY NAME IS _____

TO BEGIN, THE CODE OF FEDERAL REGULATIONS ENFORCED BY THE U.S. COAST GUARD HAS A ZERO TOLERANCE POLICY. NO ILLEGAL DRUGS OF ANY KIND ARE ALLOWED ONBOARD.

IN CASE OF EMERGENCY, THE LIFE JACKETS ARE LOCATED _____

(*ACQUAINT THE PASSENGERS WITH THE PROPER METHOD OF DONNING AND ADJUSTING THE LIFE PRESERVERS.)*

FIRE EXTINGUISHERS ARE LOCATED _____

IN CASE OF AN EMERGENCY (*POINT TO THE POSTED CHECK LIST*) YOU ARE REQUESTED TO FOLLOW THOSE INSTRUCTIONS.

GALLEY FIRE – IMMEDIATELY NOTIFY THE CAPTAIN. THE FUEL SUPPLY VALVE LOCATED_____WILL BE CLOSED (***CAPTAIN TO ACQUAINT PASSENGERS ON LOCATION***) AND FIRE SUPPRESSION WILL BE INITIATED.

MAN OVERBOARD – KEEP THE PERSON IN SIGHT, LOUDLY YELL "MAN OVERBOARD", AND POINT TO THE PERSON.

AT ALL TIMES, KEEP ONE HAND FOR YOURSELF AND ONE HAND ON THE BOAT. FOOD, DRINKS, AND PERSONAL GEAR SHOULD BE STORED SO AS NOT TO FALL OVERBOARD, SPILL OR BREAK.

Task 4.2

46 CFR §26.03-2

Emergency instructions posted and complete

- Emergency check-off list
  - Posted in prominent and accessible place

- a) The operator or master of each uninspected passenger vessel must ensure that an emergency check-off list is posted in a prominent and accessible place to notify the passengers and remind the crew of precautionary measures that may be necessary if an emergency situation occurs.
- (b) Except where any part of the emergency instructions are deemed unnecessary by the Officer in Charge, Marine Inspection, the emergency checkoff list must contain not less than the applicable portions of the sample emergency checkoff list which follows:

Sample Emergency Checkoff List

Measures to be considered in the event of:

(a) Rough weather at sea or crossing hazardous bars.

□ All weathertight and watertight doors, hatches and airports closed to prevent taking water aboard.

□ Bilges kept dry to prevent loss of stability.

□ Passengers seated and evenly distributed.

□ All passengers wearing life preservers in conditions of very rough seas or if about to cross a bar under hazardous conditions.

□ An international distress call and a call to the Coast Guard over radiotelephone made if assistance is needed (if radiotelephone equipped).

(b) Man overboard.

□ Ring buoy thrown overboard as close to the victim as possible.

□ Lookout posted to keep the victim in sight.

□ Crewmember, wearing a life preserver and lifeline, standing by ready to jump into the water to assist the victim back aboard.

□ Coast Guard and all vessels in the vicinity notified by radiotelephone (if radiotelephone equipped).

□ Search continued until after radiotelephone consultation with the Coast Guard, if at all possible.

(c) Fire at Sea.

□ Air supply to the fire cut off by closing hatches, ports, doors, and ventilators, etc.

□ Portable extinguishers discharged at the base of the flames of flammable liquid or grease fires or water applied to fires in combustible solids.

□ If fire is in machinery spaces, fuel supply and ventilation shut off and any installed fixed firefighting system discharged.

□ Vessel maneuvered to minimize the effect of wind on the fire.

□ Coast Guard and all vessels in the vicinity notified by radiotelephone of the fire and vessel location (if radiotelephone equipped).

□ Passengers moved away from fire and wearing life preservers.

Task 4.3

46 CFR §15.605

Operator's License valid and appropriate for route and size/type vessel

Each uninspected passenger vessel must be under the direction and control of an individual credentialed by the Coast Guard as follows:
(a)Every self-propelled, uninspected vessel as defined by 46 U.S.C. 2101(42)(B) must be under the direction and control of an individual holding an MMC endorsed as operator of uninspected passenger vessels.
(b)Every uninspected passenger vessel of 100 gross tons or more, as defined by 46 U.S.C. 2101(42)(A), must be under the direction and control of a credentialed master, pilot, or mate as appropriate.

A mariner may not serve under the authority of an MMC past its expiration date. An expired MMC may be renewed during an administrative grace period of up to one year beyond its expiration date as per 46 CFR §10.227(f) of this part.

USCG MMC

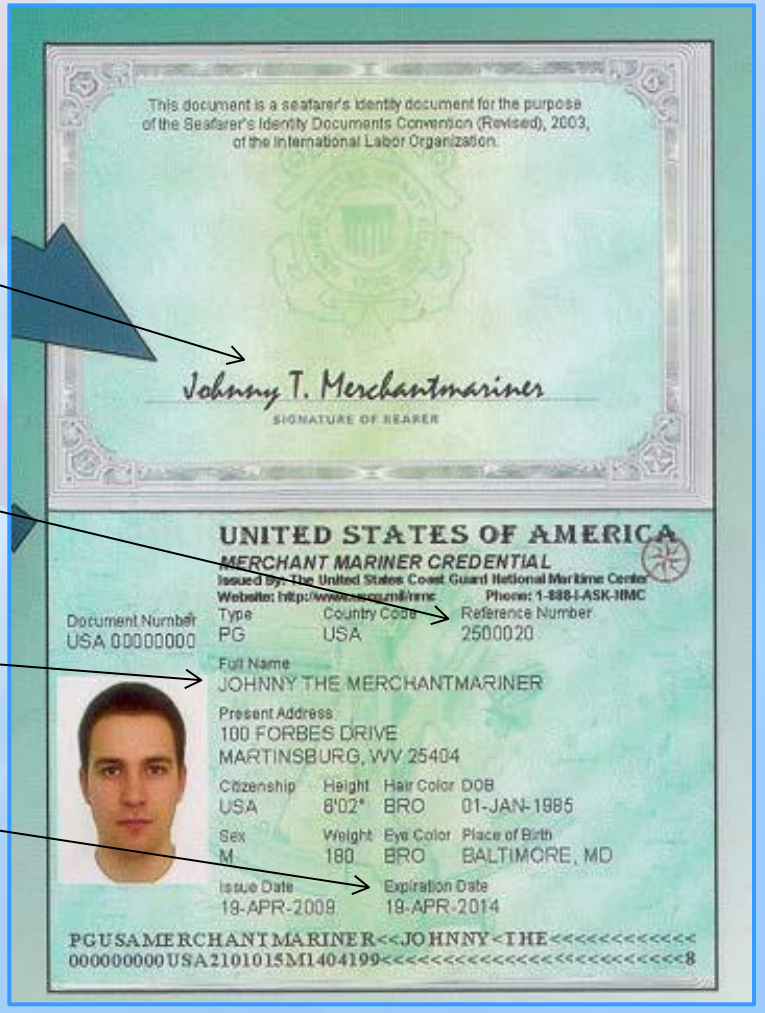
- Two formats
  - License 8 ½” X 11”
    - No longer valid
  - MMC Passport size

46 CFR §10.201

    - Proper name – Merchant Mariner Credential
    - Now issued on all new and renewals

USCG MMC

- Key contents
  - Must be signed
    - License – on reverse
  - MMC (License) reference number
    - License – upper left
  - Name
    - License – center front
  - Expiration date
    - License – lower left
- Turn the page

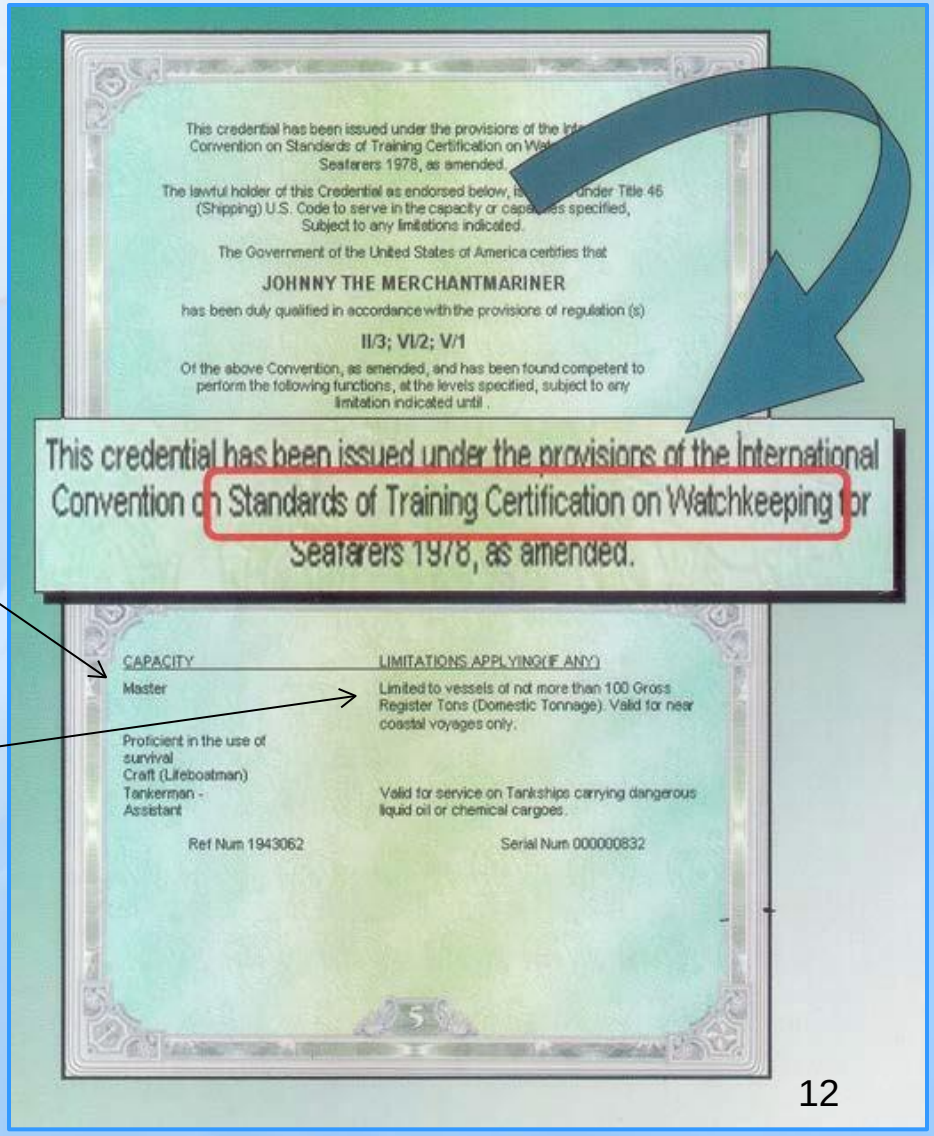


USCG MMC

- Capacity & Limitations
  - Master/Mate/Pilot/ OUPV

License – both center front

  - Tonnage, where
  - Look on next page of MMC for other potential restrictions



The MMC has twenty pages, exclusive of the front and back covers, sequentially numbered like the visa pages of a passport. Basic identity document data is page 3. The MMC is not a passport, but it is a Seafarer's Identity Document and the format of the data page complies with the ICAO *Machine Readable Travel Documents* specifications for Machine-readable passports. Rather than the document type of **P** used with US government issued passports, a document type of **PG** is used for MMCs.

License information in the form of domestic and international endorsements begin on page 4 of the MMC and continue as many pages required to list competencies held by the mariner. Domestic (**46 CFR §10**) and International (STCW Convention) license information are printed on separate pages. When the mariner gain a new competency while holding an already valid MMC, the new competency is printed on a sticker which is placed on the next available blank page in the MMC, much like a visa in a passport. Thus new MMCs are only produced for original and renewals; raises in grade, removal or limitations, or addition of endorsements do not require a new credential.

The mariner's reference number and the MMC's serial number are printed on the bottom of every page containing endorsement information and on all stickers issued to be added. The endorsement pages are overprinted with a transparent plastic 'watermark' with the words 'Merchant Mariner Credential' and the seal of the United States
.
MMC serial numbers are nine digits long, as required for a passport book, and padded with leading zeros. As of December 2011, about 134,000 serial numbers had been used (presuming sequential assignment).

The MMC has a clear plastic holder for the mariner's TWIC card on the inside of the back cover.

USCG MMC

- Individual restrictions
  - e.g., Must have spare pair of prescription glasses
- Qualifications
  - Route
    - Near Coastal (< 200 nm)
      < 100 nm for OUPV
    - Inland
    - Great Lakes
  - Master, Mate, Pilot, OUPV
  - Limited Master/OUPV
  - Restricted OUPV
  - Vessel gross tonnage

- Examiner Best Practice
  - Checklist
    - Name
    - Expiration date
    - Qualifications
    - Reference Number
    - Sufficient licensed operators for voyage
  - Compare to D&A enrollment letter

An MMC authorizes the holder to serve in any capacity endorsed thereon, or in any lower capacity in the same department, or in any capacity covered by a general endorsement.

USCG MMC

- To look up license/MMC information on-line:
- https://homeport.uscg.mil/missions/merchant-mariners/merchant-mariner-credential-verification

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  - Select “Single Mariner Search”
  - Must have Reference Number and last name

TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC)

Required for all personnel requiring unescorted access to secure areas of MTSA-regulated facilities and vessels, and all mariners holding Coast Guard-issued credentials.

The issued card (pictured below) contains computer chip, known as an Integrated Circuit Chip (ICC), which stores the holders information and biometric data. The chip can be read by inserting it into a reader or holding it near a "contactless" reader. There are also a magnetic strip (similar to a credit card) and a linear barcode on the back as alternative reading methods.

Task 4.4

Charts and Nautical Publications

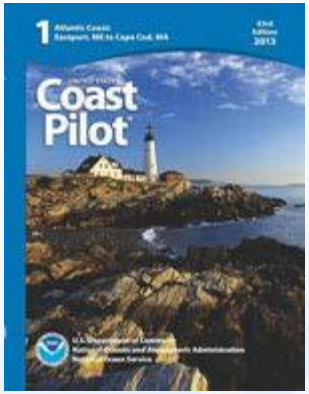
46 CFR §26.03-4

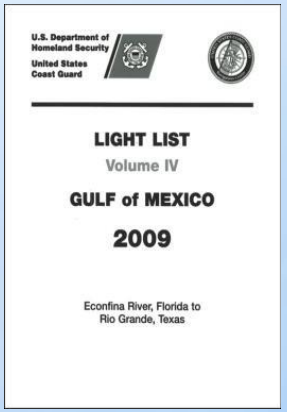
(a)As appropriate for the intended voyage, all vessels must carry adequate and up-to-date—

(1)Charts of appropriate scale to make safe navigation possible;
(2) "U.S. Coast Pilot" or similar publication;
(3) Coast Guard light list;
(4) Tide tables

(b)…. alternative, you may substitute extracts or copies from the publications in paragraph (a) of this section. This information must be applicable to the area transited.

Nautical Publications

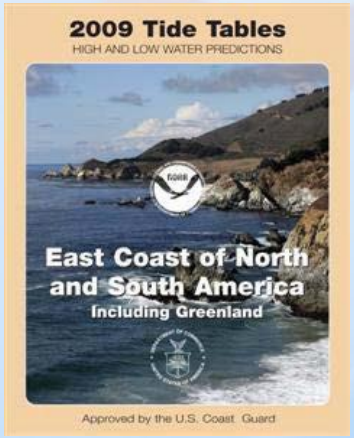


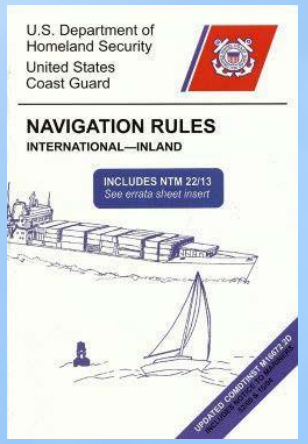


http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm

http://www.navcen.uscg.gov/?pageName=lightlists

http://tidesandcurrents.noaa.gov/currents13/



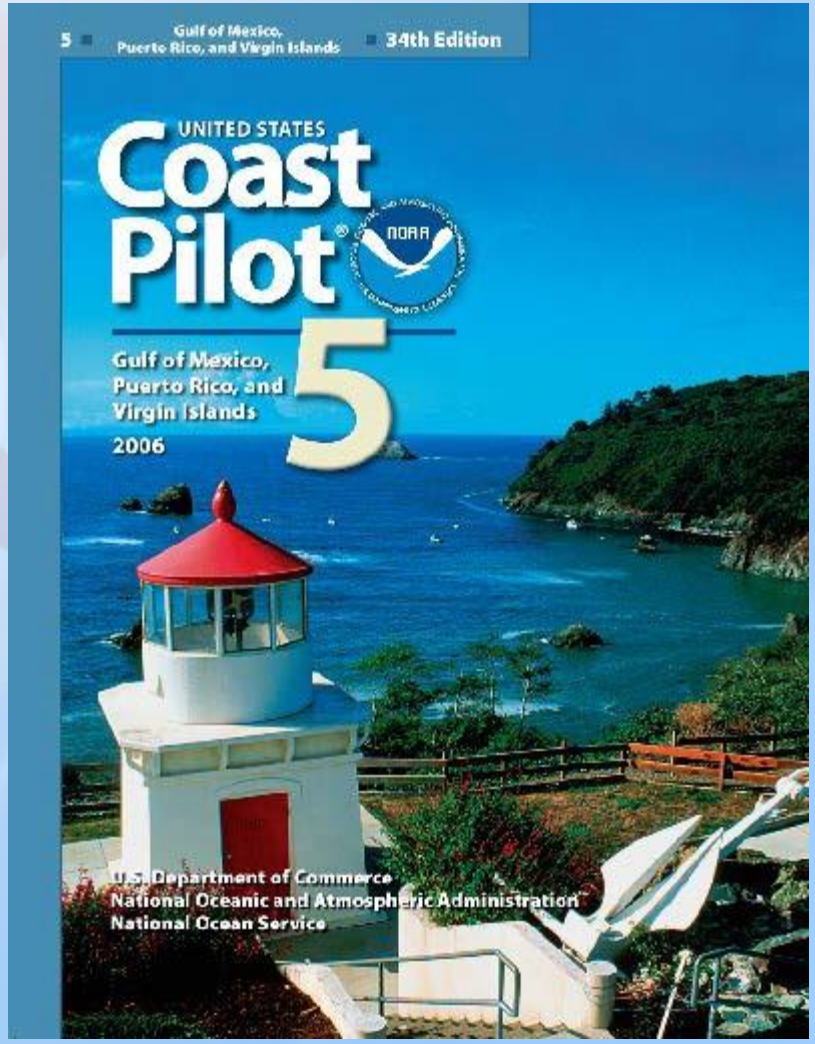


http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm

http://www.navcen.uscg.gov/?pageName=navRulesCo2n2tent

Coast Pilot

- Nine Volumes
- ***United States Coast Pilot*** is a nine-volume American navigation publication distributed yearly by the National Oceanic and Atmospheric Administration's (NOAA) Office of Coast Survey. The purpose of the publication is to supplement nautical charts of United States of America (U.S.) waters. Information comes from field inspections, survey vessels, and various harbor authorities. Maritime officials and pilotage associations provide additional information.
- *Coast Pilots* provide more detailed information than Sailing Directions because *Sailing Directions* are intended exclusively for the oceangoing mariner. Each volume of *Coast Pilots* must be regularly corrected using Notice to Mariners.
- Each volume contains comprehensive sections on local operational considerations and navigation regulations. Following chapters contain detailed discussions of coastal navigation.
- An appendix provides information on obtaining additional weather information, communications services, and other data. An index and additional tables complete the volume.
- Annual Publication
- Sources
  - Purchase volume
  - Download on-line



Coast Pilot
Topics in the Coast Pilot include

- Channel descriptions
- Anchorages
- Bridge and cable clearances
- Currents, tide, and water levels
- Prominent features
- Pilotage
- Towage
- Weather and ice conditions
- Wharf descriptions
- Dangers
- Routes
- Traffic separation schemes
- Small-craft facilities
- Federal regulations applicable to navigation

USCG Light List

The *United States Coast Guard Light List* is published annually in 7 volumes. It covers the entire coastline of the United States and its possessions.

I, Atlantic Coast, St. Croix River, Maine to Shrewsbury River, New Jersey
II, Atlantic Coast, Shrewsbury River, New Jersey to Little River, South Carolina
III, Atlantic Coast, Little River, South Carolina to Econfina River, Florida
IV, Gulf of America
V, Mississippi River System
VI, Pacific Coast and Pacific Islands
VII, Great Lakes

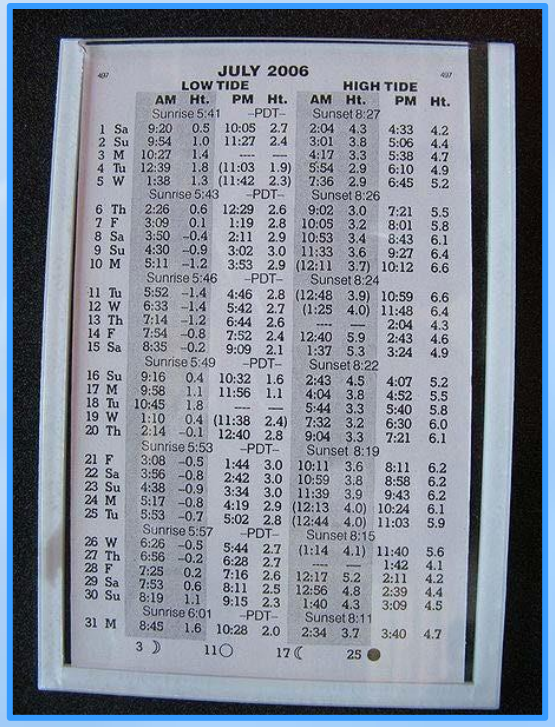
Each volume of the *Light List* contains aids to navigation in geographic order from north to south along the Atlantic coast, from east to west along the Gulf coast, and from south to north along the Pacific coast. It lists seacoast aids first, followed by entrance and harbor aids listed from seaward.

Intracoastal Waterway aids are listed last in geographic order in the direction from New Jersey to Florida to the border of Texas and Mexico.

The listings are preceded by a description of the aids to navigation system in the United States, luminous range diagram, geographic range tables, and other information. Annual publications may be purchased or downloaded on line.

Tide Tables

Tide tables, sometimes called **tide charts**, are used for tidal predictions and show the daily times and heights of high water and low water, usually for a particular location. Tide heights at intermediate times (between high and low water) can be approximately calculated using the rule of twelfths or more accurately by using a published tidal curve for the location.



JULY 2006

		LOW TIDE AM	Ht.	PM	Ht.	HIGH TIDE AM	Ht.	PM	Ht.
		Sunrise 5:41		–PDT–		Sunset 8:27			
1	Sa	9:20	0.5	10:05	2.7	2:04	4.3	4:33	4.2
2	Su	9:54	1.0	11:27	2.4	3:01	3.8	5:06	4.4
3	M	10:27	1.4	---	---	4:17	3.3	5:38	4.7
4	Tu	12:39	1.8	(11:03	1.9)	5:54	2.9	6:10	4.9
5	W	1:38	1.3	(11:42	2.3)	7:36	2.9	6:45	5.2
		Sunrise 5:43		–PDT–		Sunset 8:26			
6	Th	2:26	0.6	12:29	2.6	9:02	3.0	7:21	5.5
7	F	3:09	0.1	1:19	2.8	10:05	3.2	8:01	5.8
8	Sa	3:50	–0.4	2:11	2.9	10:53	3.4	8:43	6.1
9	Su	4:30	–0.9	3:02	3.0	11:33	3.6	9:27	6.4
10	M	5:11	–1.2	3:53	2.9	(12:11	3.7)	10:12	6.6
		Sunrise 5:46		–PDT–		Sunset 8:24			
11	Tu	5:52	–1.4	4:46	2.8	(12:48	3.9)	10:59	6.6
12	W	6:33	–1.4	5:42	2.7	(1:25	4.0)	11:48	6.4
13	Th	7:14	–1.2	6:44	2.6	---	---	2:04	4.3
14	F	7:54	–0.8	7:52	2.4	12:40	5.9	2:43	4.6
15	Sa	8:35	–0.2	9:09	2.1	1:37	5.3	3:24	4.9
		Sunrise 5:49		–PDT–		Sunset 8:22			
16	Su	9:16	0.4	10:32	1.6	2:43	4.5	4:07	5.2
17	M	9:58	1.1	11:56	1.1	4:04	3.8	4:52	5.5
18	Tu	10:45	1.8	---	---	5:44	3.3	5:40	5.8
19	W	1:10	0.4	(11:38	2.4)	7:32	3.2	6:30	6.0
20	Th	2:14	–0.1	12:40	2.8	9:04	3.3	7:21	6.1
		Sunrise 5:53		–PDT–		Sunset 8:19			
21	F	3:08	–0.5	1:44	3.0	10:11	3.6	8:11	6.2
22	Sa	3:56	–0.8	2:42	3.0	10:59	3.8	8:58	6.2
23	Su	4:38	–0.9	3:34	3.0	11:39	3.9	9:43	6.2
24	M	5:17	–0.8	4:19	2.9	(12:13	4.0)	10:24	6.1
25	Tu	5:53	–0.7	5:02	2.8	(12:44	4.0)	11:03	5.9
		Sunrise 5:57		–PDT–		Sunset 8:15			
26	W	6:26	–0.5	5:44	2.7	(1:14	4.1)	11:40	5.6
27	Th	6:56	–0.2	6:28	2.7	---	---	1:42	4.1
28	F	7:25	0.2	7:16	2.6	12:17	5.2	2:11	4.2
29	Sa	7:53	0.6	8:11	2.5	12:56	4.8	2:39	4.4
30	Su	8:19	1.1	9:15	2.3	1:40	4.3	3:09	4.5
		Sunrise 6:01		–PDT–		Sunset 8:11			
31	M	8:45	1.6	10:28	2.0	2:34	3.7	3:40	4.7

3 ☽ 11○ 17 ☾ 25 ●

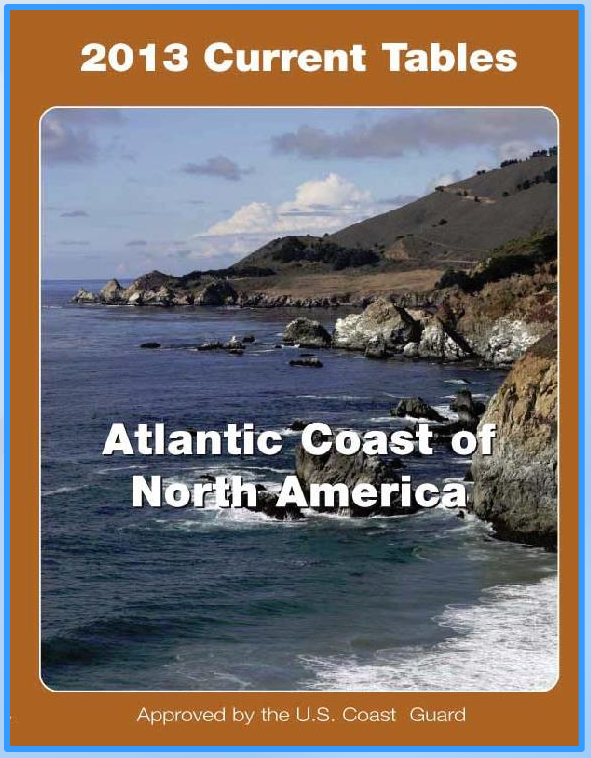
Tide tables are published in various forms, such as paper-based tables and tables available on the Internet. Most tide tables are calculated and published only for major ports, called "standard ports", and only for one year — standard ports can be relatively close together or distant hundreds of kilometers. The tide times for a minor port are estimated by the tide-table user manually calculating using the published time and height differences between a "standard" port and the minor port.

Annual publications may be purchased on downloaded on-line.

Tidal Current Predictions

Annual editions are still published of the classic tidal current tables that mariners have depended on since they were first introduced by the Coast and Geodetic Survey in 1890. Formerly published by the National Ocean Service (NOS), a division of National Oceanic & Atmospheric Administration (NOAA).

In recent years, NOAA made these tables available to the public, but they are no longer printed by the government. Included are the times and velocities of ebb and flood currents, information on rotary currents, Gulf Stream information, and data on thousands of locations in North America, South America, and Asia. All tables are unaltered & unabridged.



On-Line Tidal Current Predictions

http://tidesandcurrents.noaa.gov/curr_pred.html

This system will allow you to obtain tidal current predictions computed by CO-OPS for more than 2,700 tidal current locations along the U.S. coastline. The publication of full daily predictions is limited to a select number of "reference stations." The remaining stations are referred to as "subordinate stations." Tidal predictions for subordinate stations are obtained by applying specific differences to the times and speeds of the predicted tidal currents for the specified reference stations.
These pages provide a listing of the 2,700 plus reference stations and subordinate stations. Selecting the "predictions" link beside a station listing will provide tidal current predictions for the location with the differences already applied.

Unlike tide stations, which are normally located along the shoreline, most tidal current stations are located offshore in channels, rivers, and bays. Tidal current stations are often named for the channel, river, or bay in which they are located or for a nearby navigational reference point. A map or some personal knowledge of the area may be necessary to help identify stations in the area you are interested in.

The list of subordinate stations has been broken down into states and other areas where tidal current stations are located. Each state is further broken down into regions. Each region presents a list of the tidal current stations in the area. The stations are listed geographically; thus, stations that are near each other along the shoreline appear together in the listing. This assists the user in locating a station of interest.

On-Line Tidal Current Predictions

Depth of stations: Although current measurements may have been recorded at various depths in the past, the data listed for many subordinate stations are mean values determined to have been representative of the current at each location. For that reason, no specific current meter depths for those stations are listed. Beginning with the Boston Harbor tidal current survey in 1971, data for individual meter depths were published and subsequent data will be presented in a similar manner. Most historic tidal current data is collected from meters suspended from survey vessels or anchored buoys, the listed depths for these stations are those measured downward from the surface. More recent tidal current data are collected from meters anchored at fixed depths from the bottom, the listed depths for these stations are defined as depth below chart datum and will be accompanied by the small letter "d". All depths listed are in units of feet.

Bookmarks may be created to the daily predictions for specific stations using the URL listed when the predictions are displayed. However, that link will only provide access to the predictions for the year available when the bookmark was created.

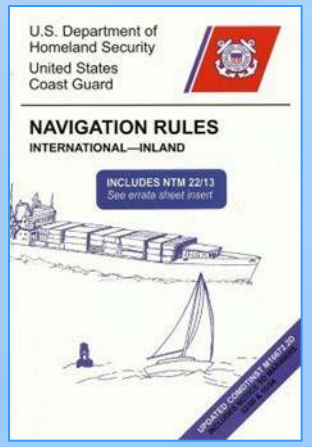
Each successive year of predictions will use a different URL address, and thus any bookmarks must be updated to access each new year of predictions.

Navigation Rules

- 33 CFR §88.05:
  - "The operator of each self-propelled vessel 12 meters or more in length shall carry on board and maintain for ready reference a copy of the Inland Navigation Rules."

- Provides information about Federal Navigation Regulations (33 CFR), COMDTINST M16672.2D, Navigation Rules (International - Inland), the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), the Inland Navigation Rules; also known as the Rules of the Road or the Navigation Rules

- Sources
  - Download on-line
  - Purchase current publication



Paper Nautical Charts

Since 1862, NOAA's Office of Coast Survey has been producing the lithographed nautical charts of U.S. coastal waterways, creating 4' by 3' pieces of essential nautical navigation.

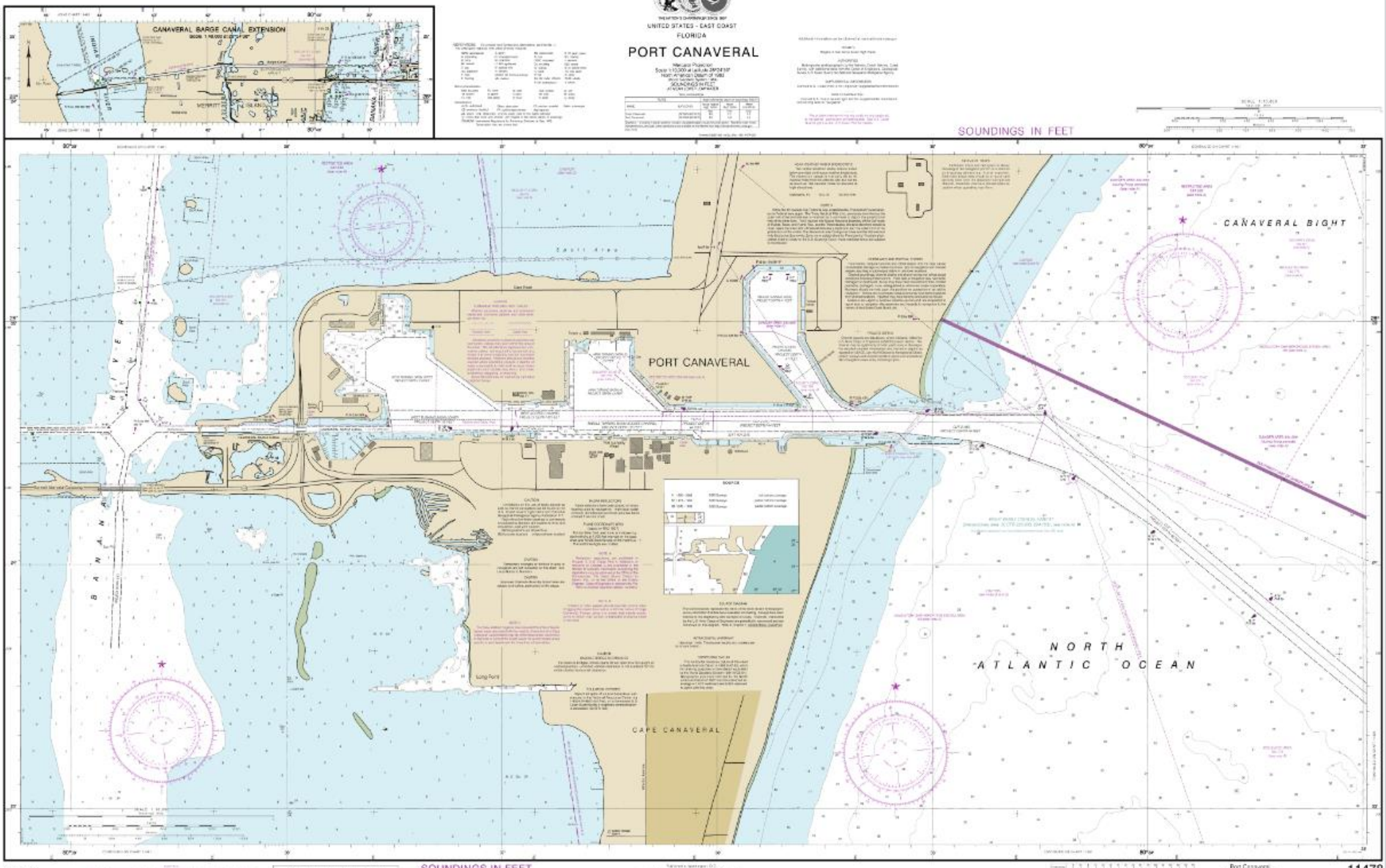
With the increase of GPS chart plotters and digitally formatted charts, demand for paper charts have dwindled however they are still required as per 46 CFR §26.03-4 Charts and nautical publications.

Although NOAA will no longer be printing charts, there are other options which include Print on Demand charts on line as well as NOAA-certified printers within the boating community.

NOAA will continue to provide its electronic navigational charts that are updated weekly and available for free downloaded from the Coast Survey website.

Nautical Charts

- Chart characteristics
  - Includes water depths, obstructions, buoys, lights, RNAs, anchorages, prohibited areas
  - Title is in lower right margin
  - Chart Number is in lower left and right margins
    - Lower left also shows edition number, and date of edition
    - Can verify if latest edition on NOAA web site
  - “Corrected through” information in lower left margin
    - Corrected through NM (month) (day/(year)
    - Corrected through LNM (month) (day/(year)
  - Compass Rose with Mag Variance, and rate of Mag Variance change/year
  - Chart Notes – usually a significant number of them


11478
CANAVERAL BARGE CANAL EXTENSION
UNITED STATES - EAST COAST
FLORIDA
PORT CANAVERAL
SOUNDINGS IN FEET
CANAVERAL BIGHT
PORT CANAVERAL
CAPE CANAVERAL
NORTH ATLANTIC OCEAN
BANANA RIVER
SOUNDINGS IN FEET
11478

Nautical Charts

- NOAA update information data found at:
  - http://www.charts.noaa.gov/MCD/Dole.shtml

POD = Print On Demand

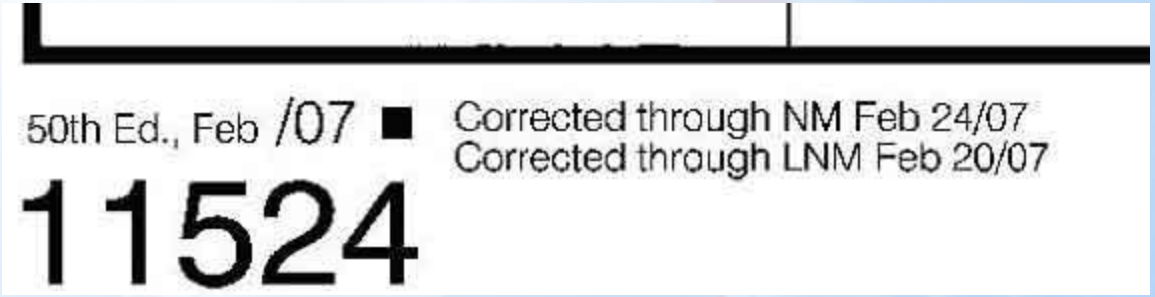
NUMBER	IMAGES	TITLE	SCALE	PAPER EDITION & DATE		POD EDITION & DATE	
18757	View	Santa Catalina Island;Avalon Bay;Catalina Harbor;Isthmus Cove	40,000	11	Sep-04 (NM:9/11/2004) (LNM:8/24/2004)	11	Sep-04 (NM:6/11/2011) (LNM:6/14/2011)

Hyperlink to view chart on-line

Note the date differences

This listing has two versions:
- Updated daily (web)
- Updated monthly (.pdf)

CHARTS – PRINT ON DEMAND (POD)



New editions of traditional charts are typically available for purchase six to eight weeks after NOAA has internally "cleared" or approved the chart for printing. Inherent delays exist in the traditional lithographic printing process and the subsequent distribution to chart agents through the country. Print on Demand new edition charts are typically available for purchase less than one week after passing internal NOAA clearance. Therefore POD new editions can be purchased weeks in advance of traditional chart new editions.

Nautical Charts

- Why & when are NOAA charts revised?
  - Changes to local geographic features
    - Dredging
    - Improved/changed lights and channel markings
    - New wrecks
    - Landmark changes ashore
  - Change in the rate of Magnetic Variance annual change

Legacy Electronic Nautical Charts

- Electronic Charts
  - May be found on many sport fishing boats and some UPVs
  - NOAA chart numbers are not found on the display
  - Current major supplier (Navionics), and several “one off” suppliers
    - Navionics designs cards, chips, etc. for a number of brands of displays
    - “One off” suppliers design cards, chips, etc. for their proprietary displays
  - May include Tide Tables associated with the current update + one year (at least)

Legacy Electronic Nautical Charts

- Not Acceptable currently as a stand alone
  - Electronic charts generally cover the area of the UPV's operations
    - "Edition date"
    - Coast Pilot embedded
    - Operators however often rely on Legacy Electronic Nautical Charts

Best Practice

Ask the owner/operator to show you the "as of date"; i.e., either

- Owner remove the "chip" to confirm software version
- Owner may show the "as of date" on a menu in the software
- Recommend current electronic chart software if they are being used

Legacy Electronic Nautical Charts

- Updating Electronic Charts
  - Two methods of updating
    - Some
      - New software is printed each January or February
      - Each edition is updated through the final summary NM/LNM issued at the end of the prior calendar year
    - Many
      - Buy original “chip” with current charts of interest
      - User updates, at will, through the sellers web site
        - First update is free within one year
      - Subsequent updates after first year are by subscription

NVIC 01-16 Electronic Charts (2016)
NVIC 01-16 Ch-2 (2020)

Terminology

ENC – Electronic Navigation Chart

ECDIS – Electronic Chart Display and Information System

IEC 60945 – International Electrotechnical Committee's Maritime Navigation and Radiocommunication Equipment and Systems Standard

RTCM – Radio Technical Commission for Maritime Services

NVIC 01-16 Electronic Charts (2016)
NVIC 01-16 Ch-2 (2020)

Vessels that transit beyond the Territorial Sea Baseline (12 miles) are required to have a system appropriate for the environment, currently IEC 60945. A manufacturer's declaration that a system meets RTCM ECS standards is acceptable.

A RTCM Class 'A' ECS System is appropriate for voyages beyond the Territorial Sea. Training and certification required.

A RTCM Class 'B' or 'C' ECS System may be used by vessels operating not more than 12 miles from the Territorial Sea Baseline.

NVIC 01-16 Electronic Charts (2016)
NVIC 01-16 Ch-2 (2020)

The ECS System must include:

- **External Electronic Position-Fixing device**
- **Automatic Identification System (AIS)**
- **Gyro Compass (or other non-magnetic device) for heading information**
- **Marine Radar**
- **(recommended: magnetic compass and voyage data recorder)**

Required Publications can also be carried in electronic format.

A redundant copy is required May be electronic or paper.

NVIC 01-16 Electronic Charts (2016)
NVIC 01-16 Ch-2 (2020)

Official charts must be used (NOAA ENCs; US Army Corps of Engineers IENCs; ENCs issued by a river authority or by authority of a foreign government.)

Electronic copies of the Inland Navigation Rules and the Vessel Traffic Service Rules are authorized, but must be "ready reference."

Task 4.5

46 CFR §26.03-6

Special Permit

§26.03-6 Special permit.

(a)If the owner, operator, or agent donates the use of an uninspected passenger vessel to a charity for fundraising activities, and the vessel's activity would subject it to Coast Guard inspection, the OCMI may issue a special permit to the owner, operator, or agent for this purpose if, in the opinion of the OCMI, the vessel can be safely operated. Each special permit is valid for only one voyage of a donated vessel, which is used for a charitable purpose. Applications are considered and approved on a case-by-case basis.

(b)The criteria of §176.204 of this chapter will apply to the issuance of a special permit. In addition, the owner, operator, or agent must meet each of these conditions—

(1)Any charity using a donated vessel must be a bona fide charity or a non-profit organization qualified under section 501(c)(3) of the Internal Revenue Code of 1986;

(2) All donations received from the fundraising must go to the named charity;

(3)The owner, operator, or agent may obtain a special permit for an individual vessel not more than four times in a 12-month period; and

(4)The owner, operator, or agent must apply to the local OCMI for a special permit prior to the intended voyage, allowing adequate time for processing and approval of the permit.

(c) Nothing in this part may be construed as limiting the OCMI from making such tests and inspections, both afloat and in dry-dock, that are reasonable and practicable to be assured of the vessel's seaworthiness and safety.

Task 4.6

46 CFR §26.03-8

Marine Event of National Significance special permits

§26.03-8 Marine Event of National Significance special permits.

(a)For a Marine Event of National Significance, as determined by the Commandant, U.S. Coast Guard, a vessel may be permitted to engage in excursions while carrying passengers-for-hire for the duration of the event. Event sponsors seeking this determination must submit a written request to the Commandant (CG–543) at least one year prior to the event.

(b)The owner, operator, or agent of a vessel that is registered as a participant in a Marine Event of National Significance may apply for a special permit to carry passengers-for-hire for the duration of the event. The master, owner, or agent of the vessel must apply to the Coast Guard OCMI who has jurisdiction over the vessel's first United States port of call. The OCMI may issue a Form CG-949 “Permit to Carry Excursion Party” if, in the opinion of the OCMI, the operation can be undertaken safely. The OCMI may require an inspection prior to issuance of a special permit to ensure that the vessel can safely operate under the conditions for which the permit is issued.

(c)The permit will state the conditions under which it is issued. These conditions must include the number of passengers-for-hire the vessel may carry, the crew required, the number and type of lifesaving and safety equipment required, the route and operating details for which the permit is issued, and the dates for which the permit will be valid.

(d) The permit must be displayed in a location visible to passengers.

(e)The carrying of passengers-for-hire during a Marine Event of National Significance must comply with the regulations governing coastwise transportation of passengers under 19 CFR §4.50(b) and 19 CFR §4.80(a).

Task 4.7

46 CFR § 26.03-9

Voyage plans for UPVs of at least 100 gross tons

- Include a crew and passenger list before taking a UPV of at least 100 gross tons on a Great Lake, an ocean, or an international voyage.
- Before departure, the master must communicate the voyage plan ashore, either verbally or in writing.
- The voyage plan must go to either the vessel's normal berthing location or a representative of the owner or managing operator of the vessel. The master, owner, or operator of the vessel must make the voyage plan available to the Coast Guard upon request.

46 USC §3502
List or count of passengers

(a)The owner, charterer, managing operator, master, or individual in charge of the following categories of vessels carrying passengers shall keep a correct list of passengers received and delivered from day to day:

(1)Vessels arriving from foreign ports (except at United States Great Lakes ports from Canadian Great Lakes ports).

(2) Seagoing vessels in the coastwise trade.

(3)Passenger vessels making voyages of more than 300 miles on the Great Lakes except from a Canadian to a United States port.

(b)The master of a vessel carrying passengers (except a vessel listed in subsection (a) of this section) shall keep a correct count of all passengers received and delivered.

(c)Lists and counts required under this section shall be open to the inspection of designated officials of the Coast Guard and the Customs Service at all times. The total number of passengers shall be provided to the Coast Guard when requested.

(d) This section applies to a foreign vessel arriving at a United States port.

(e) The owner, charterer, managing operator, master, or individual in charge of a passenger vessel failing to make a list or count of passengers as required by this section is liable to the United States Government for a civil penalty of $100. The vessel also is liable in rem for the penalty.

You have completed Session 5 Operations

Document and save information in a folder as it will assist you as you work toward status as a UPV Examiner.

This presentation does not alleviate or replace on the job training or additional requirements or training required by each Sector.

Date of Update: 01/18/2024